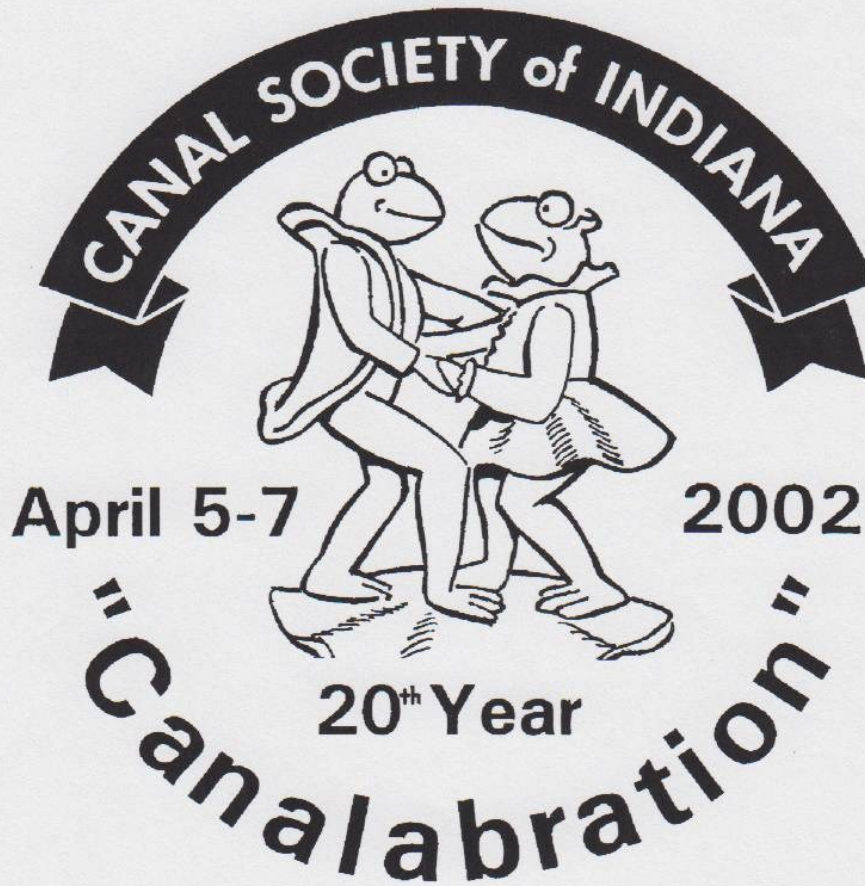


(MIAMI) WABASH & ERIE CANAL
Allen County, IN and Paulding,
Defiance, & Henry Counties, OH



Canal Society of Indiana P.O. Box 40087 Fort Wayne, IN 46804



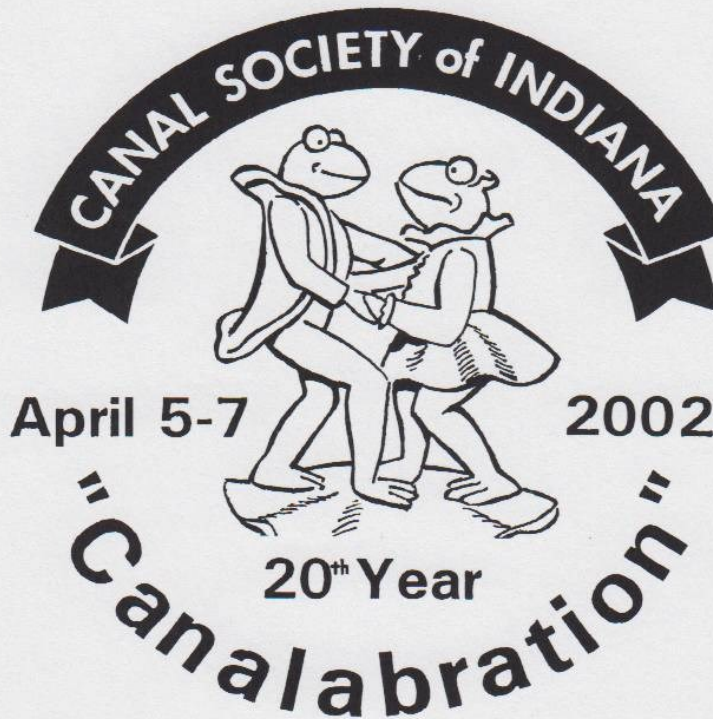
My sincere thanks to those who researched canal sites, contributed newspaper articles, and furnished maps, diagrams and pictures or photographs.

- Paul Baudendistel**
- Scott Bieszczad**
- Tom Castaldi**
- Patricia Derrow**
- Jim Ellis**
- Craig Leonard**
- Tom Meek**
- Brian Migliore**
- Gene Paschka**
- Cynthia Powers**
- Bob Schmidt**
- Stan Schmidt**
- Sue Simerman**
- Neil Sowards**
- Nate Tagmeyer**
- Allen Vincent**

Without all of your help this book would not have been possible.

Carolyn I. Schmidt

**(MIAMI) WABASH & ERIE CANAL
Allen County, IN and Paulding,
Defiance, & Henry Counties, Ohio**



EDITOR"
CAROLYN I. SCHMIDT

LOGO DESIGN:
NATE TAGMEYER

RESEARCHERS:
BOB SCHMIDT
CAROLYN SCHMIDT
CYNTHIA POWERS

Copyright 2002

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

“CANALABRATION”

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 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.

This tour's theme “Canalabration” has a double meaning. It is the society's twentieth anniversary and a time to celebrate the accomplishments made by the society in interpreting Indiana's canals for others, preserving canal remains and restoring canal structures. Although our society does not physically restore things, we help with the research in these projects and help fund them.

We are also celebrating, just as was done in Indiana and Ohio over 150 years ago, the opening of transportation to western states by the completion of the (Miami) Wabash & Erie Canal from Toledo, OH to Fort Wayne, IN and beyond. At first Ohio dragged her heels in completing her portion of the canal. Indiana helped with the project and when finished this canal was truly the first

interstate transportation system. Problems had to be overcome. Funds were scarce. The Black Swamp was an obstacle. There were no roads to bring in supplies, tools or food. Living conditions were poor. Disease was prevalent. Good stone was hard to procure. Many structures had to be built of wood.

The early canal superintendents, engineers, contractors and workers often were paid in paper that was worth only half its face value. They had to live in squalor along the line. And yet, when finished, they had completed the longest canal ever built in North America. It was 468 miles long, longer than its model the Erie Canal of New York State. Boats could go all the way from Toledo, OH to Evansville, IN; however, most boats worked in certain areas and did not attempt the entire trip.

Canal freighters could carry wagon loads full of grain, timber, and produce getting to market in less time than by dirt roads, which were practically non-existent. They could bring settlers and their belongings into the interior of the state. It was indeed a time for **“Canalabration.”**

Sit back, relax, think back to the 1830s - 1870s and learn more about the canal and life along its towpath. Welcome aboard!

Carolyn Schmidt

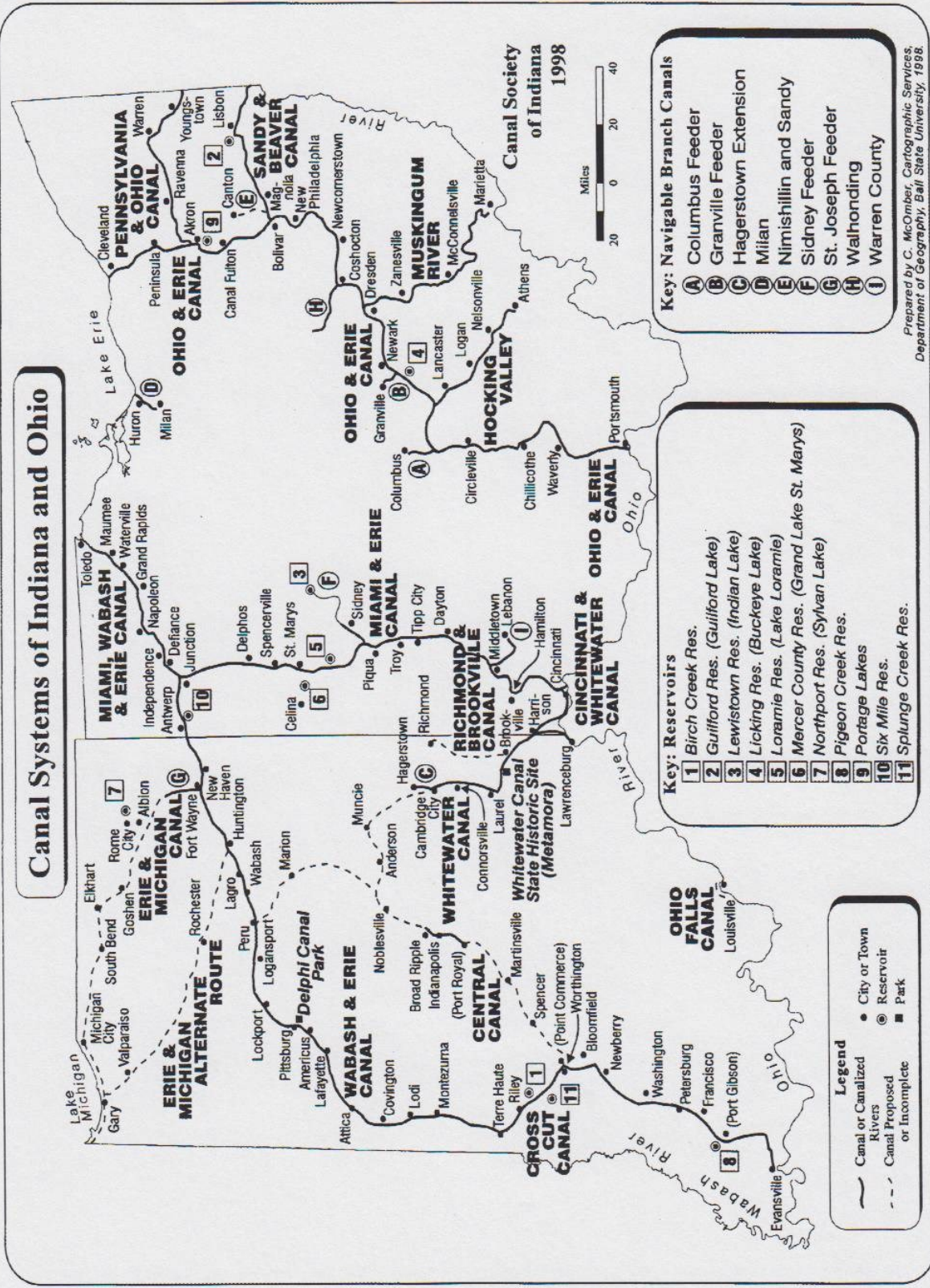


TABLE OF CONTENTS

PAGE#

1. Map of Canal Systems of Indiana and Ohio
2. The Wabash & Erie Canal in Allen County, Indiana
6. Chief Engineer Jesse Lynch Williams
9. Fort Wayne The Summit City
10. Map of the Fort Wayne Summit
14. 1847 Report on Canal Structures in Allen County, Indiana
22. St. Joseph Feeder For the Wabash & Erie Canal Fort Wayne
32. The Blee Family and the Wabash & Erie Canal West of the Allen County Line
33. The Wabash & Erie Canal From Aboite to the State Line Including Fort Wayne
35. The Vermilyeas and the Vermilyea House
42. St. Mary's Aqueduct and Aqueduct Club
44. Thomas Swinney and the Swinney Homestead
45. The McCullochs and the McCulloch Mansion
48. The Edsalls and the Edsall House
50. The Van Buren House and William Rockhill
51. Dana Columbia and Columbia Street
51. Orbison Basin and the Randall Hotel
53. Comparat Basin
57. Railroads
57. The Landing
59. The Canal House
61. Canal Structures Unearthed
62. Captain Asa Fairfield
63. William Rockhill
64. Philo Rumsey
66. Joseph Gronauer and the Gronauer Lock
75. Garr Creek Culvert
75. Ulrich Saylor and the Saylor Lock
77. Reminiscences of Allen County Residents
84. Allen County/Fort Wayne Canal Tidbits
87. Mileage and Structures of the (Miami) Wabash & Erie in Northwestern Ohio and the
Wabash & Erie in Allen County, Indiana
88. The (Miami) Wabash & Erie Canal in Ohio
89. The Black Swamp
89. Ohio's Problems
94. Map of Antwerp, Ohio
95. Antwerp, Ohio
97. Six-Mile Reservoir and the Reservoir War
100. Tate's Landing
101. Junction, Ohio
104. Doyle & Dickey Daily Packet Line
106. Map of Defiance Township, Defiance County, Defiance, Ohio
107. Defiance, Ohio
112. Map of Richland Township, Defiance County, Independence, Ohio
113. Independence And Independence Dam State Park
113. Napoleon
114. Map of Napoleon, Ohio
120. Bibliography
125. Tour directions and maps for Saturday and Sunday

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



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) Walhonding
 - (I) Warren County

- Key: Reservoirs**
- 1 Birch Creek Res.
 - 2 Guifford 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
 - - - Canal Proposed or Incomplete
 - City or Town
 - Reservoir
 - Park

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

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The Wabash & Erie Canal in Allen County, Indiana

The Allen County portion of the Wabash & Erie Canal has an important story to tell about the importance of geography in the placement of the canal and about the canal's impact on the area surrounding it. It is the story of a dying fort being changed to a city of commerce and industry, of trappers and traders being replaced by fine craftsmen, and of inaccessible western land being opened for settlement.

After the last glacier retreated from Indiana, a continental divide was created at Fort Wayne in Allen County with Fort Wayne being at its summit. Waters to the north of present day Covington Road drain into the Maumee River system that ends in Lake Erie near Toledo while those to the south of the road drain into the Wabash River system that eventually leads to the Gulf of Mexico by way of the Ohio and Mississippi Rivers. The two river systems at this summit are approximately 7 miles apart.

The early Native Americans, who settled the area, established a portage between these two systems that was referred to by Chief Little Turtle as "The Glorious Gate." In times of flood or heavy spring rains, this portage became even shorter. French voyagers also used it. Our forefathers recognized that this was a vital transportation link connecting the Atlantic Ocean through the Great Lakes to the Gulf of Mexico.

George Washington felt that canals offered the young nation the best hope of linking its regions into a united country. Although he never traveled to Indiana, he was a surveyor and always had a keen interest in geography and canals. He was the first to suggest that a canal might be built to connect the waters of the St. Lawrence via the Great Lakes with those of the Mississippi River. The connective passage for this link was the seven mile area between the Maumee River and the Little River at Fort Wayne.

As early settlers came into the state, they found a landscape covered with hardwood trees, lakes and swamps. Indiana held great potential for agricultural development. Unlike the east with its thin, often rocky soils, Indiana had a deep,

rich soil base. Trees could be removed, the swampy lands drained, and bountiful crops grown if there was a way to get them and livestock to market. Without development, the only transportation routes available were the buffalo trails and rivers.

Rivers were unreliable. In the spring there were dangerous floods. In the summer they were too shallow for boat traffic. Another problem in Indiana was that most rivers flowed in a southwesterly direction. Thus goods could only reach markets via the Ohio and Mississippi Rivers to New Orleans. This trip was long, arduous and often dangerous. Once in New Orleans there wasn't a practical way for a boat to return against the river's current.

Eastern markets offered better prices, but in frontier Indiana there wasn't a cost effective way to reach this market without a reliable transportation system. Even though the National Road reached Indiana in the early 1830s, it was still too expensive to ship bulk commodities by wagon. An alternate style of transportation was desperately needed if the state was to grow and prosper.

Canals offered the answer to a cheap, reliable transportation system that would open the Indiana frontier. With pick and shovel the natural geography could be modified to provide a man-made waterway that would be accessible almost year round. Canals allowed boats to go more than one direction. Goods could flow to eastern markets via Lake Erie and the Erie Canal of New York. Manufactured goods could be brought back to the growing state. Compared to railroads, canals could be built with native materials and the cash expended locally, instead of flowing to outside interests or even out of the country. In the case of railroads, both the steam engines and the rails had to be imported.

Indiana's rivers made the building of a canal quite feasible. A canal needs a water supply that can be regulated to provide a steady flow to keep the level of water in the channel at a constant 4 foot depth.

A survey was conducted by Capt. Riley after the 1818 Treaty of St. Mary's when the Native Americans relinquished the land for

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

European settlement. He determined it would be practical to drain the wet prairie to the west of the fort and suggested that a canal between the St. Mary's River, slightly above its junction with the St. Joseph River, to the Little River could be fed by the swamp with water enough for navigation. His survey was so well done that it was later used in the location of the Wabash & Erie Canal.

In its 1823-24 session Congress passed an act authorizing the State of Indiana to "survey and mark through the public lands of the United States, the route of a canal by which to connect the navigation of the rivers Wabash and Miami and Lake Erie; and ninety feet of land on each side of said canal shall be reserved from sale on the part of the United States, and the use thereof, forever, be vested in the State aforesaid, for a canal, and for no other purpose whatever." (This land grant was felt to be insufficient and was not approved by the State of Indiana.)

In the 1826-27 session of Congress an act was presented that was accepted by the State Legislature on January 5, 1828, which stated that "to the State of Indiana, for the purpose of aiding the said State in opening a canal to unite, at navigable points, the waters of the Wabash River with those of Lake Erie, a quantity of land equal to one-half of five sections in width on each side of said canal, and reserving each alternate section to the United States, to be selected by a Commissioner of the Land Office, under the direction of the President of the United States, from one side thereof to the other; and the said lands shall be subject to the disposal of the Legislature of said State for the purpose aforesaid and no other." It also provided "that a Board of Commissioners be organized, to be known and designated as the Board of Commissioners of the Wabash & Erie Canal, and to consist of three Commissioners, who shall be elected by joint ballot of the Senate and House of Representative, and shall serve two years and until their successors shall be elected and qualified—unless superseded...any two of whom shall compose a Board of Commissioners, and shall have full power and authority to act as such." Samuel Hanna of Fort Wayne, David Burr of Jackson County (later Wabash County) and Robert John of Franklin County made up the Board of Commissioners.

It was the duty of the board to examine the practicability of a canal route from the Wabash to the Maumee and to determine if an adequate supply of water could be obtained from the Wabash, St. Joseph, St. Mary's or Maumee rivers, or from all of them. They received a \$500 appropriation. They convened with Governor Ray in Indianapolis on July 14, 1828, reviewing plats, maps, previous surveys, profiles and notes. They met again that summer in Fort Wayne but had no instruments and no engineer. For practical purposes the \$500 was not sufficient.

Judge Samuel Hanna was dispatched on horseback to Detroit, which he reached in two days. He crossed Lake Erie by boat and then went to New York to procure the instruments. He returned in 30 days and in early September 1828 the board was able to proceed. They were aided by John Smythe of Miamisburg, Ohio to help gauge the rivers, but Smythe became ill. The commissioners carried on as best they could.

The location of the feeder dam and feeder lines to the summit was accomplished between September 10 and 23. They used their estimates and those Colonel Moore had made on a former survey. Colonel Burr, who was to write the report, became so fatigued that it fell upon Judge Hanna to complete it. The commissioners also located the canal lands created under the January 25, 1829 act, and platted them. Land sales opened in Logansport in October 1830 and another office opened in Fort Wayne in October 1832.

CANAL LANDS SOLD



The Logansport sale was attended by many who bought land in Cass and adjacent counties. This attracted an influx of immigrants to that section and other parts of the state. But the sale did not raise enough money for the construction of the canal. It was necessary to appeal to the state for a loan based upon the moneys arising from the land sales and the interest thereon, together with the tolls and water rents of the canal. This bill of 1831-32 was opposed by many prominent legislators, but

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

it eventually passed. The citizens of Logansport celebrated its passage. The *Cass County Times* of March 2, 1832 ran the following article:

"The commissioners of the Wabash and Erie Canal met at Fort Wayne February 22, 1832, for the purpose of carrying into effect the requisitions of the late law of the legislature of this state, providing for the commencement of said work prior to March 2, 1832. Whereupon, the commissioners appointed the anniversary of the birth of the Father of his Country as the day on which the first excavation should be made on said Canal. By an order of the board, Jordan Vigus, Esq., was authorized to procure the necessary tools and assistance and to repair to the most convenient point on the St. Joseph feeder line at two o'clock on said day for the purpose aforesaid.

"The intention of the commissioners having been made known, a large number of citizens of the town of Fort Wayne and its vicinity, together with a number of gentlemen from the valley of the Wabash, convened at the Masonic Hall for a purpose of making arrangements for the celebration of this important undertaking. Henry Rudisill, Esq., was called to the chair, and David H. Colerick was appointed secretary.

"The procession, having been organized agreeable, proceeded across the St. Mary's River to the point selected. Then a circle was formed, in which a commissioner and the orator took their stand. Charles W. Ewing, Esq., then rose and, in his usual happy, eloquent manner, delivered an appropriate address, which was received with acclamation. Jordan Vigus, Esq., the only canal commissioner present, addressed the company. He explained why his colleagues were absent, adverted to the difficulties and embarrassments which the friends of the Canal had encountered and overcome, and noticed the importance of the work and the advantages which would ultimately be realized. He then concluded by saying, 'I am now about to commence the Wabash and Erie Canal in the name, and by the authority, of the state of Indiana.' Having thus spoken, he 'struck the long-suspended blow' — broke ground — while the company hailed the event with three cheers. Judge Hanna and Captain Murray, two of the able and consistent advocates of the Canal in the councils of the state, next approached and excavated the earth; then commenced an indiscriminate digging and cutting. The procession then marched back to town in the same manner as it went forth, and it dispersed in good order."

The Congressional Act of March 2, 1827 had provided that the canal must commence construction within five years and be completed within 20 years. The commissioners selected February 22, 1832, the 100th anniversary of George Washington's birthday, as the day to commence the building of the Wabash and Erie Canal. July 4th, which is usually selected for ground breaking since it is the birth of our country, could not be used because of the March 2nd deadline.

On that February day most of the people of the small village of Fort Wayne gathered for the ceremony. It must be remembered that after the fort was closed in 1819, only a few trappers and Native Americans remained. By 1830 the village only had 300 citizens.

Before the canal work could begin laborers had to be hired and this small village could not supply the need. Advertisements offered \$10 a month for men to come to Indiana and hire on as canal laborers. Too few men showed up and later some died on the job. It was necessary to increase wages.

Jesse Lynch William, who had worked as a rodman on the survey of the Miami Canal in Ohio, was given the job of overseeing the building of the Wabash and Erie Canal. He was only 25 years of age at the time. Later he was made Chief Engineer of all of Indiana's canals.

Once engineers, section contractors and laborers were hired, the Wabash and Erie was commenced in June of 1832 after having taken several months to round up the crews. It was to become the longest canal ever built in the United States (468 miles) and second only to the Grand Canal of China.

Building a canal was like creating a manmade river. The landscape had to be modified. A sixty foot path through the wilderness was cleared by cutting trees and removing stumps. The workers would then begin digging a natural trench. With pick and shovel they dug all day long. They put the dirt into two wheeled carts. Teamsters took the mule-pulled carts back and forth to the spoil banks in an endless procession. Every day it was the same. Dirt removed for the canal was piled on both

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

sides to create raised banks to hold water in the 40 foot canal channel. On one side was the towpath where the horses or mules would pull or "tow" the boats. On the opposite side was the berm or heel path. The canal was dug by thousands of Irish and German workers who toiled from sunrise to sunset, seven days a week. Many died of disease and exhaustion and were buried along the towpath or in mass graves.

The Wabash and Erie Canal was built in close proximity to the rivers. As water was required for the canal, a stone-filled timber crib dam was built across the river creating a pool of water. Water in this reservoir could then be diverted into the channel called a feeder, which brought the water into the main canal. In Fort Wayne, the dam was built on the St. Joseph River and the feeder became known as the St. Joseph Feeder Canal.

Waste weirs along the banks of the canal allowed excess water to flow out so that the banks would not be breached. Spring floods called freshets were always a threat. Since the canal was located close to the rivers it was often completely inundated. When the flood water retreated, banks, dams and other structures had to be repaired before transportation could resume.

Swamps and marshy lowlands were natural features frequently found along the rivers. Digging in well drained soils is difficult, but in a bog it becomes impossible. The sticky mud had to be scraped off the shovels. Workers stood in this muck and mire all day long building a canal that would eventually carry the canal waters through the swamp.

Despite the state's abundance of rivers and streams, there was an inadequate supply of water at some critical points. Once the canal reached Terre Haute it had to cross another summit. There was a critical point at the high elevation of the canal south of Terre Haute. Two reservoirs were constructed there to accumulate water during wet periods and to feed water into the canal during dry seasons. The Splunge Creek Reservoir covered 4000 acres and the Birch Creek Reservoir covered 1000 acres of rich Indiana farm land. Local farmers were unhappy about this use of their land and were concerned

about the disease and fevers that seemed to be associated with the reservoirs. Several times in 1854 & 1855 local citizens called "Regulators" breached the banks of the reservoirs and drained their waters. Governor Wright called out the militia to restore order and preserve the canal.

As the canal was built it impacted the natural landscape by more than the movement of dirt and redirection of water. Timber and stone were used to build the operating structure of the canal. Stone locks, such as Moots Lock in Fort Wayne, required a good quality of building stone. On the Whitewater Canal this type of stone was found close to the surface at Laurel, but on the Wabash & Erie good quarries were difficult to find. The famed Indiana limestone is located in the south and central portion of Indiana, not in the Wabash valley. Some stone was quarried at Lagro and Logansport, but transporting it to the structure site was next to impossible before the canal was built. However, a few stone structures were built and still remain.

The northern portion of the state had an abundant supply of timber that was used to build timber locks. These were cheaper than stone but required replacement about every ten years. Virgin timber forests were cut to build the structures. Almost all structures had at least a timber foundation unless they were built on bedrock. Of the 73 locks on the Wabash and Erie Canal, 53 were built completely of timber. In 1991 remnants of one of these timber locks, the Gronauer Lock, was uncovered near New Haven in Allen County during a road construction project. This is the most complete lock of its type ever uncovered. It was treated with polyethylene glycol to preserve it. A portion of it is displayed in the new Indiana State Museum.

The financial requirements for canal building and internal improvements was staggering for the young state. To support canal building the federal government offered a land grant that could help fund the Wabash and Erie Canal. In March of 1827 Indiana was given federal lands, alternate sections five miles on either side of the proposed canal route from the Auglaize River in Ohio to the Tippecanoe River near Lafayette, IN. That grant required that work on the canal begin in 1832 and it was not completed from Toledo, OH at Lake Erie to

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Evansville, IN on the Ohio River until 21 years later. Upon its completion in 1853 there existed a series of connective waterways from New York City to New Orleans.

The Wabash and Erie Canal not only altered the geography of Indiana, it changed the communication and transportation routes of the state. It provided the opportunity to take agricultural products to eastern markets where higher prices prevailed. European imports and goods from the eastern U. S. cities could be brought into Indiana's interior. The W & E led to the growth of cities along its towpath such as: Fort Wayne, Huntington, Wabash, Peru, Logansport, Delphi, Lafayette, Terre Haute and Evansville. Immigrants came and cleared the land for farms. Plank roads were built to the canal ports for use by farm wagons.

The construction of the canal brought workers, highly skilled artisans, and merchants to towns along the route. Just the announcement of the proposed canal created land speculation and towns began to appear. Often the canal did not reach these sites until years later. The life and death of towns depended on which side of the Wabash River the canal would be located.

The Wabash and Erie Canal was the interstate transportation system of the early 19th century. It brought rapid change to Indiana, but the era when horses pulled boats was short lived. The day of the railroad was at hand. The Civil War accelerated the change that was already in progress. By the 1870s much of the canal had fallen to decay and disuse due to lack of funds for its repair. The canal right-of-way was sold. Railroads laid their track on top of the old towpaths. Later these lands were transferred to the interurban lines and utility companies. Today the old canal route can still be traced along the river in rural areas, but it continues to fade into the past, due to the farmer's plow or growth of our expanding cities.

Chief Engineer Jesse Lynch Williams

Jesse Lynch Williams was chosen to be the Chief Engineer for the Wabash & Erie Canal and later the Chief Engineer for all of Indiana's



Jesse Lynch Williams

canals. He was very young at the time but not without experience. An article entitled "Jesse L," which appeared in the *Fort Wayne Daily Sentinel* of June 8, 1874, gives this account of his life.

EARLY RECOLLECTIONS OF THE HON J. L. WILLIAMS OF FORT WAYNE AN INTERESTING SKETCH FROM THE PEN OF D.S. ALEXANDER, ESQ. THE FIRST STEAMBOAT IN CINCINNATI - AN EDITOR'S SANCTUM IN 1807 THE PROMINENT YOUNG MEN - BUILDING OF THE OHIO CANALS - A WEDDING JOURNEY

D.S. ALEXANDER, ESQ. writes under date of Indianapolis, June 5, the following interesting reminiscences of Hon. and Mrs. Jesse L. Williams, of this city, which will be perused with pleasure by all the readers of the *SENTINEL*. Mr. Williams, by his long residence amongst us, his industry, energy and integrity, has won a place in the esteem of our citizens generally, while his wife is known by all for her high Christian character and her unassuming yet charitable and useful life. The letter is as follows:

For the past day of two Hon. Jesse L. Williams and lady, of Fort Wayne, have been visiting this city, the guests of the Hotel Bates. I called upon them at their rooms last evening, and found Mr. Williams engaged in reading an article recently published in the Indianapolis *JOURNAL*, and I believe, republished in the *GAZETTE*, concerning Achilles Williams, of Richmond, Hon. Jesse L. Williams' only surviving brother. The article was a sketch of the former's "early recollections," as related to the latter as follows:

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

"Mr. Achilles Williams, at the age of nineteen, came from Stokes county, North Carolina, with his father's family to Cincinnati, then a small place of some 4,000 or 5,000 inhabitants. During this short residence there the first 'steamboat' ever built on the western waters came down from Pittsburgh, and was boarded by a number of citizens, among whom was Micajah T. Williams, oldest brother of Mr. Williams, who managed as the boat was pushed out, to pull on board his brother, Hon. Jesse L. Williams, now of Fort Wayne, then a mere lad, and they had the honor of a ride on the first steamboat on the Ohio."

As he finished reading, Mr. Williams remarked that it recalled the whole scene very vividly before him. "It occurred in 1814," he said, "when he was but seven years old. His brother, Micajah, was editor of the **WESTERN SPY**, a small weekly paper, and he had been invited to take a short ride down the river for the purpose of 'writing it up.' The steamboat was not larger than a canal boat, and built after the most primitive model. But it was considered a wonderful craft in those days, and the whole town was out to save it. It landed at the foot of Main street — a dug way through the gravel bluff, and the only street leading to or from the river — and just as a man was pushing it from the shore his brother seized him by the coat collar and pulled him on board.

"At that time there were but two papers in Cincinnati, and only four or five in the State. The **WESTERN SPY** office was in a small two story frame building on the east side of Main Street, three or four doors above Fourth Street. The gable end faced the street, and the little low door opened directly from the street into the editor's sanctum. "When I was eight or ten years old," continued Mr. Williams, "I spent the winter with my brother Micajah, at Cincinnati, and among the daily callers at the 'printing office' were Judge Este, Ballamy Storer, Nathaniel Wright and Nathan Guildford, and other young lawyers fresh from New England. It was near the close of the War of 1812, and they assembled there for the purpose of reading and discussing the latest news contained in the Eastern weekly newspapers, which were brought all the way to Cincinnati on horseback. If they were not more than two weeks old when received the news was considered exceedingly fresh. These gentlemen," said Mr. Williams, his eyes kindling with enthusiasm, "although at the time only young men and fresh from their studies, showed by every word and gesture that they were far above mediocrity, and their lives have proved it. To them is due much of the greatness and superiority of Ohio. They helped to establish here a school system, aided in the construction of her canals, and battled for her internal improvements."

To this of noble men, many of whom I believe, are still living in Cincinnati, at a very advanced age, might also be added the name of Micajah T. Williams. For ten years he was a member of the Board of Public Works, and one of the energetic Commissioners to whom Ohio is indebted for her canals. "At one time in 1871, he ran for the United State Senate against the Hon. Thomas Ewing," said his brother, "but was beaten by one vote, the Whigs having a majority of one in the Legislature."

By this time I had become much interested in the early events which came under the individual notice of Mr. Williams, and begged him to go on. His wife, too, had dropped her paper for which she had been reading, and seemed much interested in her husband's conversation, although she had probably heard him relate the same incidents a score or more of times. Mr. Williams remarked that he never tired to thinking or talking about those early days, and proceeded to narrate the following, which I give in his own language as nearly as I can recall it: "In 1824, after the Ohio Legislature had arranged to make the preliminary surveys of the Miami and Erie Canal, my brother secured me a place as 'rodman' at \$9 per month. At this I worked all that season, assisting Thomas J. Matthews (father of the Hon. Stanley Matthews), to run the risk level between Cincinnati and Dayton. A few months later, when the survey was extended to Maumee Bay, Mr. Matthews carried the compass. For a long time we were struggling through a most dense wilderness, not finding a house or any traces of civilization for upward of fifty miles. When we struck the banks of the Auglaize river, a messenger over took us bearing a letter to Mr. Matthews, which informed him of his election as Professor of Mathematics in Transylvania University, at Lexington, Ky. The messenger had been nearly three weeks in finding us. It was a wonder he ever got through that wilderness. The next day Mr. Matthews resigned his compass to Francis Cleveland and returned to Cincinnati with the messenger. Cleveland subsequently obtained great prominence as a Civil Engineer, and I believe is still living at Portsmouth, Ohio.

"Matthews and Cleveland were, both of them, fine mathematicians. They were always solving some difficult problem, and it was from them that I got my start in the study. Whenever it rained so that we had to remain in our tent, they would keep me to work solving some problem, laying down the principles so clearly and concisely that I could never forget them. Mr. Matthews was a noble specimen of a man and was worthy of all the honors afterward bestowed upon him.

"In 1822, my brother, Micajah was sent on to New York to consult with Governor DeWitt Clinton and

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

several leading bankers to ascertain whether, in all the markets of the world, the State of Ohio would borrow \$3,000,000 to build her two canals. The money was wanted in installments covering a period of ten years. I have heard my brother tell how the responsibility weighed upon him. In those days the idea of borrowing \$3,000,000 on the credit of the entire State seemed almost incredible. Nowadays, the President of some railroad would regard it the work of only half an hour. The money was secured, however, through the assistance of Eastern bankers, and in 1825 Governor Clinton came to Ohio to throw out the first shovelful of earth, as work was commenced on the canals. Two celebrations were held, one in Licking County, where the first work was commenced on the Ohio Canal, and the other in Butler county, for the Miami & Erie Canal. At this latter place I saw Gov. Clinton and, as a member of the engineer corps, was introduced to him. He was a fine looking man, and the people of the State regarded it a great honor to have him ride on horseback from Western New York for the purpose of bidding them God speed in their great undertakings. It was indeed a great undertaking to construct these two canals. But the very day they were completed Ohio shot ahead in wealth, inhabitants and civilizations. Prior to this construction wheat was worth twenty five and thirty cents a bushel: corn eight and ten cents. But as soon as means of transportation were furnished, the former went up to fifty cents, and soon afterward to seventy-five cents.

"In June, 1832, having been appointed Chief Engineer of the Wabash & Erie Canal, I moved to Fort Wayne to commence work. In December of that year my duties called me to Indianapolis. I went on horseback (the only means of traveling in those days), and was five or six days in making the trip. Between Fort Wayne and Logansport, a distance of seventy-eight miles, I found but five white families. One of these was Capt. Murray, who subsequently laid out the town of Huntington, and had been a prominent member of the Ohio Legislature. Indians of course, were scattered all along the Wabash Valley. I was constantly meeting them, but they were always friendly, unless in liquor. At the forks of the Wabash, and at one or two other places, I passed through large villages of them. Indianapolis at that time contained about 1,700 inhabitants. The Legislature was in session in the old County Court House, then standing on the site of the new Court House, now in process of construction. The streets were knee deep with mud, and the buildings were of the most primitive character. From 1835 to 1842 I had a temporary residence here, although my home was really in Fort Wayne. My office was in the second story of the building in the center of (?) The three Supreme Judges occupied the remaining rooms. Below were the offices of the State officials."

In the course of our conversation, Mr. Williams related many other incidents of interest, but which I omit for fear of making this letter too long. I can not close however, without mentioning Mr. Williams' wedding tour, as related by his wife. Mr. Williams married Miss Susan Creighton, daughter of Hon. William Creighton, of Chillicothe, who went there in the latter part of the last century — a young man fresh from his collegiate and legal studies where he lived and died in 1851, after filling several important offices and being accounted one of the best lawyers in the State. The wedding ceremony took place on the 15th of November, and on the next day the young Chief Engineer of the Wabash and Erie Canal (Mr. Williams was then only twenty-four years old) started with his still younger bride for Fort Wayne. A strongly built old fashioned carriage (which Mr. Williams insisted on calling a hack) drawn by two stout horses loaded down with an old Pennsylvania harness, was secured for the bride's special use and comfort. A cautious driver was placed on "the box" while the entire wardrobe of the young couple, packed into a small trunk (not a la Nellie Grant)*, was strapped on behind. Mr. Williams mounted on a well trained roadster, rode a few rods in advance, for the purpose of selecting the best driveway. Nor had a two weeks supply of provisions been forgotten, for houses along the road to be traveled were twenty five and thirty mile apart, which constituted a hard day's journey in that season of the year.

"Frequently," said Mrs. Williams, "the carriage would drop down on one side, throwing me out of my seat. At first I thought a wheel had come off, but I soon learned they were mud holes. The next fifteen or twenty minutes were consumed in getting us out. Sometimes it would take a whole hour. My husband would ride back, secure his horse to a tree, and then by means of levers, pry the wheels out, while the driver urged on his horses, making the wilderness ring with his yells. Very often it would be night before we came in sight of a house, and once the houses were so far apart we had to camp out all night. One kept watch while the others slept. I think we were nearly two weeks in accomplishing the journey — a distance which can now be traveled in fifteen or eighteen hours."

Hon. Jesse L. Williams has been for years one of the most prominent men in the West. The predominant feature in his character is energy. A project once undertaken is never given up, however difficult it may prove to be. He knows no such work as fail. For forty-three years he has had the assistance of a devoted wife, who has been as influential in her sphere as her husband in his. By industry and frugality they have amassed a large fortune, and although both were pioneers in the Maumee and Wabash Valleys, where fever and ague blossomed as the rose, yet they are

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

apparently in as good health today as they were thirty days (sic years?) ago. They have three sons, who are an honor to them. The second, "the Rev. Mead Williams, is at present pastor of the First Presbyterian Church at Sandusky. The other two, Henry M. and Edward P., are in business in Fort Wayne. D.S.A.

**Editors note: Nellie Grant and Algernon Sartoris, an Englishman, were married in a very elaborate wedding on May 21, 1874 in the East Room of the White House. She wore a \$2,000 rose-point veil specially ordered from Brussels. They were inundated with wedding presents and sent off on their honeymoon in a private railway car. The marriage proved to be unhappy with Algy eventually departing for Italy and Nellie returning to the U. S.*

Fort Wayne The Summit City

Fort Wayne was the first of two summits on the Wabash & Erie Canal. Boats coming to Fort Wayne from Toledo had to be locked up as did those coming from Terre Haute. The waters fed into the mainline Wabash & Erie from the St. Joseph Feeder Canal flowed down hill to the east and to the west. Although most Fort Wayne residents today do not know how the city got its nickname "Summit City," it was thus named for being a canal summit.

Jesse L. Williams wrote the following letter in 1873 establishing the height of this summit.

FORT WAYNE GAZETTE DECEMBER 5, 1873

To the Editor of the Gazette:

The chief purpose of this communication is to reconcile discrepancies regarding the height of the city above Lake Erie. Some publications give the canal surface on this summit level as 815 feet above the sea and 252 feet above Lake Erie. The late geographical report of Ohio places the Fort Wayne depot on the Pittsburgh road at 235 feet, while another geological document gives 204 feet as the height of the same locality above Lake Erie. These figures are from various railroad surveys. But the actual construction and use of a canal with long levels compel exactness not essential on railroads, and those figures are therefore more reliable. Referring to official

reports of the Board of Public Works, made to the legislatures of Ohio and Indiana thirty years ago during the construction of the Wabash-Erie Canal, I find the lift of the several locks stated. Summing up the lockage and adding the descent in the long levels (which is very slight), I find the fall from the canal surface in Fort Wayne to the surface of Lake Erie, as it stood about the year 1842, to be 198 feet...

Fort Wayne, though called the "Summit City," is a summit only in the direction of the Maumee and Wabash valleys. The cross section north and south shows that it is in a trough geologists call the Maumee Valley, a continuation of the "trough of Lake Erie." Northwardly, the surface rises rapidly. The Michigan Southern Railroad track, some 65 miles north, attains a height of 560 feet above Lake Erie and 369 feet above Fort Wayne. A few miles farther north, at the head of the Little St. Joseph and the Kalamazoo rivers, the land is as much as 650 feet above Lake Erie; this is the highest point in the southern half of Michigan. Southwardly, the country ascends and reaches the highest land in Indiana (eight miles southeast of Winchester), which point is about 799 feet high, or 500 feet above Fort Wayne. This point is at the sources of the Whitewater, White and Big Miami rivers.

This comparative view bears upon the question of cheap transportation. Elevation is not overcome without cost, especially with heavy freights. The great depression of the Fort Wayne summit, reached by the "trough of the Maumee," as it is called by geologists, early led to its adoption for canal construction. Subsequently, two leading railroads sought and occupied this depression — the Pittsburgh and Chicago, and the Toledo and St. Louis. No other railroad between Richmond, Indiana, and the Saginaw Bay has found so low a passage over the watershed between the Ohio River and Lake Erie, or the divide between Lakes Erie and Michigan.

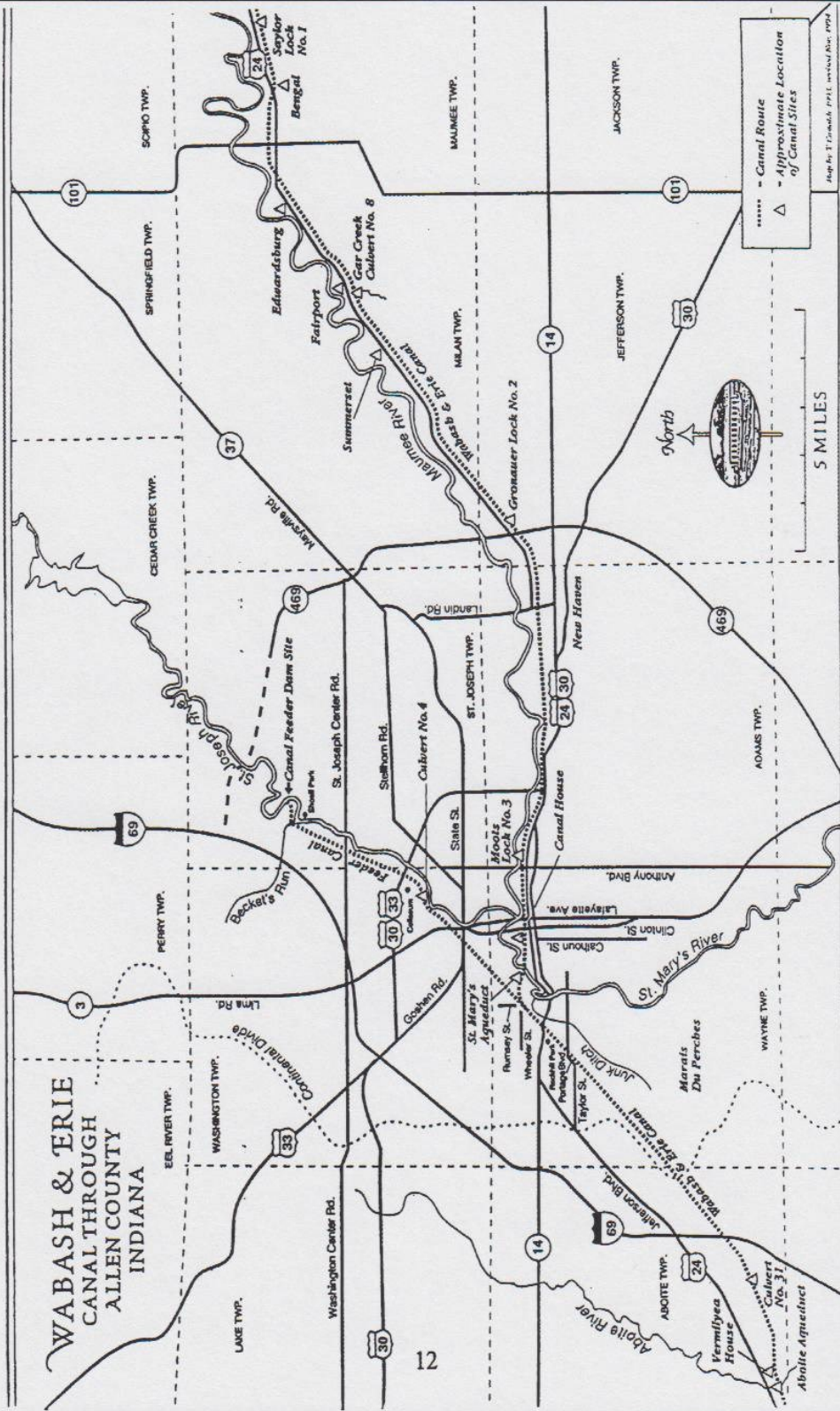
The Bellefontaine route ("Bee Line" so-called) crosses the summit in Logan County, Ohio, 773 feet above Lake Erie and 575 feet above Fort Wayne. In that vicinity, the source of the Big Miami and the Scioto rivers, the highest land in Ohio (975 feet above Lake Erie) is found. The Atlantic and Great Western track in Richland County rises 802 feet above Lake Erie and 604 feet above the trough or gap in which Fort Wayne is located. This point, the source of the Sandusky and the Muskingum river, is but 800 feet lower than the track on the summit of the Allegheny Mountains in the Altoona tunnel.

These relative altitudes possess an interest also in the aspect of geological investigation. In the late Ohio geological report alluded to, a separate chapter is

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

THE FORT WAYNE SUMMIT

WABASH & ERIE
CANAL THROUGH
ALLEN COUNTY
INDIANA



WABASH & ERIE CANAL
NOTEBOOK
ALLEN AND HUNTINGTON COUNTIES

COURTESY OF THOMAS E. CASTALDI

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

devoted to the Maumee Valley. Glacial action is credited for the peculiar formation of this valley, in connection with the basin or trough of Lake Erie. Professor Gilbert, known to all readers of current geological deductions concerning this region, attributes the singular turning of the Little St. Joseph and the St. Mary's rivers from their natural descent and direct course towards the west end of Lake Erie to this action. His theory states that far back in the glacial epoch, an immense mass of ice filled the west end of the lake to a great height and width. Its slow but resistless movement to the southwest marked and shaped the Maumee Valley. He supposes that the terminal moraines left on both sides by such a glacier forced the St. Joseph and the St. Mary's rivers into their southwestern and northwestern courses, respectively. The rivers met to form the Maumee.

Professor Newberry, chief geologist of Ohio, adopts this view, and in describing the southwestern outlet of the Great Lakes Basin, when the water stood at a higher level than now says:

"A great river comparable with the Niagra flowed from it where Fort Wayne now stands, cutting a broad deep valley through rock, sand and gravel, and discharged into the Wabash. After flowing thus for ages, this river — which never had a name and which no man ever saw — ran dry and ceased to be, having been drawn to some other outlet. **Jesse L. Williams**

Following his career as Chief Engineer of all of Indiana's canals, Williams promoted and built railroads. He thought a "low summit" an advantage to both canal and railroad. Having a low summit, the Wabash & Erie Canal had fewer locks and longer levels over greater distances versus many U. S. canals, which needed many locks with short levels over shorter distances to scale the high summits.

During the building of the Wabash & Erie Canal Williams kept the Board of Canal Commissioners informed as to its progress through reports to the Legislature. His December 1835 report was a part of the final consideration by Robert Evans, who introduced the Mammoth Internal Improvements Bill in January 1836.

Wabash & Erie Canal - Middle Division December 1835

To the Board of Canal Commissioners:
Gentlemen—

That portion of the Wabash and Erie Canal, extending from the head of the St. Joseph's Feeder to a

point near the mouth of Little River, generally termed the Middle Division, having been completed and filled with water, the undersigned deems it proper to present a description, somewhat in detail, of the various mechanical structures which have been erected, in order that those on whom the care of superintending, preserving, and repairing the Canal, will hereafter devolve, may be put in possession of the requisite information. And with a view to the same object, accurate drawings of the most important works, have been made and are herewith submitted.

The mechanical structures on this line, consist of the St. Joseph Dam, one Guard Lock at the head of the Feeder, which serves at once to regulate the flow of water and to connect the navigation of the St. Joseph with the canal; four Lift Locks, overcoming a total ascent of 35 feet; five small Aqueducts; nineteen Culverts; one framed Waste Weir; and six Road Bridges.

The want of building stone on this division, has involved the necessity of using timber in the construction of most of these works. But the foundations of such as are subject to decay, have been so formed as to receive a stone superstructure, when the time for rebuilding them shall come. The opening of the Canal to the fine quarries on the Wabash, will afford the means of bringing the stone to the point where they may be required, at a moderate cost, and by having the materials properly prepared, permanent stone structures may be substituted for the perishable ones, with but little interruption to navigation.

The St. Joseph Dam, upon which the practicability and success of the canal wholly depends, has been from necessity constructed at a point where the bed of the river is composed entirely of sand. The foundation of the Dam, to the height of seven feet, has been formed of unhewn trees 50 to 75 feet in length, laid with the current, the tops being placed up stream, and the whole resting on a layer of fine brush. The upper layers of trees are drawn back so that their lower ends present a succession of benches or platforms, which form a substantial apron to receive the descending floods. On this foundation of brush and trees, a crib has been erected 10 feet high with 40 feet base, sloping on both sides, filled with stone and sand (the coarsest material that could be obtained) placed above the crib 45 feet wide on the top and about 75 feet at the base. To prevent this gravel from being removed by the floods, its whole upper surface has been covered with stone and brush. A quantity of large round stone gathered from the bed of the river, or found in excavating the canal, has also been placed below the Dam as an extension of the apron. The whole base of the Dam, including apron

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

and gravelling, is about 170 feet; its height from low water 15 1/2 feet, and from bed of river 17 feet; and its length between abutments 230 feet. The abutments are formed of hewn timber put together in the form of cribs, and filled with gravel; they are 110 feet in length, 20 feet in width and 25 feet in height. The whole cost of this Dam, including the expenditure made by the superintendent in repairing and securing up to the 30th November last, is \$15,397.

In my report of 6th December, 1833, the belief was expressed that stone suitable for combined Locks could be found in the vicinity where most of the Locks were located, but this anticipation has not been fully realized. After much examination, stone of an inferior quality was obtained in the vicinity of Huntington sufficient for the walls of one lock (Lock No. 7 Davies) and the abutments of two small aqueducts.

Locks No. 1, 2, and 3 [4, 5, & 6] together with the Guard Lock, have been constructed entirely of timber, but will doubtless be replaced with cut stone when the timber shall decay. Lock No. 4 has been built of stone and wood combined — the walls being formed of dry masonry and of sufficient strength to resist the pressure of the adjoining embankment, and made water tight on the face by a double lining of plank secured by iron rods [combined lock]. For Locks No. 2, 3, and 4, a solid rock foundation was obtained — the other Locks rest on sand or clay foundation made secure by a platform of hewn timber covered with three inch plank. The aqueduct trunks are all formed of timber. The abutments for the Bull creek and Flint creek aqueducts, are of hammer dressed masonry. Those at Aboite, Spy run and Becket's run, are built of timber. Flint creek aqueduct rests on a solid rock bottom. All the other aqueducts are built on sand or gravel bottom, but are made secure by a platform of hewn timber extending over the whole space between the abutments as well as under them.

For streams not larger than these, culverts should generally be preferred to aqueducts, where suitable materials can be found for their construction, and where the level is sufficiently high to admit of that form of structure. And as these works will probably be re-built with stone, the propriety of changing the form of the structure at Spy run and Becket's run, from an aqueduct to an arched culvert, is here suggested [Becket's run later was rebuilt as stone culvert]. At the other streams above named, the level is so low as to make an aqueduct with a wooden trunk the most suitable structure, inasmuch as less space is required for this than for an arch.

The Waste Weir at Marias Du Perches is so constructed that only the frame work will decay — the

foundation being below water. This structure is 150 feet long and has ten sliding gates 3 1/2 feet square, which are hoisted in time of floods. It is designed principally for the passage of the stream near which it is located, but will also answer a valuable purpose in discharging the surplus water of the summit level which may collect from other sources.

The bridges have been built two feet higher than those on most other canals in the country, so that they will interfere but little with the convenience of passengers.

The outer slope of the embankment at the St. Joseph Bluff, has been protected from the abrasion of the river by means of brush connected with the bank, according to the original plan. But this protection, though sufficient for a few years, will soon decay, and its place must be supplied with stone, which can now be cheaply obtained by the Canal.

The total cost of this division of the Canal, including all repairs up to the 30th Nov. last, and including also the sum of \$2,000 for graveling the towing path, and for other small items of work not yet completed, may be stated as follows, to wit: etc.

Jesse L. William - Chief Engineer
December 1835

The system of numbering structures began at the Feeder Dam and proceeded toward Huntington. Later all of these structures would be renumbered starting from the state line.

	1835	1847	
Guard Lock —			Total lift
Lock No. 1 - No. 4 Dickey Lock at Roanoke			10 ft.
No. 2 - No. 5 Tipton Lock west of Flint Creek - Huntington			9 ft.
No. 3 - No. 6 Burke's Lock in Huntington			8 ft.
No. 4 - No. 7 Combination Lock at Davies Landing Huntington			8 ft.
			35 ft.

Aqueducts - 5

Becket's Run - prior to 1847 converted to stone culvert
 Spy Run - 1 span = 28 ft.
 Aboite Creek - 3 spans 28 ft. = 84 ft.
 Bull Creek - 1 span = 28 ft.
 Flint Creek - 1 span = 28 ft.

Culverts - 19

3 - Feeder Canal (Becket's run added as stone arch)
 5 - Main Canal along wet prairie to Aboite Creek
 4 - to Roanoke
 7 - to Huntington

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The Commissioners of the Wabash and Erie Canal also filed a report to the General Assembly of the State of Indiana in 1835 giving the progress made on the canal and estimates for future work on it and on proposed canals under the Mammoth Internal Improvement Bill. The Wabash and Erie was under construction before this bill was proposed and was to have been financed through the land grants..

TO THE GENERAL ASSEMBLY

... If the deliberations of the present session of the General Assembly should result in the adoption of a general system of internal improvements and the canals be authorized in the true grand divisions of the state it will doubtless be the true policy to construct these works as fast as a prudent regard to economy will permit, and have as much going forward in the different parts of the state as can be put under contract at the same time, without raising the demand for labour and provisions to such an extent as would render the construction of the works too expensive.

The first great object to attain should be to have the Wabash and Erie Canal finished from the lake [Erie] to the cultivated part of the country on the Wabash River, but at the same time that this work is progressing there could be no reasonable objection against the carrying on the White Water, and the Southern portion of the Central Canal. Those places are at such a distance from each other that they would not interfere, in regard to labour and provisions, and would have the advantage of expediting the completion of the public works and equalizing the benefits derived from disbursing large sums of money in a more general manner over the state.

From past experience we are led to perceive that in commencing any new work considerable time is required to procure the necessary artificers, tools, and materials, to carry it on and that so many preparatory measures have to be taken that the amount of money disbursed the first year on any new work must be small.

If these works should be commenced, the sum of one hundred and twenty five thousand dollars for the White Water, and seventy five thousand dollars for the Central Canal, would probably be as much as the first year's operations would require.

The amount of work on the Wabash and Erie Canal for the current year has been more than \$300,000 and twice as much as was done during the last; each year produces an increase of means for carrying on the work, which in the nature of things must continue until the whole shall be completed.

For the operations of the next year on the Wabash and Erie Canal about the sum of five hundred

thousand dollars should be provided; believing however that the best interests of our public works will be more effectually served by authorizing the fund commissioners to contract for loans at any time, and to any amount, which the favorable state of the money market and the most advantageous prosecution of our works may warrant; we hope that it will not be considered as traveling beyond the pole of our duties, if we remark that in the states where they have had the most success in the construction of public works, they have constituted boards of internal improvement; have given them discretion to place under contract at such times, and power to make such changes on any line of canal or railroad as the public good required; have given authority for loans to be made sufficient to complete any work they may have authorized, or in other words in giving legislative sanction for the canals or railroads which they have constructed.

They have made all the legislation at once which was necessary to carry them into effect or complete them, in order to give their progress stability and success.

In presenting the estimates of these canal routes it is proper to state, that the surveys determine fully their entire practicability, but before they are prepared for construction more minute examinations will have to be made which will doubtless show the necessity of minor changes in the location of the several lines, which will either shorten their distance or cheapen their cost. The engineers employed during the season have done an immense amount of labour, and have obtained all the facts which are necessary for determining the general plan of these works. And we must here be permitted to repeat our obligations to J.L. Williams, engineer in chief, for the valuable assistance he has rendered in devising the manner of our operations, and his services in the performance of the various duties connected with the station he fills, which have all been of the most satisfactory character and give additional evidence of his untiring industry and zeal to promote the interests of the state.

The great amount of labour and the wide field over which our operations have been extended during the last year, has prevented the return of our receipts and accounts. A detail of the monied transactions of the year is therefore omitted and will in a short time be made the subject of a special report.

All of which is respectfully submitted,
D. BURR,] Commissioners
SAML. LEWIS,] of the Wabash
J. B. JOHNSON,] and Erie Canal

Indianapolis, Dec. 19, 1835

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

As canal construction progressed down the line, more contractors and laborers had to be hired. Samuel Lewis, Acting Commissioner sent the following notice to newspapers in several states seeking contractors. Since this was the portion of the canal from Fort Wayne east to the Ohio line it gives us an approximate date for the beginnings of the Gronauer Lock in 1837. The Eastern Division prism as bid was to be 60 feet wide, 6 feet deep vs. the standard 40 feet wide and four feet deep. The notice also confirms that a section equals 1/2 mile. Note also that the advertisements were placed in locations where other canals were built and that Indiana at the time was abbreviated as Ia.

WABASH AND ERIE CANAL, EAST OF FORT WAYNE

NOTICE TO CONTRACTORS

Sealed proposals will be received by the undersigned, at Fort Wayne, on the 1st day of June next, for construction of 19 1/2 miles of the Wabash and Erie Canal, extending from Fort Wayne to the Ohio line.

The line to be Let will be divided into about 40 sections, embracing 3 lift locks, and a number of Culverts; all of which will be constructed of timber; together with the usual variety of excavation and embankment common to works of this kind.

The Canal will be constructed with six feet depth of water and 60 feet width at the surface, corresponding with the dimensions which have been adopted for the Eastern Division of this Canal, by the Ohio Board of Public Works.

The line will be ready for inspection for ten days previous to the time of letting, and the plans, specifications, and estimates of quantities, may be seen at the Engineers' office, in Fort Wayne, for three days immediately preceding the day of letting.

Bidders who are not known to the Acting Commissioner or Resident Engineer, will be expected to present with their proposals, satisfactory testimonials as to their character and qualifications as contractors.

Samuel Lewis, Act. Com.

Fort Wayne, April 15th, 1837

The note accompanying the notice reads: "The Indianapolis Journal and Democrat, Ia: Buffalo Whig and Journal, N.W.: Dayton Journal, Ohio and Erie Observer, Pa. will please to insert the above notice weekly until the day of letting & forward triplicate accounts, receipted, for payment the Canal Office, in Fort Wayne, Ia."

Once again in 1847, Jesse Lynch Williams prepared a report on the condition of canal structures and presented it on July 1, 1847. This was in preparation for the Wabash & Erie Canal being turned over to the bond holders as provided for in the Butler Bill. On July 31, 1847, Governor Whitcomb signed the bill transferring it to private ownership. A portion of this report for Allen County, Indiana follows. To clarify the report and make it easier to find each structure, bold headings have been added before each structure. Some are repetitive to his report.

1847 REPORT ON CANAL STRUCTURES IN ALLEN COUNTY, INDIANA, CHIEF ENGINEER JESSE L. WILLIAMS

(Ohio State Line to Aboite Creek Aqueduct)

Culvert No. 1:

Commencing at the east line of the State, the first mechanical structure is a small culvert constructed of timber. The cross section is of a rectangular shape, 10 feet wide by 18 inches in height. The whole of the timber is at all times under water, by which the air is excluded, and the structure thus rendered as permanent as if built of the most durable stone. This I designate culvert No. 1.

Lock No. 1 (Saylor's Lock):

The next structure is lock No. 1, situated at Saylor's house, near one-half mile west of the State line. This lock is 7 feet lift, and built of timber upon what is called the frame plan. It will last some three years, which brings its renewal, say in 1859. The gates will probably require rebuilding at the same time.

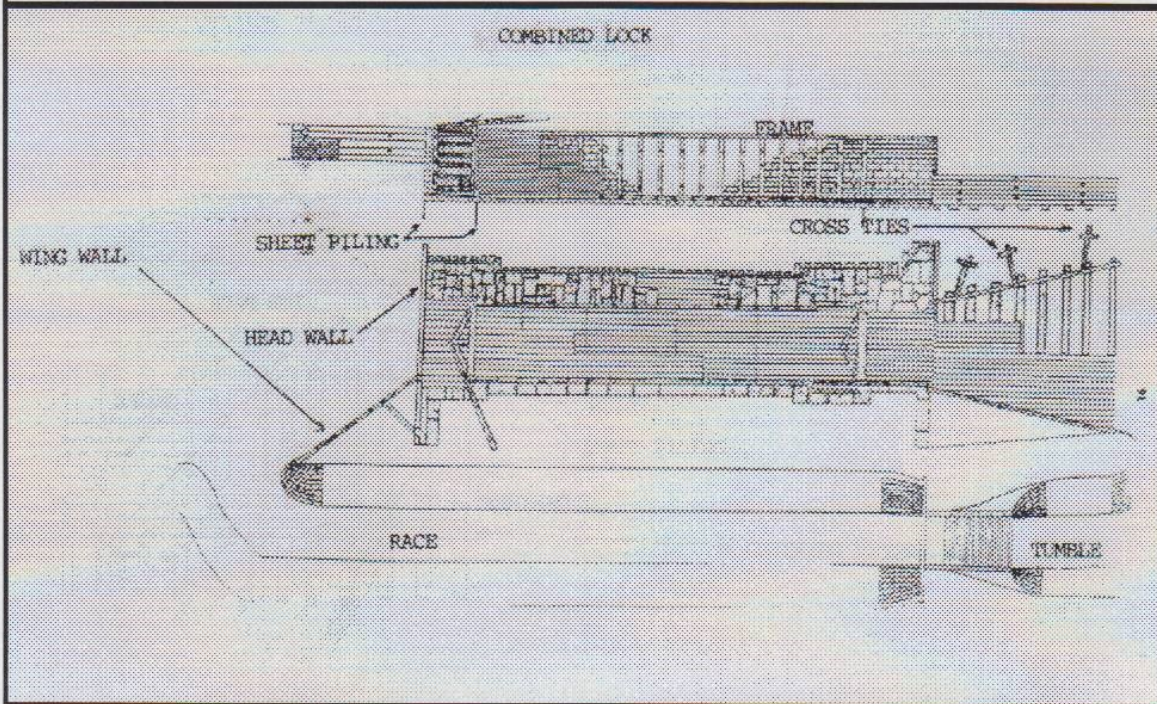
Culvert No. 2:

Proceeding westward, the next structure is a small rectangular wooden culvert, (No. 2) one mile from State line - the cross section 10 feet by 18 inches. The whole of this timber is likewise submerged, and therefore durable.

Culvert No 3:

Next we find culvert No. 3, cross section 10 feet by 18 inches, built of timber, the whole of which is submerged, and therefore permanent.

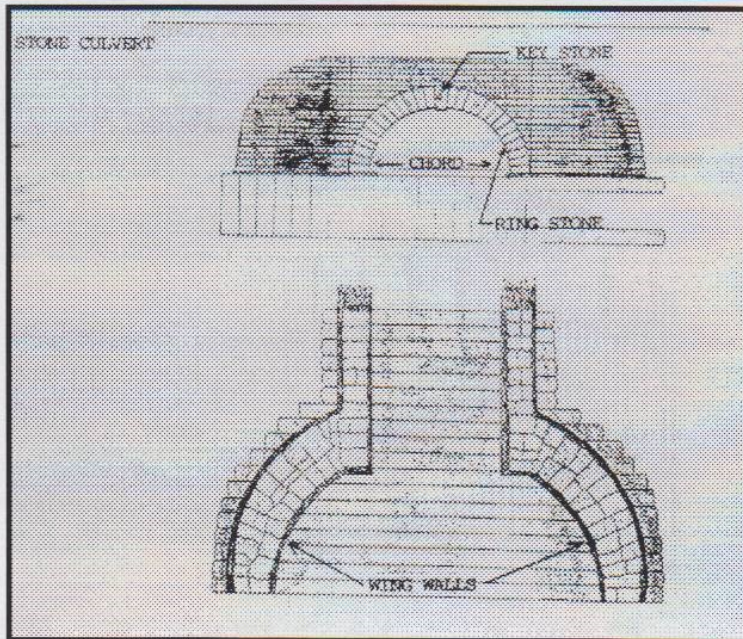
"CANALABRATION" - Fort Wayne, IN to Defiance, OH



A **COMBINED LOCK** is also known as a **COMPOSITE LOCK**. It consists of a rough stone structure that is lined with planking to make it watertight. It was built upon a timber foundation. This was a cheaper method of construction than the finely dressed stone lock. This type of lock used finely dressed stone in its approaches.

A **STONE CULVERT** is also known as a **STONE ARCH CULVERT**. Its opening is shaped like one half of a barrel. It was constructed of finely dressed stone and carried the canal waters over the stream below. It was built upon a timber foundation unless bedrock was near the surface. Its wing walls added protection so that it would not wash out when the stream was flooded or running at full force. The canal channel with its towpath and berm were built on top of this structure. Diagrams by Stan Schmitt

Other types of locks are: **CUT STONE LOCK, TIMBER FRAME LOCK, & TIMBER CRIB LOCK**



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Culvert No. 4:

Culvert No. 4 - Two miles from the State line - 10 feet by 18 inches, built of timber, the whole of which is submerged, and therefore permanent.

Culvert No. 5:

Culvert No. 5 - is a submerged wooden culvert - cross-section 10 feet by 18 inches

Culvert No. 6:

Culvert No. 6 - 10 feet by 18 inches, built of wood. The covering timber is partly exposed to the air. To raise the water permanently over it will cause the expenditure of about \$10.

Culvert No. 7:

Culvert No. 7 - 10 feet by 18 inches - of wood and submerged

Culvert No. 8 (Garr Creek):

The next structure in proceeding west, is the large wooden culvert for the passage of Garr creek, 11 miles east of Fort Wayne. This culvert (No. 8) is formed of three separate openings, each 12 feet wide and three feet high, built of wood. The whole of the timber is at all times below the water of the creek, and is therefore free from decay.

Culvert No. 9:

Culvert No. 9 - of wood - 10 feet by 18 inches - submerged

Culvert No. 10:

Culvert No. 10 - 10 feet by 18 inches - submerged

Culvert No. 11:

Culvert No. 11 - built of wood - 10 feet by 18 inches - submerged

Lock No. 2 (Gronauer's or Eight Mile Lock):

The next structure is lock No. 2 - 7 feet lift - 8 miles east of Fort Wayne. This lock, like the one first described, is built of wood, on the frame plan, and will last three or four years. The gates must be rebuilt during the ensuing summer.

Culvert No. 12:

Culvert No. 12 - over 7 miles creek - 2

spans, each 12 feet by 3 ft., built of wood - and the whole of lumber under water. The dam below the culvert is slightly worn down, and will require an expenditure of ten dollars to secure the culvert from decay.

Culvert No. 13:

Culvert No. 13 - of wood - 10 feet by 18 inches submerged

Road Bridge No. 1:

The next structure is road bridge No. 1, for the State road crossing at New Haven, which will need rebuilding in about two years.

Culvert No. 14:

Culvert No. 14 - for the passage of six mile creek, consists of six spans - 12 feet wide by 3 feet high, built of timber, the whole of which is submerged by means of a small dam below. At the upper end of this culvert the drift wood accumulates in time of floods, requiring a small annual expense in clearing it away.

Road Bridge No. 2:

Road bridge No. 2 - will need rebuilding in 1850.

Culvert No. 15:

Culvert No. 15 - a wooden culvert - 6 feet by 18 inches - submerged

Culvert No. 16:

Culvert No. 16 - of wood - 10 feet by 18 inches - submerged

Culvert No. 17:

Culvert No. 17 - same size - end built of the same materials - submerged

Road Bridge No. 3:

Road bridge No. 3 - at McDonald's mill - needs rebuilding in 1849.

Culvert No. 18:

Culvert No. 18 - built of timber - 10 feet by 18 inches - submerged

Culvert No. 19:

Culvert No. 19 - of wood - 4 feet by 18 inches submerged

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Culvert No. 20:

Culvert No. 20 - of wood - 10 feet by 18 inches - submerged

Culvert No. 21:

Culvert No. 21 - built of wood - 6 feet by 18 inches - submerged

Culvert No. 22:

Culvert No. 22 - of wood - 19 feet by 18 inches - submerged

Lock No. 3 (Moot's Lock):

The next structure is lock No. 3, which is the first lock east of the summit, and terminates the summit level in that direction. It is 6 1/2 feet lift and is built of cut-stone — the stone seems to have withstood the action of the frost very well, much better than most other stone locks on the canal. The gates will need renewing during the ensuing winter. This lock is 1 mile east of Fort Wayne.

Road Bridge No. 4:

Road bridge No. 4, at Hanna's mill, will need rebuilding probably in 1849.

Culvert No. 23:

Culvert No. 23. This is a small rectangular culvert built of stone.

Road Bridge No. 5:

Road bridge No. 5, for the state road crossing the Maumee at the junction of the St. Joseph's and St. Mary's rivers, and just at the site of Wayne's Fort. This bridge will need rebuilding in 1848.

Culvert No. 24:

Culvert No. 24, at Barr street built of wood, 4 feet by 2 - not fully submerged

Road Bridge No. 6:

Road bridge No. 6, for the crossing of Barr street, in the town of Fort Wayne. This bridge has recently been rebuilt by the town authorities and citizens and will probably last for 8 years, without much further cost. One new floor will be required within that time.

Culvert No. 25:

The next structure is culvert No. 25, at Clinton street, 4 feet by 18 inches, of wood - submerged

Road Bridge No. 7:

Road bridge No. 7, at Calhoun street. Rebuilt in 1846 at the expense of the citizens. Permanent for 8 years, with the expense of one new floor within that time.

Culvert No. 26:

Culvert No. 26, for the passage of a run in the town of Fort Wayne, 12 feet by 3, of wood - submerged. This culvert is under a basin and is twice the usual length.

Road Bridge No. 8:

Road bridge at Ewing's street, No. 8, will last some 4 OR 5 years, say until 1851.

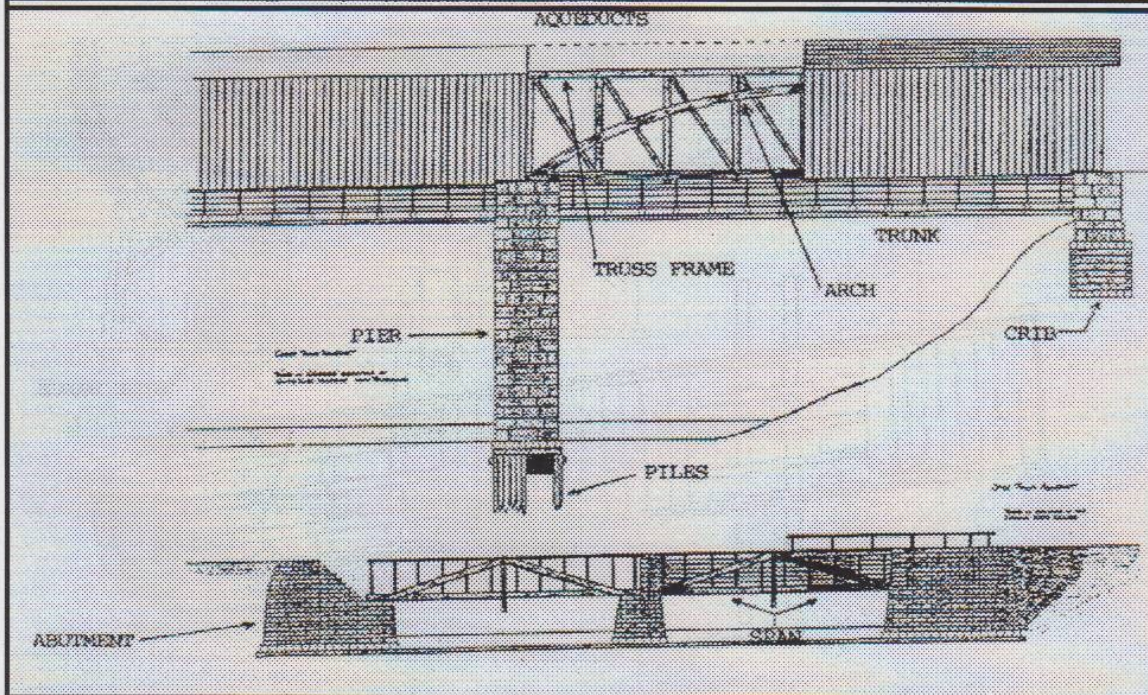
Culvert No. 27:

Culvert No. 27, near Ewing's warehouse, a stone arch of 6 feet chord in good condition.

Aqueduct No. 1 (St. Mary's):

The next structure is aqueduct No. 1, over the St. Mary's river, of two spans, each 80 feet in the clear. The trunk is of timber, 17 feet wide, suspended by means of iron rods to the arches and truss frame. The weight of the trunk, is sustained by arches made of thin oak plank footing on a chord of similar construction. The arches and chords are attached to, and firmly connected with a strong truss frame of oak timber. The chords rest on the coping, at a height of six feet above the canal bottom, so that every part of the structure, excepting merely the trunk, is quite above the water in the canal, and by being roofed and weather boarded is secured against decay. The piers and abutments are of cut stone masonry. The abutments, though strongly built, were imperfectly grouted and puddled, and from this cause are liable to leakage. Constant watchfulness will be required for a time to guard against a breach around the abutments, which might be caused by this imperfection. Some additional foundations, to guard against undermining by floods. Owing to a sudden curve in the canal at the west end of the aqueduct, cribs of timber filled with stone must be erected to prevent injury from the concussion of boats. Besides these small expenditures there is reason to anticipate but little expense at this point for ten years to come. The whole structure was newly erected in 1845-1846.

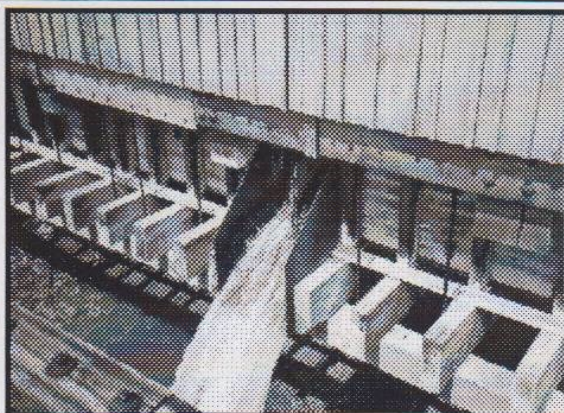
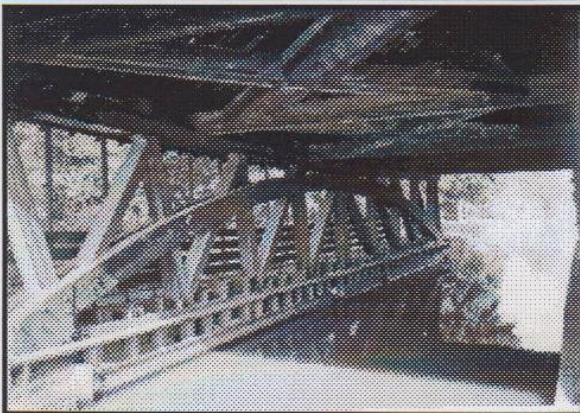
"CANALABRATION" - Fort Wayne, IN to Defiance, OH



An **AQUEDUCT** was a structure that carried the canal channel and the towpath across a stream or river that was too wide or too deep for a culvert.

OPEN TRUNK AQUEDUCT - Stone abutments and piers were built atop wooden timbers or piles driven into the stream bed. Upon them was constructed a wooden trunk or trough which carried the canal water. The lower diagram is of an open trunk style of aqueduct. Aboite Creek was crossed using this type of structure.

COVERED BRIDGE STYLE AQUEDUCT - The lower portion of the aqueduct was built like the open trunk but it had a superstructure which protected the trough from the weather as well as helping to support it. It looked like a covered bridge. The upper diagram shows this style. The St. Mary's Aqueduct was this type. Duck Creek Aqueduct in Metamora, Indiana (shown below) is the only covered bridge style aqueduct in operation in the United States. It was rebuilt a few years ago by the Indiana Department of Natural Resources. Diagram by Stan Schmitt, Photos by Bob Schmidt



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Feeder Canal:

About a half mile west of the St. Mary's aqueduct the St. Joseph feeder is received, the structures connected with which will be described in another part of this report.

St. Joseph Feeder:

This feeder is 6 miles and 34 chains in length, conducting the water of the St. Joseph river, into the summit level of the canal, from which it is drawn both east and west, supplying the canal to the Ohio reservoir in one direction, and to the forks of the Wabash in the other. In extremely dry seasons, full half the supply for the 12 miles next below the forks, is also drawn from the St. Joseph feeder.

St. Joseph Feeder Dam:

The St. Joseph dam, by which the stream is turned into the feeder, is 2130 feet long, and 16 1/2 feet high, from low water. The foundation of the dam for the height of 5 feet from low water, is formed of brush and forest trees, upon which is erected substantial cribs, filled with stone. The whole work is upon the most permanent and secure plan, excepting that the abutments are built of timber. These are much decayed, and must be rebuilt during the low water of the present summer. The bed of the river where the dam is erected is composed of sand.

Feeder Canal Guard Lock:

The guard lock at the head of the feeder is built of timber. The abutments at the lower end with the lower gates are in good condition, having been rebuilt last summer. The upper abutments and the upper gates are entirely decayed, and must be rebuilt before the fall floods.

Feeder Culvert No. 1 (converted from wood to stone just prior to 1847):

Proceeding down the feeder, the next mechanical structure is culvert No. 1, over Beckett's run - a cut stone arch of 13 1/2 feet chord. It is new and in excellent condition.

Feeder Culvert No. 2:

Culvert No. 2, is a timber arch of 9 feet chord. The upper portion of the arch has been exposed to the air, and must soon require

rebuilding, if left in its present condition. To prevent this expense I would recommend the building of a dam below, raising the water of the stream about 3 feet, by which the whole arch will be submerged and rendered permanent. This dam may cost 50 to 75 dollars.

Feeder Road Bridge No. 1:

Road bridge No. 1, is the next structure. It is near Rudisill's saw-mill, will need rebuilding in 3 - 4 years.

Feeder Culvert No. 3:

Culvert No. 3, is a wooden arch of 8 feet chord. It cannot be submerged, and must require rebuilding within one or two years. It should be rebuilt of cut stone.

Feeder Culvert No. 4:

Culvert No. 4, a wooden arch of 6 feet chord - submerged

Feeder Road Bridge No. 2:

Road bridge No. 2, at crossing of Lima road. This bridge is entirely decayed, and should be rebuilt next year.

Feeder Aqueduct (Spy Run):

The next structure is the Spy Run Aqueduct - 1 span of 28 feet. Trunk of wood resting on cut stone abutments. The whole work has just been rebuilt, and is in good condition, with the exception that the masonry, from the imperfection of the grouting, is subject to leakage - thus rendering the work liable to breaches.

Feeder Road Bridge No. 3:

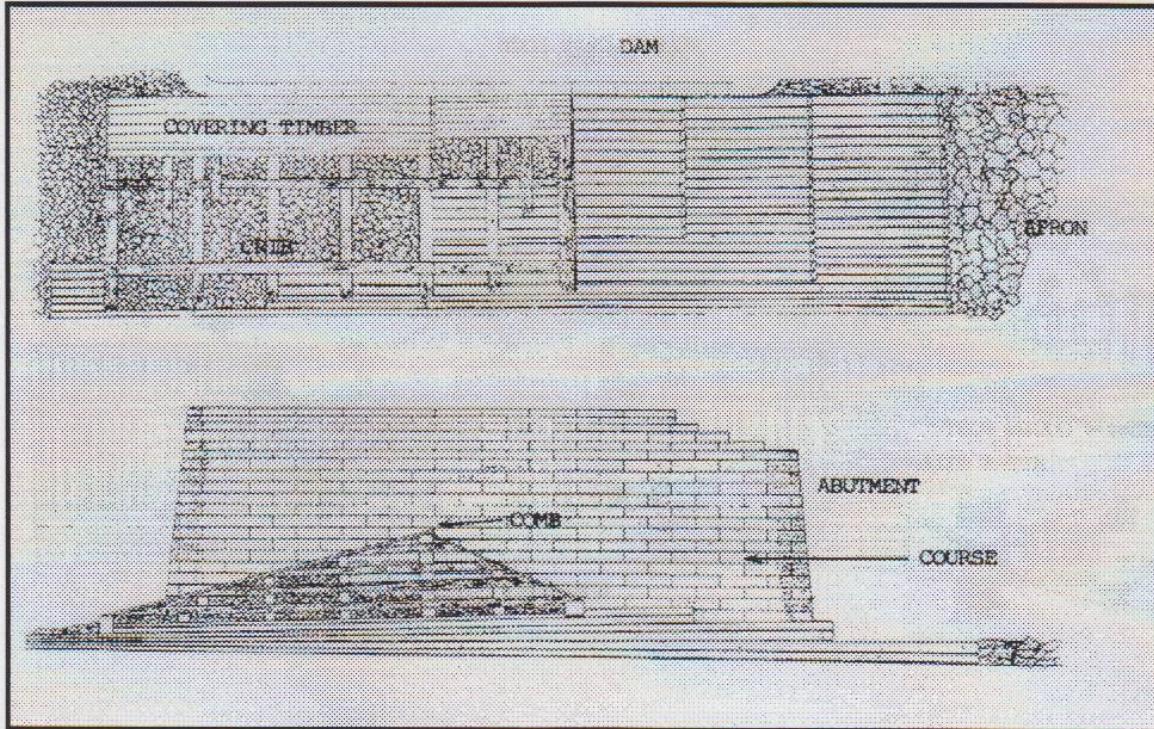
Road bridge No. 3, at the Goshen road, should be rebuilt next year.

Thence to the junction with the Miami there are no mechanical structures.*

**Editors note; J. L. Williams had worked on the Miami & Erie Canal in Ohio. He made a mistake here. It should read; Thence to the junction with the Wabash and Erie there are no mechanical structures.*

**Back to the Wabash and Erie
Main Line of the Canal:**

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

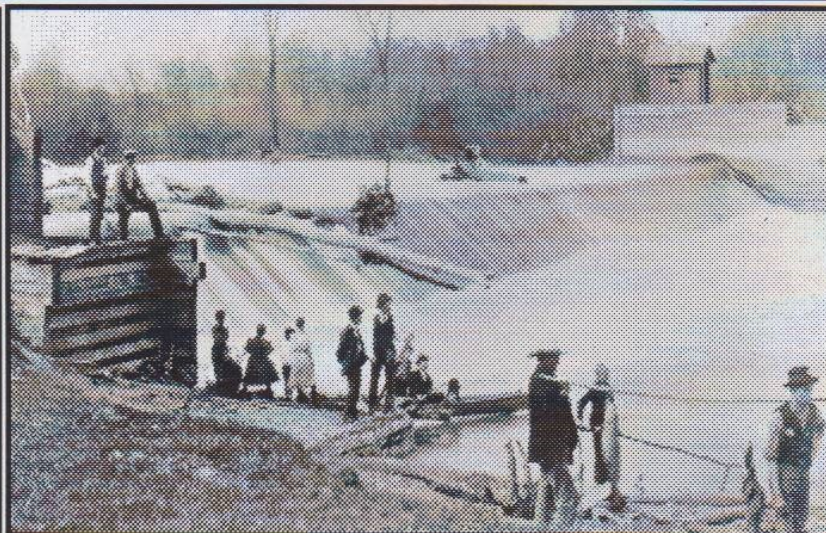


A **DAM**, also known as a **FEEDER DAM**, is a barrier built of earth, stone, wood, or concrete across a stream to obstruct a watercourse. It is like a wall that extends from the stream's bottom to a height necessary to create a pool of water to feed into the canal year round. The pool thus impounded is known as slackwater. Whole trees were placed in the stream's bottom with their branches facing upstream. Upon this bed was built a long row of log cabin type structures that were filled with stone and dirt. These were then planked over with a comb on the downstream end to deter undermining of the structure. Canal dams require outlet (guard) locks to pass boats.

Diagram by Stan Schmitt

The St. Joseph Feeder Dam was built to feed the mainline Wabash & Erie Canal. The abutments were made of timbers and there was a building for the tender. It was a favorite fishing spot in early Fort Wayne. This photo was taken before 1905.

Photo courtesy Tom Castaldi
and the
Fort Wayne Historical Museum.



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Road Bridge No. 10:

Bridge No. 10, for crossing of Yellow river road, should be rebuilt during the ensuing year.

Waste Weirs:

The safety of the summit level during floods, required that a set of waste gates be erected during the ensuing winter at a point one half mile west of the mouth of the feeder.

Culvert No. 28:

Culvert No. 28, near east end of wet prairie, of wood, 2 spans each 10 feet by 18 inches. The bed of the stream below this culvert requires raising 6 inches, at a cost of about \$10, for the purpose of submerging the timber and rendering it durable.

Culvert No. 29:

Culvert No. 29 near east end of wet prairie, of wood, 2 spans each 10 feet by 18 inches. The bed of the stream below this culvert requires raising 6 inches, at a cost of about \$10, for the purpose of submerging the timber and rendering it durable.

Five miles west of Fort Wayne, the canal crosses Marais DuPerches, by means of a towing path bridge, with a waste-weir and

sliding gates for the passage of its flood. This structure is much decayed and must be rebuilt, or a different structure submitted for it within the next year.

Culvert No. 30:

Culvert No. 30, 7 miles west of Fort Wayne, 10 feet by 18 inches, of timber - submerged.

Culvert No. 31:

Culvert No. 31, of wood, 2 spans, each 10 feet by 18 inches - submerged

Culvert No. 32:

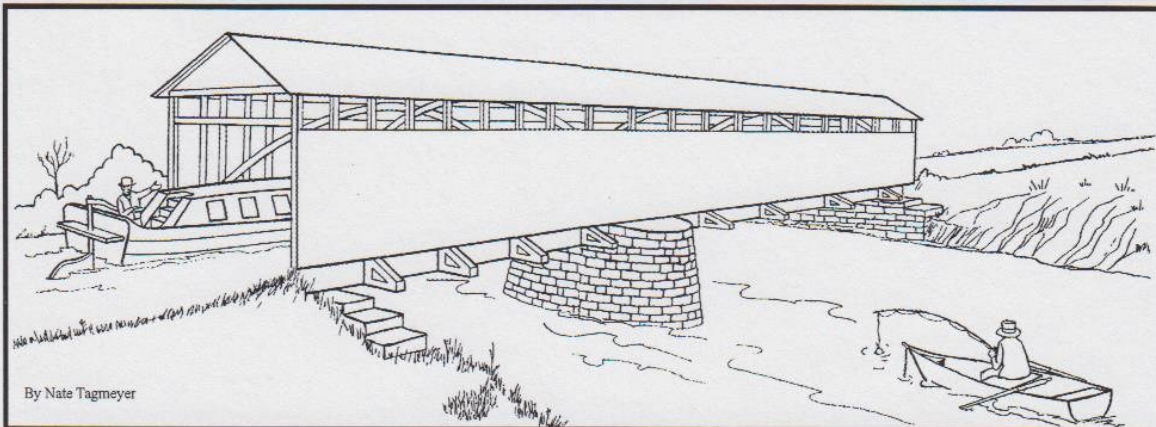
Culvert No. 32, of wood, 10 feet by 18 inches - submerged

Road Bridge No. 11:

Road bridge No. 11, at Mrs. Vermilyea's nearly new, may last 7 years

Aqueduct No. 2 (Aboite Creek):

The next structure is aqueduct No. 2 over the river Aboite, of four spans, each 28 feet clear. The trunk is of wood resting on two abutments and three piers, all of good cut stone masonry. This structure is entirely new, having been rebuilt in 1846, and will probably require but little expense for 8 or 10 years to come.



AQUEDUCT: A structure for carrying the canal and the towpath across a stream or a river when it was too wide and/or too deep for a culvert. Usually the trough was anchored to each stream embankment with stone abutments. Spans longer than 30 feet were usually supported upon stone piers. An aqueduct trough was constructed of wood, iron (or steel), concrete, or stone. Usually the waterway (trough) was only wide enough for one boat. In contrast, a culvert was a tunnel to carry a stream under a canal and its earthen banks.

Hahn, Thomas S. and Emory Kemp. Canal terminology of the United States. Morgantown, WV/ West Virginia University Press. 1999.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



These three old postcards show the St. Joseph Feeder Canal around 1912. The one on the top right has the interurban tracks to Robison Park, an amusement park established at the Feeder Dam after the canal ceased operations. Below is the horseshoe bend on the canal (left), interurban tracks on towpath, and St. Joseph River.

St. Joseph Feeder For The Wabash & Erie Canal Fort Wayne

When Samuel Hanna and David Burr, men who wanted a canal through Fort Wayne, discovered that the St. Joseph River had enough water to supply a canal, they foresaw dollar signs for themselves and an increasing population. They quickly hired an engineer to survey the route of the feeder.

At that time engineers were hard to find since the Erie Canal had sparked canal building everywhere. John Smith (Smythe) came to Fort Wayne to survey but died on the second day of work of fever. Upon Smith's death Hanna and Burr did the actual survey themselves. Hanna, who was a state senator at the time, was axeman and Burr was rodman. This was completed by September 23, 1828.

Ground was broken for the Wabash and Erie and the feeder project in 1832 at the site where the feeder would join the mainline canal at Rumsey and Wheeler Streets in the Nebraska neighborhood of Fort Wayne. The area was so named because A.C. Hutzell built his store way outside of town before the canal came and people said he went "Out West To Nebraska."

The St. Joseph Feeder Canal was begun by building a large dam on the St. Joseph River 6 miles and 34 chains above the main canal. The



dam was one of the most important structures along the canal. It was 17 feet high and spanned 230 feet across the river. It was made by felling trees, placing them in the bottom of the river with their branches pointing upstream, building a row of log cabin type structures filled with sand, boulders, and gravel on top of them, and then covering the entire structure with planking and building an apron below the dam so water would not undercut it. This summit was 198 feet above the level of Lake Erie (790 feet above sea level). The anchorages for the dam were 110 feet long, 20 feet wide, and 25 feet tall.

The feeder supplied the mainline of the Wabash and Erie Canal with water as far west as the Forks of the Wabash below Huntington and as far east as Antwerp, OH. The latter was accomplished by diverting water from the mainline canal into Six Mile Reservoir near Antwerp, OH in the Spring, when the feeder had an abundant water supply. This stabilized the water level in the Ohio section of the canal.

A guard lock was built where the feeder

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

canal joined the reservoir. It prevented the canal from being washed out in time of flood and controlled the flow of water into the feeder canal. It was built of timber. Based on field observations by CSI member Casey Drudge in 1997, the guard lock is believed to be located where a utility road now crosses the feeder canal about 50 yards from the St. Joseph River. At this point the feeder is much narrower and appears to have a basin to the southwest of the utility road.

Another major structure was the aqueduct across Spy Run Creek. It had a wooden trunk with a 28 foot span that rested on stone abutments on either side of the creek.

Culverts 1-4 let the waters of creeks pass under the feeder's prism. Road bridges 1-3 allowed roads to pass over the feeder's prism.

The feeder project took two years to complete. It was an enormous undertaking, considering it was all done with hand tools, horses, and mules.

The feeder canal was completed in 1834 at a cost of less than \$16,000. This was cause for a celebration even though the main line was not yet ready for opening. F. P. Tinkham built a specially-constructed barge from felled trees on which "the entire population" rode and poled themselves up the feeder to the dam. This was a picturesque journey as the boat angled through the Nebraska and Bloomingdale neighborhoods, crossed Wells Street north of 6th, passed the French (Centlivre) Brewery, flowed through Archer (Johnny Appleseed) Park and then paralleled the St. Joseph River most of the way. When the head of the feeder near the dam (later Robison Park) was reached, they spent that 4th of July day partying.

Although the feeder canal was built to supply all the water the mainline Wabash & Erie and adjacent mills would need, they apparently underestimated this need. By 1845-1846 local newspapers were reporting shortages of water, talked about suspending water power to businesses, and proposed building other reservoirs on the Aboite River or on the St. Mary's River. There were many opponents to these plans. The reservoirs were never built.

AUGUST 23, 1845 SATURDAY
FORT WAYNE SENTINEL

THE CANAL.—Owing to the extreme drought and the consequent low stage of water in the Wabash, the canal as far west as Lagro has to _____ . The _____ actually lower than in the canal. The reservoir at St. Mary's has, it is said, diverted a large amount of water from the Wabash, and to this ___ in part be attributed the scarcity. The St. Joseph's Feeder now has to feed 75 miles of canal, and in consequence all the water power of the canal will have to be suspended until a rise of water takes place. As it is of the utmost importance that a sufficient supply of water should be provided to keep the canal in navigable order at all seasons; and as the business of the canal must be greatly augmented when it is completed to the Ohio at Evansville, some means should at once be taken to accomplish this object—The necessity of a reservoir is now apparent to all; and as it is a well established fact that all streams become less durable as the country becomes cleared and greater facilities are offered for its speedy drainage, we think it would be culpable in those having charge of the canal to rely much longer exclusively on the St. Joseph. Surveys were made some years ago, which satisfactorily showed, that a large supply could be secured by the construction of reservoirs on different streams. The Aboite affords an excellent location for a work of this nature, and at a very trifling expense a reservoir could be constructed which would be simply sufficient to keep the canal navigable in the driest seasons.

We trust this subject will receive the attention its importance warrants, and that measures may at once be taken to see to its accomplishment.

NOVEMBER 15, 1845
FORT WAYNE TIMES AND PEOPLE'S PRESS

ANTI-RESERVOIR MEETING

A meeting of the inhabitants of Abbot (Aboite) township, Allen county, Ia., was held at the Methodist Meeting House in said township, on the 8th Inst., for the purpose of adopting such measures as would best prevent the making of a reservoir on the Aboite river.

On motion, George Bullard was called to the chair, and J. B. Walker appointed secretary.

On motion, a committee of five was appointed to draft a preamble and resolutions. The following was reported by said committee and unanimously adopted.

That Whereas a survey has been made with a view to the construction of a reservoir on the Abbot (Aboite) river, and it is believed that a great effort will be made by those interested in having a large surplus of water on the summit level of the Wabash and Erie canal, to obtain the passage of a Law the ensuing winter to authorize the construction of said reservoir.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Therefore, Resolved, that a reservoir on said river is unnecessary as this has been the driest season that has occurred since the construction of the canal, and that the St. Joseph river has afforded sufficient water to feed the canal from Peru East, to the State Line, a distance of 70 or 80 miles, which shows that there is sufficient water in said river to feed the canal at all times from the Forks of the Wabash river east to the State Line, which is all the St. Joseph was ever designed to feed.

Resolved, that if there is a deficiency of water to feed the canal, it occurs between the Forks of the Wabash and Peru; and if a reservoir must be made it should be where the deficiency occurs, and not where there is a great abundance of water, merely to gratify the avarice of a few.

Resolved, that a reservoir on the Abbot (Aboite) river would be a great damage, by inundating a great body of good land, and render all in its vicinity unhealthy.

Resolved, that a reservoir on the Aboite would be a great nuisance, and we will use all lawful means in our power to prevent its construction.

On motion, the proceedings of this meeting were ordered to be signed by the President and Secretary, and published in the **Fort Wayne Sentinel and Times & Press**.

On motion, the meeting adjourned.

GEORGE BULLARD, President. J. B. Walker, Secretary.

AUGUST 22, 1846
FORT WAYNE TIMES & PRESS

ST. MARY'S FEEDER

The Legislature at its last session, passed an act directing a survey for an additional feeder on the summit level of the Wabash and Erie Canal, and also for one to be introduced below Logansport. Capt. Cleveland, an experienced Engineer from Ohio, was appointed to this service. He has just completed the survey of the St. Mary's Feeder, extending from Muldoon's Mill to this city. The distance is twelve miles, and the route favorable.

The necessity for an additional supply of water on the level, was early foreseen, and the plan originally contemplated for procuring it, was by means of a reservoir on the Aboite. The St. Mary's was not formerly taken into consideration as a source for an additional supply, for the reason that during the summer and fall, when the supply was needed, that steam was usually very low, & unable to afford it. Since the construction of the Great Reservoir, however, near the town of St. Mary's on the head waters of this river, from the leakage of that great artificial basin or from some other cause, the St. Mary's has, become more durable affording a good

supply of water through the season. A Feeder from this stream has, therefore, been suggested as a substitute for the Abbot reservoir. Whether the increased quantity of water now afforded by the St. Mary's can be relied upon, or whether it is liable to be cut off by the action of Ohio, we are not informed; this will, of course, be satisfactorily ascertained before the work is commenced. As the Ohio portion of the W. & E. canal, extending from the State line to the Junction, is dependent upon this summit for a supply of water, there is little doubt but an arrangement might be effected with Ohio, by which its continuance would be secured; and if this could not be done, we are informed that the location for a reservoir upon the St. Mary's is quite as favorable as that upon the Aboite. Besides this, the inhabitants in the vicinity of the former are very anxious to have the Feeder, so much so that they are willing, we learn, to take the reservoir with it if necessary; while those on the Aboite are very hostile to the projected improvement being located in their neighborhood.

A navigable Feeder extending from this town to Muldoon's Mill would be a great convenience to the enterprising citizens in that vicinity, and also to those in a considerable part of Adams county. It would be a great injury to the valuable mill privileges of Mr. Browning and Mr. Fairfield, for which compensation would have to be made, but that would be a trifle when compared with the benefits that might be expected to flow from the work. This Feeder, when constructed, will probably empty into the basin west of Ewing's warehouse.

That some measures should be immediately adopted to procure an additional supply of water on this summit, seems manifest to all who have paid any attention to the subject. It is the invariable law of all streams that they fail sooner as the regions of country which they respectively drain become cleaned up, and the thousands of little channels and rills from which they are fed are cleared of the obstructions from high water to low become greater and more sudden, as the facilities for the water to drain off quickly are increased. This fact is more particularly observable in level countries, like our own, than in hilly or mountainous ones; it has been very remarkable in Ohio and Western New York. In both, multitudes of mill seats and other water privileges, that were valuable in the early settlement of those countries, have become comparatively worthless from the cause we have alluded to. It is a well known fact that the St. Jo. has been gradually failing from year to year, and that it is not the same stream that it was when the canal was constructed. Hence the inadequacy of water, and the necessity for a supply from some other source.

Every available drop of water has, for a long time, been turned into the canal; while for the last two weeks, it has been too low for the passage of heavily

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

loaded boats, and yet, during that time no water has been drawn off by the mills, and only five or six boats per day have passed. When the fall business commences we hardly know how navigation will be maintained at all. The best remedy, whatever it may be should be resorted to, and that speedily the purpose of these remarks being to call public attention to the subject. Last summer, it will be recollected, as well as this, there was much complaint from the Boat interest, and it was that which led to the survey of the new Feeder.

The feeder dam collapsed in 1877 and had to be rebuilt as did the aqueduct over Spy Run Creek on the feeder canal. The cost of repair was \$6,000. The dam's final demise came about during the 1904-5 flood. (Historians differ on the year.)

Around 1879 some Fort Wayne business men thought the city needed a public water supply. They decided to build a reservoir on the south side of the town (Reservoir Park) that was large enough and high enough to supply water under pressure from gravity. The water was to come from some source, unknown at the time, on the north side of town, be filtered in a basin (near Lawton Park), and pumped by steam engine powered pumps to the reservoir. Three sources were considered: the feeder canal, the St. Joseph River or Spy Run Creek. The final choice was Spy Run Creek. This decision was probably not well received by William Fleming, John H. Bass and Oscar A. Simons who had purchased the feeder from the railroad with the idea to use it as the city's water source. The only time it was ever used as a source was when there was an extreme drought and emergency conditions occurred.

More Than a Canal Feeder

The feeder appeared to be of little use until the Jenney Electric Light and Power Company (forerunner of General Electric) decided to use the portion of the feeder between Spy Run Creek on the south and where Spy Run Avenue and North Clinton Street merge on the north where the French (Centlivre) Brewery stood. Jenny's contract with the city for electric street lighting was up for renewal. They decided to use canal water to drive hydraulic turbine-generators creating power and releasing the canal water into

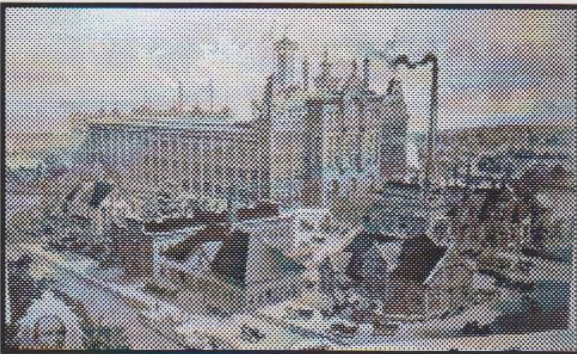


Above: The French Brewery, which later became known as the Centlivre Brewery, was built between the St. Joseph River and the St. Joseph (W & E) Feeder Canal. This is where present day Clinton Street and Spy Run Avenue intersect.

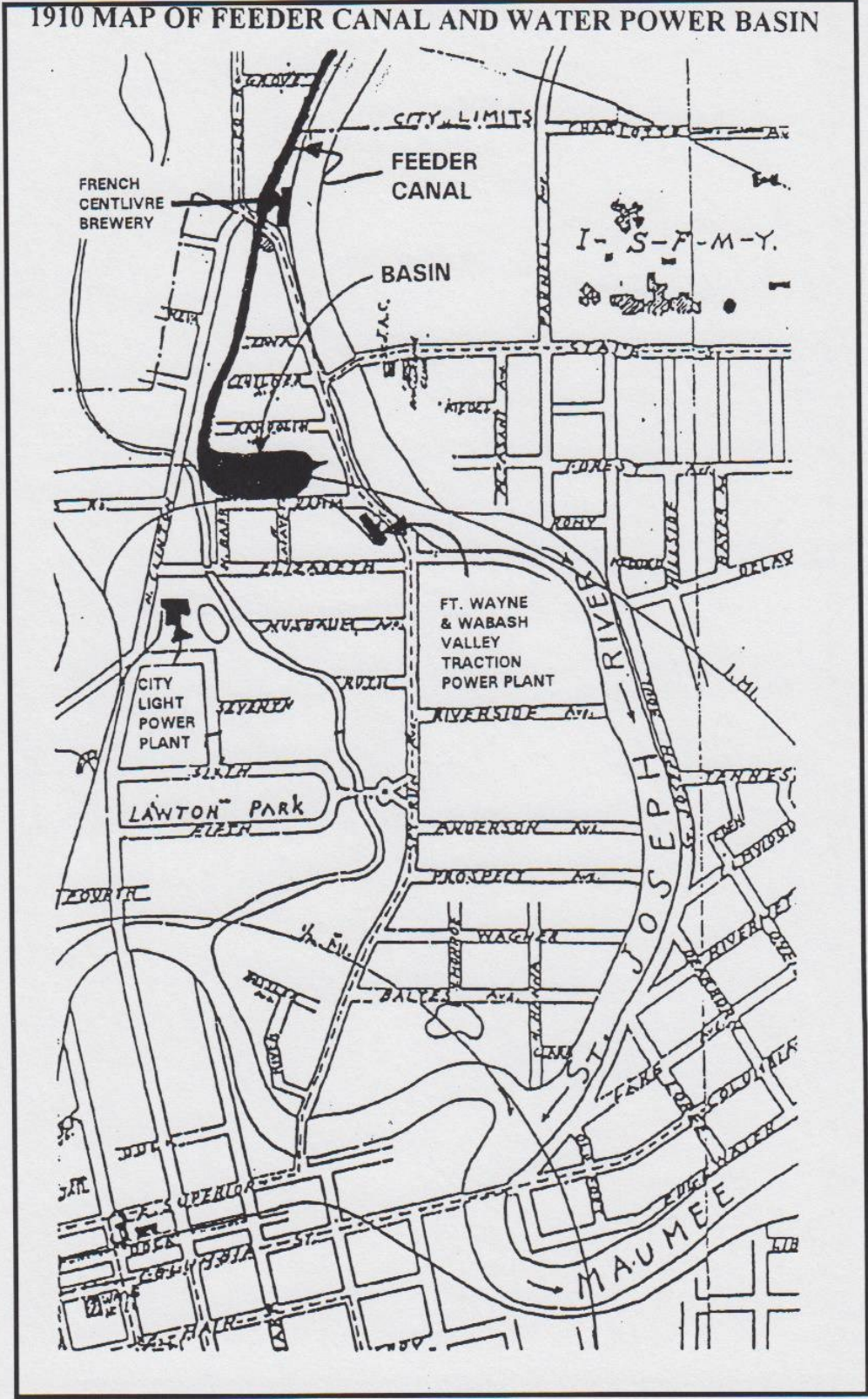
The brewery used the feeder canal for bringing in supplies and shipping out its beer. It was profitable and later built a "Beer Garden" park farther north where its employees could picnic and listen to concerts from the band stand. A statue to Charles Louis Centlivre stands atop Hall's Gas House on Superior St. The inscription reads:

Charles L. Centlivre Born Alsace, France
September 27, 1827, Died in Fort Wayne Indiana 1895,
Founded Centlivre Brewery in 1862 Located North End
of Spy Run Avenue. Above Likeness Installed Atop
Restored Brewing Building After Fire of 1882. A
Tribute From His Employees. Moved by Halls 1974.

Below: Artists rendering of the Centlivre brewery. Note: Interurban tracks shown next to large brewery operated much later than the canal boats in foreground.



"CANALABRATION" - Fort Wayne, IN to Defiance, OH



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

the St. Joseph River near the brewery. A contract between Jenney and Fleming, Bass, and Millard Simons (Millard had inherited from Oscar Simons) was signed on November 26, 1887 for the feeder canal water. The contract for the electric power was signed between Jenney and the city in 1888. They planned to not only supply the direct current for the street lights but also furnish alternating current for incandescent lighting inside public and private buildings.

In an article about the sale of the canal in the *Fort Wayne Gazette*, Nov. 26, 1888, the building of a "dam or breakwater on the feeder dam farm" is mentioned with work to commence on the new hydro-power station that spring. By August 10, 1888 Jenney announced that they had on order from the Bass Foundry a 600 horsepower steam engine to be installed on Nov. 1. The power house on Spy Run Avenue would be open soon. They assured everyone there would be no interruption in power. This power house eventually grew to nine boilers by 1902.

Jenney then purchased five lots north of Kamm Street and west of Spy Run Avenue for a new power station on September 24, 1888. One year later Fort Wayne Water Power Company purchased all the lots except one shy of Randolph Street on the north to North Barr Street on the west. There they dug a large basin, filled it with canal water, and used it as a reserve in time of water shortage for the power station. This shows that using only a hydraulic system was not realistic because of an insufficient and irregular head of water from the feeder. The plan was revised to a steam system in 1888 and a supplementary hydraulic system by 1890. It is noted that the steam plant used condensed canal water. The hydraulic system did operate until 1907 when the electrical load created by the increase in population was more than it could handle. This seemed to end the feeder's usefulness.

The feeder was not "done for" yet. Fort Wayne switched from its Spy Run Creek water supply to deep wells around 1890. Some of these wells began failing around 1901 and the feeder was put to use. Connections were replaced linking the city's filtering basin with the canal water reservoir. The water was siphoned from the basin into a pumping well and then into

the city's mains. The water was so muddy that the mayor had it analyzed.

The March 1904 flood was especially hard on the feeder dam. Ice twenty inches thick was reported above the dam. Then there was a thaw and a flood. The water was 6.5 feet above flood stage. Newspapers kept reporting that a watchman at the dam said it was holding until March 26 when it had water rushing through a muskrat hole. This hole was quickly plugged with sand bags and bales of straw. We aren't sure this was the end of the feeder dam. We do know that in the reports of the 1908 flood the feeder dam is not mentioned.

From 1904 through 1907 the feeder dam, canal, Spy Run basin and the hydro-station were owned by different groups at different times. (It is suggested that the attempts at repairing the flood damages by one or some of the companies forced them into bankruptcy or into taking out mortgages.) Then the Fort Wayne Power Company sold the canal, dam, basin, station and the mortgage on them of Gold Bonds to the Fort Wayne & Wabash Valley Traction Company on August 4, 1908.

The Fort Wayne Power Company had earlier leased the old tow path right-of-way from the French Brewery to the feeder dam for a double track trolley. The Fort Wayne and Wabash Valley Traction Company operated a street car line on the right-of-way so it could continue in business. Finally, the W & E and the feeder dried up and traction lines were laid atop the old towpath for trolley parties to Robison Park. Robison Park was an amusement park built on the Swift farm, along the St. Joe River, located near the origin of the feeder canal just above the dam. The dam backed up a pool of water twelve miles upstream making it a recreational waterway and the reservoir at the east end of the dam was ideal for boating activities. It was opened in 1896. Originally the only way of reaching the park was by purchasing a ticket and riding the interurban (trolley). Once roads were built and it could be reached by automobile, it lost money and eventually had to be closed. It operated through 1919 after which many of its physical attractions were sold. The history of Robison Park was researched by CSI member Casey Drudge and published in "The Beginnings," the

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

15th Anniversary issue for the Canal Society of Indiana tour of the Wabash & Erie Canal in Allen County in 1997.



Top: The boat ramp on the St. Joseph River at Robison Park.

Center: A bridge crosses the lagoon that was recreated by damming Swift's Creek at Robison Park. The Circle Swing (Air Ship) was located on an island in the lagoon. The Shoot-the-Chute is visible behind the bridge. Other attractions included the main pavilion, water tower and well, roller coaster, theater, bowling alley, children's enclosed playground, bicycle racing track and carousel.

Bottom: A dancing pavilion was located beside the river in the park.

Postcards courtesy Carolyn Schmidt's collection.

Later the right-of-way was sold for utility power lines that were set in the feeder's bed. These may be followed from the junction of Spy Run Avenue and North Clinton north to North Pointe Woods where Robison Park once was located. Following the feeder prism we are reminded that water does not run up hill but flows from the highest to lowest point. The Wabash and Erie Canal summit was at the feeder dam on the St. Joseph River north of Fort Wayne.

Between the years of 1837-44 two brothers, Lewis G. Thompson of Fort Wayne and Wilson L. Thompson of Point Pleasant, OH, corresponded with one another. Lewis was a land speculator and purchased land in Indiana for his brother. Much of their correspondence was about these purchases. The following letters concern the Wabash & Erie Canal, the St. Joseph Feeder and the Erie & Michigan Canal. The date of each letter is shown as day/month/year.

27/2/1837 Lewis to Wilson "The Wabash-Erie Canal will be let from this place (Fort Wayne) to the lake (Erie) in May or June; and part of the Canal from here to Lake Michigan will be let early in this Season.

28/10/1838 Lewis to Wilson "I was called to this goodly village (Fairport) 15 miles below Fort Wayne on the Maumee this afternoon. After prescribing for some dozen or more patients, I informed the land lord that I wanted to write a letter. He immediately dispatched a runner in search of pen, ink & papers. After a lapse of some two hours, the urchin returned with a single sheet which he said was furnished through the politeness of the (Wabash & Erie Canal) engineering department stationed at this place...I have purchased the land which I wrote you at \$600 for 240 acres, it being canal Land. (This was a purchase of land set aside to be sold to fund the canal and was not on the canal)...It is nearly half prairie..."

In further correspondence it is noted that the land need a one mile drainage ditch cut at a cost of 50 cents per rod to dry up the prairie.

17/12/1839 Lewis to Wilson "I paid your taxes on the land above the feeder dam (near Leo and Wallen Roads in Ft. Wayne), amount not recollected. That South of town (prairie land) is not taxable until next year."

6/7/1840 Lewis to Wilson "The Wabash and Erie canal will be completed to the state line some time this month...This will facilitate our transportation very much needed."

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

17/8/1840 Lewis to Wilson Nothing yet has been done to the prairie land. But in regards to the feeder "I have not as yet procured the water privilege at the feeder dam, but can get it for 2 sows for \$250 to \$300 per year. There is 17 feet fall and the water may be used a second time advantageously. I think it would be a good investment if well attended to.

In 1836 all U. S. Government land had to be paid for in gold or silver under the "Specie Circular"* issued by President Andrew Jackson. His plan was to reduce the speculator's role in purchasing and selling western land thus giving those with little money a better chance to get prime territory at the established rate of \$1.25 an acre. This failed and land sales plummeted.

Also at the time, "wildcat banks" were established in Indiana, Ohio, and Michigan. There were no banking regulations saying the currency they issued had to be backed by gold or silver. By 1836 the holders of "wildcat" notes were trying to get specie to buy government lands. Paper money's value dwindled.

Since Indiana had borrowed excessively for internal improvements and the canals, roads and railways were in various states of construction, it met the interest on its debt with difficulty and later had to refinance it under the Butler Bills. The State Bank notes circulated but at a discount. Private issue notes were of little value and were referred to as "shinplasters."

To add to the distress, when work on the improvements was suspended, with the exception of the Wabash and Erie Canal, the laborers were without work, the anticipated settlement slowed down and many beginning businesses folded. The Thompson letters refer to this problem.

5/3/1842 Wilson to Lewis "Your State script of all kinds is down here now, some think permanently, others differ. What think you?"

"Let me know if this same script pays all dues to the State including Ballances on Canal Lands, as well as purchase of lands from the State? Our Banks have determined to pay & are now paying, specie! How long they can is yet to be seen."

"If your State Scrip will pay for Balances on my debt on the Prairie lots, I should continue to take it...If it will not, (I) shall be governed by circumstances."

*THE SPECIE CIRCULAR

July 11, 1836

(American State Papers, Public Lands, Vol. VIII, p. 910)

The distribution of government funds in "pet" banks, the distribution of the surplus and apparent prosperity led to violent speculation in public lands in the west during the second Jackson administration. Land sales rose from \$2.6 million in 1832 to \$14.7 million in 1835 and \$24.9 million in 1836. Payment, however, was frequently in notes of local banks based on other notes of speculators. Under these circumstances Benton drafted the specie circular which was promulgated by the Secretary of the Treasury, July 11, 1836. The result of the specie circular was to check sharply the sales of public lands and to reveal the unsoundness of many of the smaller western banks.

Circular to the Receivers of Public Money, and to the Deposit Banks

TREASURY DEPARTMENT, July 11, 1836

In consequence of complaints which have been made of frauds, speculations, and monopolies, in the purchase of the public lands, and the aid which is said to be given to effect these objects by excessive bank credits, and dangerous if not partial facilities through bank drafts and bank deposits, and the general evil influence likely to result to the public interest, and especially the safety of the great amount of money in the Treasury, and the sound condition of the currency of the country, with the further exchange of the national domain in this manner, the President of the United States has given directions, and you are hereby instructed, after the 15th day of August next, to receive in payment of the public lands nothing except what is directed by the existing laws, the viz: gold and silver, and in the proper cases, Virginia land scrip; provided that till the 15th of December next, the same indulgences heretofore extended as to the kind of money received, may be continued for any quantity of land not exceeding 320 acres to each purchaser who is an actual settler or bona fide resident in the State where the sales are made.

In order to ensure the faithful execution of these instructions, all receivers are strictly prohibited from accepting for land sold, any draft, certificate, or other evidence of money, or deposit, thought for specie, unless signed by the Treasurer of the United States, in conformity to the act of April 24, 1820.

The principal objects of the President in adopting this measure being to repress alleged frauds, and to withhold any countenance or facilities in the power of the Government from the monopoly of the public lands in the hands of speculators and capitalists, to the injury of the actual settlers in the new States, and of emigrants in search of new homes, as well as discourage the ruinous extension of bank issues, and bank credits, by which those results are generally required, and relied on, to carry this order into complete execution. LEVI WOODBURY Sec. of the Treasury

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

15/3/1842 Lewis to Wilson "As regards our State Scrip...which are issued in denominations of \$50 and \$5, I hardly know what to say to you.....There is no means provided by the state for their redemption...We have, however, another species of currency among us called 'White Dog' or canal scrip, which are bearing six percent interest from date, which are receivable for all payments due the State for canal lands. They have passed and still continue to pass at 87 1/2 (cents vs. \$1.00) or 12 1/2 (cents) discount, and its the best and safest funds we have except Indiana Bank paper. Our banks are all paying specie now." (Gold or silver coins)

28/3/1842 Wilson to Lewis "The purchase of the Maumee land you speak of is no doubt a good one, & according to your offer you will consider it mine. I notice in the Times a farm for sale 3 miles from the feeder dam...It is a good bargain? & if it is would be take the St. Mary's lot in part pay, a little case in hand, & give long time on any small Balance?"

8/4/1842 Lewis to Wilson "Emigration is beginning to come in. The canal is now navigated to Defiance (Ohio) 50 miles east of us. A rapid increase in population is looked for this fall, in which case we shall have a home market for all our surplus. Wheat here is & will be governed by the Market at Buffalo (New York). It was worth there at last advice \$1.10 per bushel. It costs 15 cents to transport from here to there at present, but will not cost more than from 8 to 10 when the canal is done. I have about 700 bushels to spare."

24/10./1842 Lewis to Wilson "...John Manning, who resides two miles above the mouth of Cedar Creek, has built a first rate saw mill on the St. Jo(seph) commanding the water of the whole river by a permanent dam...(He) now offers to sell the undivided half of ten acres ground and one half of the saw mill and water power, which is sufficient at the lowest stage to run 10 pair of 4 1/2 foot Burrs & necessary machinery with 8 or 10 acres of ground for \$1,000. The mill is within one fourth of a mile of the 240 acres of land which I sold you....I think I could turn in your land above the feeder dam as a payment in case you might see proper to buy."

7/3/1844 Lewis to Wilson "...I have (tried) to get a tenant on your deadening (trees were girdled to die before clearing) at the feeder dam, but have hitherto been unable to find a suitable man & I fear that such will continue to be the case from the fact that there are but few persons who have the means to justify the undertaking that are willing to become leasers."

"I have had several offers on conditions that I would furnish a yoke of cattle, aid them in building a house, &c. You would thus run the risk of the cattle dying from neglect, or perhaps they would sell them, pocket the funds and leave between two days."

"We have scarcely realized that it was winter for the last three months...Our folks are making gardens, the buds are swelling, the grass is growing, the boats on the canal are running I sold my Maumee farm a few days since for \$3,114.00, being \$20 an acre."

BOAT YARDS

Some of the first boats used on the canal came from the eastern states and others were built locally. One of the earliest yards was built by Noah Webber at the junction of the St. Joseph Feeder Canal with the main line Wabash and Erie Canal. An article in the *Fort Wayne Sentinel* of April 22, 1837 announced his establishment.

BOAT BUILDING

Noah Webber informs the public that he has established a boat yard at the junction of the main and feeder lines of the W&E Canal near Fort Wayne. He has in his employ good experienced workman, and will build every description of Canal & River Boat, Skiffs &c at short notice, in the most workmanlike style, & on reasonable terms.

Old boats caulked & repaired on shortest notice.
August 18, 1835

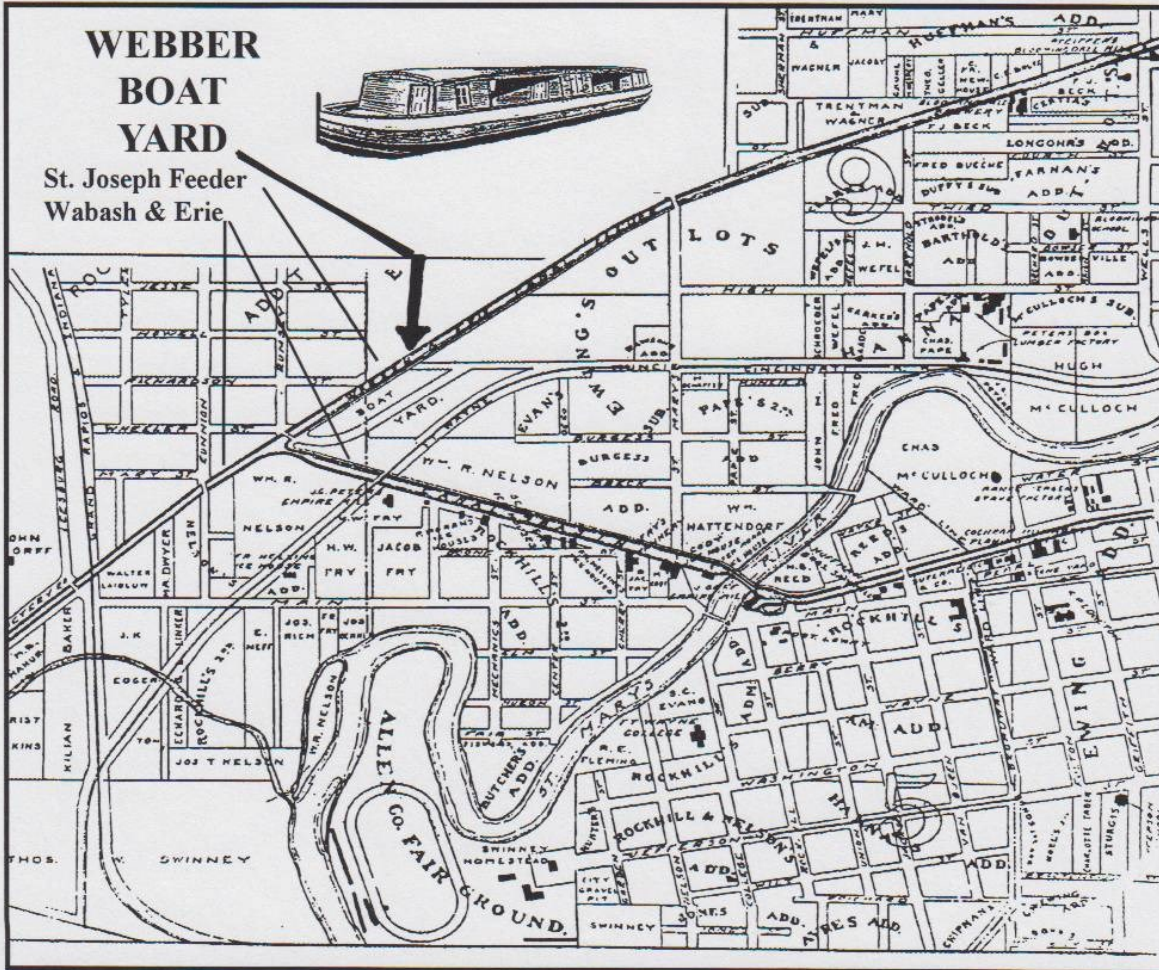
On March 29, 1849 the *Fort Wayne Times* announced another boat yard.

NEW BOAT YARD

It is some satisfaction to know that one branch of the industry of this place has escaped the general stagnation of business.—The boat yard of Messrs. ELLSWORTH & RIPPE, Presents an animating scene, and affords an evidence that the boat carpenters and joiners of our City are equal to any in skill, task, industry, and expedition. We noticed the following Boats ready for LAUNCHING; Terre Haute, Richard Chute, belonging to Messrs. Ewing & Co's, Line; Atlantic, Messrs. LITTLE & McCULLOCH; Hugh B. Reed, Messrs. S. & W. S. EDSALL; a new Boat, name not known, by Messrs. HILL, ORBISON & CO.; Missouri, by Messrs. COOK & CO.—These boats are all of the first class, A., No. 1. And their arrangements for the reception and discharge of merchandise, and the accommodation of passengers, we have never seen excelled. Unless the packets keep pace in the race of improvement, they must hide their diminished heads. The O. W. Jefferds; H. McCulloch; and Major Edsall have been refitted in very superior style, and are ready for business.

The Wm. G. Ewing, commanded by Capt. WM. RICHARDSON, who, by the way, is a capital fellow and "some pumpkins," will start for Lafayette as soon as the water is let into the Canal. The Lord be near to him.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



CANAL STRUCTURE CONTRACTS IN ALLEN COUNTY FOR WABASH & ERIE CANAL AND THE ST. JOSEPH FEEDER CANAL

<u>NAME OF CANAL</u>	<u>CONTRACT</u>	<u>DATE</u>	<u>STRUCTURE</u>
WABASH & ERIE	196	07/01/1848	Columbia Road Bridge
	196	07/01/1848	Lima Road Bridge
	188	08/10.1849	Lock 1
	363	08/10/1849	Lock 2
	339	03/10/1851	Barr Street Bridge
ST. JOSEPH FEEDER	715	11/05/1832	Aqueduct
	715	11/05/1832	Guard Lock
	734	11/06/1832	Road Bridge
	734	11/06/1832	Road Bridge
	14	11/06/1832	St. Joseph Dam
	766	09/01/1837	St. Joseph Feeder Dam
	192	06/01/1847	St. Joseph Feeder & Dam
STATE LINE AND	112	09/01/1851	Canal Bridges
STATE LINE AND	112	09/15/1851	Lock Gates
ST. JOSEPH FEEDER	93	08/01/1858	Hadsdon Culvert
	285		St. Joseph Dam
	319	05/18/1876	St. Joseph Dam

A listing of all canal contracts can be accessed via the Indiana State Archives web site.
<http://www.ai.org/icpr/archives/canal.html>

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The Blee Family and the Wabash & Erie Canal Just West of the Allen County Line

Latham Blee came to Indiana from Philadelphia in 1840. He purchased 80 acres of land at the Government land office in Fort Wayne. It had been granted from the Raccoon Reserve in 1827 by the federal government to aid the state in opening a canal connecting the waters of the Wabash River with those of Lake Erie. The land sold for \$1 an acre. His brothers James Sr., John and Thomas, all born in Ireland, soon followed and settled just west of the line that separates Allen and Whitley Counties. This is now County Line Road. The property was adjacent to a Miami Indian village, under Chief White Raccoon and located near Aboite Creek.

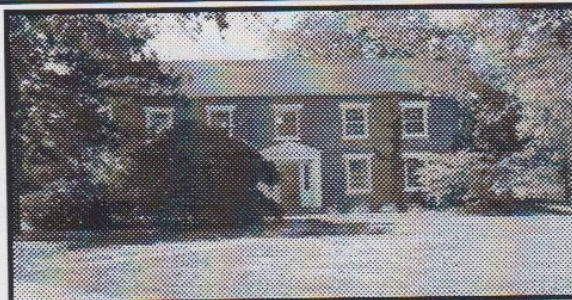
They built a log cabin. The land on which it stood was later the last to be held by the family when they sold off the estate. The cabin served as both their home and a place to hold mass for the neighborhood Catholics.

Latham and his brothers eventually accumulated over 1,200 acres. According to a letter written 100 years later, this wilderness extended from the Wabash & Erie Canal north to the Fair Oaks School and Bill Robin's saw mill.

The Blee brothers raised grain, hogs and cattle. They planted apple orchards. They worked with White Raccoon's people harvesting timber until the Native Americans were removed in 1846. James and Thomas worked in stone quarries near Wabash, IN during the summer and walked back to the farm on weekends.

In 1850 their sister Martha, also born in Ireland, joined them. She became their cook and housekeeper. She moved out somewhere between 1856-1860. In 1856 James Sr. brought his 10 year old twin nephews, James (Jimmy) Jr. and John Blee, to the farm. They helped build a new Federal style brick house. Their job was to carry water from a nearby stream using a a yoke with a bucket on either end. The water was used for slacking the lime and mixing the mortar.

Today pillars at the entrance to the home say 1840. That was the year the property was purchased. The brick home was built in 1856.



The Blee Homestead Photo by Jim Ellis

The south parlor of the home was used for chapel services and mass by Father Julian Benoit and his successors. Weddings were held there as well.

In an interview Jimmy Blee said that the Blee land was covered with "monster" oak timber. This timber, which was used for ship timber, logs, and hoop poles, was shipped by Jimmy and Charley Stepel on the Wabash & Erie Canal to Toledo, Cincinnati and points in between. They also shipped their grain and other commodities. The Blees leased the canal boats from Lorenzo Van Becker, who owned a boat yard a mile north of Roanoke, IN. He would lease a boat to the boys for \$1.50 a day. The boys would use horses from their farm and take turns driving and steering the boat during the day. They tied it up at night since they were the only crew. One boat they leased was named for a prominent Roanoke businessman "R. C. Ebersole."

Another boat Jimmy remembered was the "Plow Boy," which was a whiskey boat. It sold whiskey wholesale at ports along the line. According to law, they could not sell anything smaller than a 10-gallon cask and also sold barrels with the price at 18-20 cents per gallon. The Blees had one of these barrels and mixed the whiskey with tansy to cure the ague.

Thomas Blee eventually married and moved to Aboite township. James and Margaret Blee, parents of Jimmy and John, came to live at the homestead in 1860. The Blee brothers brought other members of the family who settled nearby. They developed the land and with their other pursuits became well known. They mixed with prominent men in agriculture, industry and finance.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The Wabash & Erie Canal In Allen County From Aboite to the State Line Including Fort Wayne

Aboite Creek Aqueduct

Jesse Lynch Williams in his 1833 Report to the Canal Commissioners describes the aqueducts on the Wabash & Erie Canal.

"The aqueduct trunks are all formed of timber. The abutments for the Bull Creek and Flint Creek aqueducts, are of hammer dressed masonry. Those of About (Aboite), Spy Run, and Becky (Beckett's) run, are built of timber. Flint Creek aqueduct rests on a solid rock bottom. All the other aqueducts are built on sand or gravel bottom, but are made secure by a platform of hewn timber extending over the whole space between the abutments as well as under them."

In his December 24, 1844 Report of the General Superintendent of W & Canal to General Assembly he states:

"...Also the building of the stone work for a new aqueduct across the river About (Aboite), ten miles west of Fort Wayne. The stone...are to be obtained at the Lagro or Georgetown quarries." "...At the aqueduct at the river About (Aboite) the space is intended to be increased in width; that of the one now in use has this last season proved insufficient for the water to pass at times. The superstructure will be an open trunk - the work not being at this time deemed of sufficient magnitude to cover the trunk."

And in the 1847 Report of the Chief Engineer he describes the aqueduct as:

"The next structure is Aqueduct No. 2, over the river Aboite, of four spans, each 28 feet clear. The trunk is of wood resting on the two abutments and 3 piers, all of good cut stone masonry. This structure is entirely new, having been rebuilt in 1846, and will probably require but little expense for 8 to 10 years to come."

The Aboite Creek aqueduct which was built in 1833 and opened to traffic upon the opening of the first section of the Wabash and Erie Canal in 1835 is located in southwestern Allen county, in the southwest corner of Aboite

Township, downstream of the crossing where U. S. 24 crosses Aboite Creek. It may be reached by turning south from U. S. 24 onto Redding Drive. To the right may be seen abandoned bridge abutments, the stone aqueduct abutments, and the timbers upon which the aqueduct was constructed. What remains are the best ruins of a small open trunk aqueduct on the Wabash and Erie Canal.

This small aqueduct consisted of four spans as described above. Timber was used for the piers and abutments due to the lack of good building stone in the Wabash valley. Later the timber was removed and replaced in 1846 by stone abutments.

The site chosen for the aqueduct across the creek proved to be excellent. As other forms of transportation developed they crossed at the same site. Today five bridges can be seen within 50 meters of the aqueduct. These were constructed for the Huntington State Road (19th century stone abutments), for two interurban light rail systems (early 20th century abutments), for U.S. 24 highway (1920s), and for the present day U.S. 24 four-lane bridge. With the concentration of construction in such a small area, the aqueduct ruins have been abused and nearly obliterated. Stones from its abutment were even used to construct one of the interurban bridges. This makes for confusion when viewing the site.

The aqueduct was built on a common plan where the spans (single or multiple) were 28 feet each with a wooden open-trunk superstructure. Others from this plan were : Spy Run Creek, on the St. Joseph Feeder Canal at Fort Wayne, Bull Creek about 3 1/2 miles below Roanoke, Flint Creek near Huntington, and the similar Crooked Creek at Georgetown. The Aboite Creek aqueduct has the only visible remains.

Dredging of Aboite Creek below the aqueduct site in the 1980s lowered the water level in the creek and exposed the foundation timbers to the air which is leading to their decay. Vandalism has taken its toll. Fill of concrete, brush, and dirt beside the creek above the site is changing its appearance.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

In 1985 the Canal Society of Indiana conducted a field study of the site to record the measurements and plot the remains of the aqueduct. In the report, which appeared in *Indiana Waterways* Vol. 5, Issue 4, 1988, it was noted that:

"The most prominent feature of the ruins, and the one which first catches the eye, is the large platform of huge timbers, some of them 18 inches square, which lies in the creek bed. This is what remains of the timber foundation platform that once extended beneath the stonework. This timber foundation was built below water level to prevent decay of the wood. Where thus protected, the wood is just as sound as when it was laid down 150 years ago."

"Just downstream of the visible portions of this platform are two roughly rectangular arrangements of large stone blocks, one on each side of the creek. These represent the lowest layers of stone from two of the three stone piers which carried the water channel across the creek. The third pier lies buried in the east bank of the creek. One corner of this pier is visible as a few layers of massive stone peeking out of the east bank."

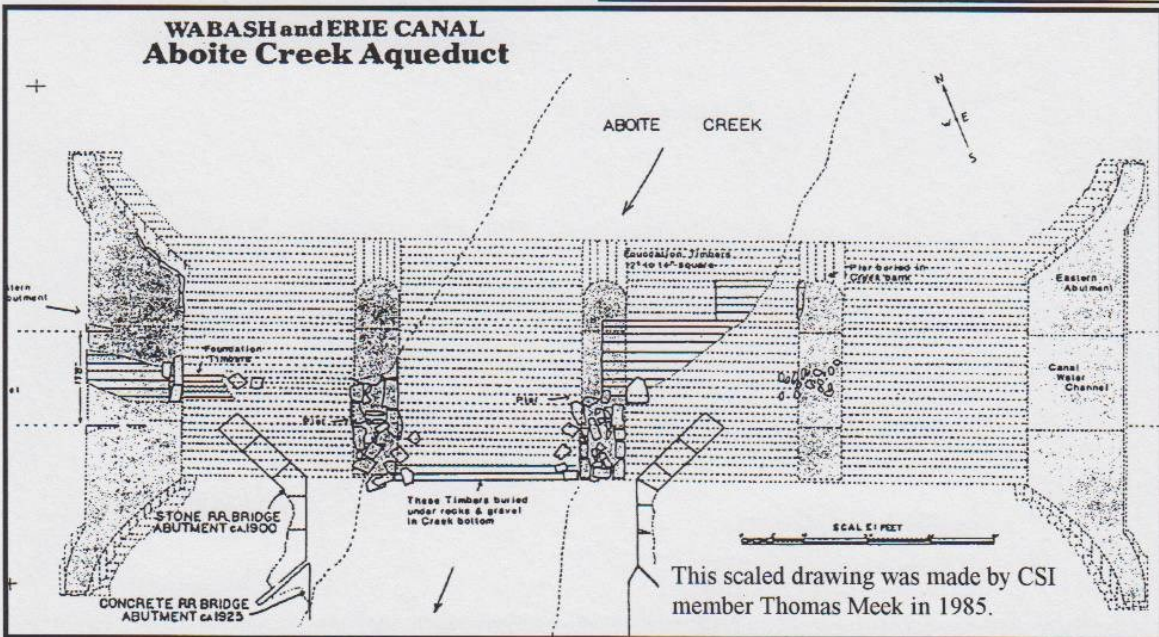
Across the creek, a small deep ditch extends toward the west. Along this ditch for about thirty feet, one finds much stonework embedded in the banks, as well as a platform of large timbers lining the bottom. This stonework represents the western abutment of the aqueduct. Although its center portion has been

removed to provide water drainage from the old canal, it is valuable for the interpretation of the ruins because some of the stone, which defined the sides and bottom of the water channel, are still in place and can be measured directly.

Measurement yields a width of 17 feet, 8 inches, which conforms well to the widths of the water channels of other Wabash-Erie aqueducts (17 feet wide, lined with two layers of two-inch oak planking). The height of the bottom of the water channel above the foundation timbers can also be measured directly. This comes out to be 8 feet, 7 inches.



The cut stone remains of the Aboite Creek abutments are seen on the left and top center of this photo with the timber remains and some stone from the piers in the creek.
Photo by Bob Schmidt 1997



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

A careful description of how the locations and shapes of the stones and timbers were plotted can be found in the article. From these measurements, observations, and a drawing of the aqueduct over Big Cedar Creek on the Whitewater Canal that is in the State Archives of Indiana, a plan of the aqueduct was drawn to scale by Tom Meek in 1985 and a reconstructed view of the aqueduct was drawn by Julia Meek in 1985.

The Vermilyeas and the Vermilyea House

The Old Vermilyea Tavern must have been a welcome site for the traveler on the Wabash and Erie Canal, especially on those hot, sticky days of July and August when the air was still and the packet boat moved so slowly. The view of the spacious lawn, the opportunity to stretch one's legs and the thought of refreshments, made one anxious for the short rest stop as the vessel docked in the basin at the foot of the hill.

The Tavern, as it was known then, was about 350 feet north of the Wabash and Erie Canal and about 1,000 feet northeast of the Aboite Creek Aqueduct. It was known up and down the canal for its food and lodging and was about midway between Fort Wayne and Roanoke.

It was the home of Jesse and Maria Vermilyea and their four daughters. The home was built of brick. Using the clay from the farm, the bricks were molded and fired on the property. The house was completed in 1839. The first residence on the property was a double log cabin, which also served the passing travelers.

Jesse Vermilyea (1809-1846), was the tenth of thirteen children born to Edward and Joanna Wright Vermilyea. Edward and Joanna lived in Delaware County, NY, the place of birth of their first seven children. They moved. Jesse was born to them in Dutchess County, New York State, on May 18, 1809. In the spring of 1818, Edward moved his family to Washington County, Salem, Indiana. On July 17, the same year, Joanna, his beloved wife, went to be with her

Maker. Edward followed her three months later on October 16, 1818.

Jesse Vermilyea moved to Grant County where he served as Circuit Court Clerk and Auditor in 1831. He resigned on May 8, 1832. On July 4, 1832, he and Maria McTaggart were united in Holy Matrimony at Brownstown, IN. Shortly after their marriage, they came to Aboite Township, Allen County, IN and erected their first home, a double log cabin. (The Wabash and Erie Canal was commenced in Fort Wayne in June of 1832.)

The first white child born in Aboite Township was David Burr Vermilyea, son of Jesse and Maria. He was born in the Spring of 1833, lived for three months and then went to be with the Master the following fall. As the years passed, there were to be four more children born of this union, all daughters: Marietta, born August 19, 1834; Adaline, born December 30, 1837; Ann Eliza, born May 16, 1841; and Jesse Maria, born July 15, 1843. The Vermilyeas also took in a young Irish lad whose father was a drunk and stayed away from home for weeks at a time. On one of his sprees the lad's mother passed away so the Vermilyeas gave the boy a good home. He also died at an early age.

In 1839 the present brick home was built sitting on a hill above the canal. It was palatial by pioneer standards. The woodwork through the house was black walnut except for the master bedroom, which was butternut (often considered a white walnut.) There were ten large rooms, eight fireplaces and 30 walnut doors. The exterior walls were 18 inches thick. All rooms had north and south windows.

Just as the house was being completed in 1839, Jesse was appointed Postmaster of Aboite Township. He had a black walnut desk built in the southwest corner of the south parlor for his postal duties. For the Vermilyeas, it was home; for the canal traveler, a welcome oasis; for



Jesse Vermilyea
Photo of painting
courtesy of Jim Ellis

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

the settlers, a post office; and for the Native Americans of the area, a place for trading as Jesse kept a small stock of supplies.

The first white settlement was located not far from the Vermilyea Tavern's backyard. It stood where the Timbercrest Addition is today across U. S. 24 from the Vermilyea property. It consisted of about 30 people from the state of Maryland, calling themselves the Maryland Settlement.

Jesse Vermilyea was very ambitious and active in the community. He helped survey the Summit Section of the Wabash and Erie Canal. He was one of the first canal contractors southwest of Fort Wayne to begin construction on the canal.

Jesse was one of ten directors of the Fort Wayne Branch Bank that was organized in 1835. He served under Allen Hamilton, bank president, and Hugh McCulloch, cashier and manager.

The Plank Highway System was gaining popularity in 1845. Samuel Hanna sent Jesse to Canada to inspect and observe the building of their plank roads and to report back to him on his findings. Jesse's findings were favorable. He served as a director on the Plank Highway System and was active on the construction of the Lima Plank Road and the Huntington Road.

Charles H. Titus kept a journal of his travels from 1841-1846. In it he wrote the following glorious description of coming upon the Vermilyea House by canal boat.

"Friday night, about sunset, commenced raining, and rained powerfully all night. The water in the canal was very low, & the canal narrow; and as it was exceedingly dark and the hands rather green, they found it difficult to prevent the boat from running against the banks. The pattering of the rain upon the deck, and the clatter and confusion among the men, kept us awake til nearly midnight, and the little sleep I did get, towards morning, was not refreshing. Yet my situation was so much more comfortable than that of the men who worked the boat amid the storm and darkness, that I was kept from murmuring, or finding fault with my position. When I awoke Sat Morn. I found that the storm had abated, and that we

were getting on quite comfortable. Ten miles below Fort Wayne, passed the residence of Mr. Vermillia, a wealthy farmer. His dwelling house is a splendid one—a large two story brick building painted white, and neatly finished, inside and out. As they tarried here a short time to change horses, we took a stroll about the grounds. We found the garden, shrubbery, fruit trees &c finely arranged & in the best possible order. All the inside wood work of the house is of black walnut, highly polished, and presents a very rich and beautiful appearance. There were three fine barns & other buildings corresponding. Taking it, all together, it was by far the most beautiful residence I had seen on the Journey. Having obtained a drink of good cold water, we returned to the boat, and proceeded on our journey. At three o'clock in the afternoon we arrived at Fort Wayne, and we concluded to leave the boat & remain here until Monday, as we now travelled on this canal 118 miles & my expenses had been only two dollars & seventy five cents. Cheap travelling surely!

The Vermilyea Tavern was not only a "stopping off" place for canal travelers, but there are accounts such as Susan Mann McCulloch's "Recollections," that relate the story of a dinner party coming out via the canal to Mr. Vermilyea's home. Mr. and Mrs. Hugh McCulloch were among the group. Mr. Allen Hamilton did not go on account of the "wind." Another account tells of a bride and groom spending the weekend at the Vermilyea's home. evidently there was much activity there even though it was located thirteen miles southwest of Fort Wayne. Entertaining in the home was short lived as Jesse died suddenly during a cholera epidemic on August 1, 1846, at the age of 37 years and Maria (cause of death not listed) died on January 23, 1848, under the age of forty years.

The four daughters were appointed guardians after their mother's death. Marietta and Ann Eliza went to live with the Hon. Hugh McCulloch of Ft. Wayne. He later served as Secretary of the Treasury under President Abraham Lincoln from 1865 to 1869. Adaline and Jesse Marie moved to Grant County under the guardianship of James and Joanna Sweetser. Joanna was Jesse Vermilyea's

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

ESTATE CLAIMS 1846 - JESSE VERMILYEA

Estate of Jesse Vermilyea
 1844 To James H. Thompson Sr
 March 15 To 345 feet of Hewn Timber \$12.08
 for Ware House @ 3 1/2¢
 June 15 15 day work on Shake to Barn of 15.00
 1845 Feb 8 Building Bridge across
 Canal above Raccoon village
 per verbal contract \$100.00

 \$137.08

 By Vermilyea acct on Book 104.54
 " 2 Sale Notes 36.00 & 5.00 41.00

 \$145.54

 Received as per above 1850 \$ 8.46
 April 13th
 James H. Thompson

Estate of Jesse Vermilyea

1844 March 15	To James H. Thompson Sr	
	To 345 feet of Hewn Timber	
	for Ware House @ 3 1/2 cents ft	\$ 12.08
June 15 - 15 days	work on Shake to Barn of	\$ 15.00
	[Note: \$1 per day]	
1845 Feb 8	Building bridge across	\$ 100.00
	Canal above Raccoon village	
	per verbal contract	-----
		\$ 137.08
		=====
By Vermilyea	account on Book	\$ 104.54
" " 2	Sale notes 36.00 & 5.00	\$ 41.00

		\$ 145.54
		=====
Received as per above	1850	\$ 8.46

1850
 April 13th
 James H. Thompson

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

younger sister.

The guardianship of two of the Vermilyea children is referred to in Mrs. Susan Mann McCulloch's "Recollections," "Mr. and Mrs. Vermilyea, friends of ours, died leaving a family of little children. He was a prominent business man, with quite a large estate. His death was very sudden, congestive chill, and his wife died of a broken heart a year and a half after. His sister, who had quite a large family of her own, was willing to take the two children who resembled her brother, brunettes, the two blonds, resembling their mother, she felt that she could not take care of. We felt it our duty to take them into our family, and they were raised as our own children. We never were sorry, never regretted it, they were docile, amiable, made themselves very useful in the family, and after receiving a good education were married from our house. The last one was married just before we came to Washington [in October] 1864." (The McCulloch home has been restored in Fort Wayne and is located on present day Superior Street. In canal days the McCulloch home faced the Wabash and Erie Canal and had the St. Mary's River at the back of its yard.)

The children remained with their respective custodians until adulthood. Marietta married Ezekiel M. Talbot on December 30, 1857. There were two children born to the Talbots, Jesse V. Talbot and Charles McCulloch Talbot. The Talbots were residents of Marion, Indiana.

Adaline married John Nelson Turner of Grant County. There were no children of this union. As did the Talbots, the Turners also chose Marion, Indiana, as their home.

Ann Eliza married Marvin Robinson. They lived in Peru and Terre Haute, Indiana. They had two children, Susan Robinson and Charles McCulloch Robinson.

Jesse Maria married Stephen Bond, a banker at Fort Wayne and they were blessed with ten children. Mr. Bond later served as President of the Packard Piano Company of Fort Wayne.

No one knows when the Vermilyea Tavern ceased operation or any details about its

operation. It continued on as a stopping off place on the canal and was managed by Philo Rumsey, a Fort Wayne merchant active in Fort Wayne government during the 1840s. (Philo Rumsey later managed the Rockhill House [Hotel] which later became the St. Joseph Hospital.) Guests lists and other documents of the Vermilyea Tavern have not survived.

Nathaniel Hogg was the next owner of the home and it is said he never saw the property. He resided in Pennsylvania and made the transaction through a lawyer. Mr. Hogg did sell the county an acre of ground for \$75.00 to build a school stipulating it have a 6 foot board fence around the school yard. This school was known as Hogg school, one of eight one-room schoolhouses in Aboite Township.

During the Civil War years when Nathaniel Hogg held title to the property, the Underground Railroad was active. It is said that the Vermilyea House served as a "stop" for slaves fleeing North to Canada. Since no records were kept due to the Fugitive Slave Law prohibiting anyone from harboring or aiding in their escape to the North and to the farm witnessing many tenants, one can only speculate that it was truly a "stop." The towpath of the Wabash and Erie Canal was a direct route coming North from Evansville to Toledo. It was ceasing operation at various locations so travelers were few thus lending itself well for this type of traffic. As is often the case when the "Underground Railroad" is mentioned, there was reportedly a tunnel leading from the basement of the house to the edge of the canal. It is said to have been used by the Underground Railroad and as ice storage in the summer. Several efforts to find this tunnel have been made to no avail. So, if there is one, it is well hidden.

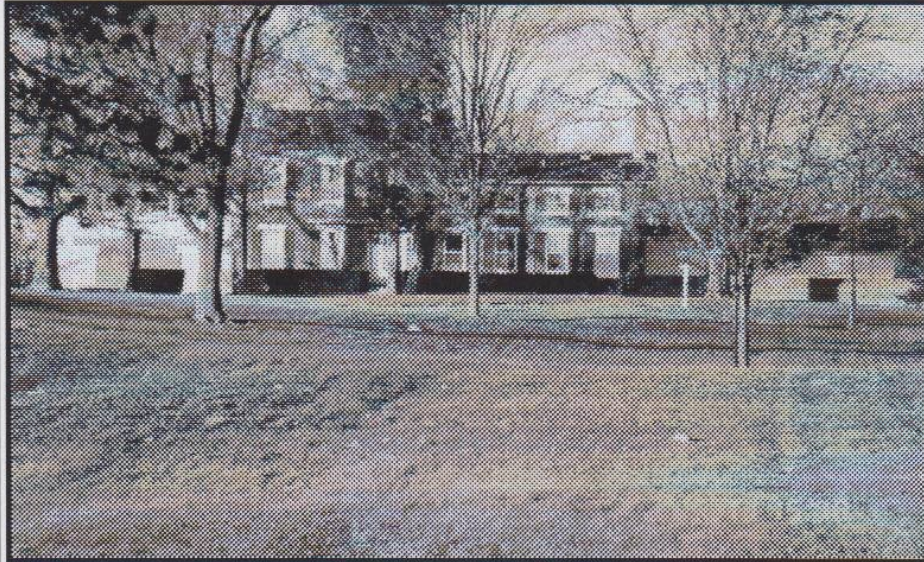
The next owners, Daniel Webster Simmers and his wife, Amanda, purchased the property in the 1890s and farmed the acreage until the 1930s when their health became poor and they were forced to move to Fort Wayne. The house was in their name for 50 years. It was rented out at various times and stood vacant for several years. Vandalism took its toll.

Earle and Olive Darling purchased the property in the early 1940s. An account written

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The Vermilyea House

The brick structure faced the Wabash & Erie Canal during canal times. This was the front of the house.

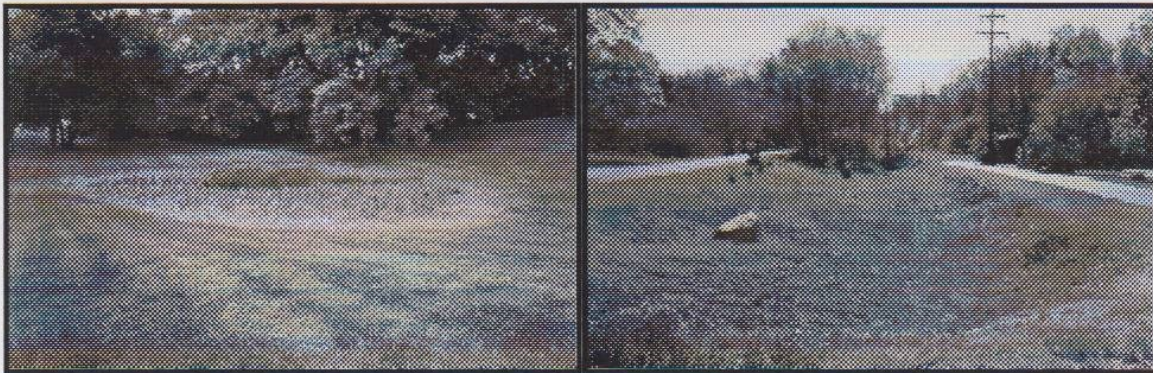


Later, when U. S. 24 became the way traveled, a portico and garages were added to the back and west side of the house. What was once the back door became the main entrance.



Photos by Bob Schmidt

Remnants of a boat basin and the Wabash & Erie Canal are seen at the current back of the Vermilyea House.



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

From the Indiana State Archives

*Contn 5/6/34 Jesse Vermilyea & Canal
Commissioners for Sect 16 of Canal
20 done by 10/10/34
start by 6/15/34*

*grubbing & clearing \$4.50
excavation .13¢ per cu. yd.*

Jesse Vermilyea & Canal Commissioners

Contract 5/6/34 - SEC 16 of Canal

To be done by: 10/10/34
Start by: 6/15/34

Grubbing & clearing \$ 4.50
Excavation .13 cents per cubic yd

Allen Co. Clerk's Office

<u>Gen Index</u>	<u>Def.</u>	<u>Probate Records</u> <u>Box</u>
Jesse Vermilyea Pl.	Ne-we-ling-quah	471
	Stewart	"
	Stewart	"
Maria Vermilyea vs. Vermilyea et al.		482
Probate "B" p. 289 for dower from J. Vest vs. children		
Maria Vermilyea estate		361
Jesse Vermilyea estate		359

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

by Mrs. Darling in 1944 states that not one pane of glass remained intact. There were holes in the roof, flooring rotted, walnut stair railing demolished, and carvings in the woodwork. Every door knob was missing or broken. In an article written by Cliff Milnor of the Fort Wayne Newspapers in which he interviewed Mrs. Darling, she stated, "It is slow work restoring a 110 year old home with a scarcity of materials (World War II)." So for two years they worked to make their "Labor of Love" a home. They installed electricity, central heat and plumbing. A garage was added for balance and convenience. A portico was added to the north since the new U. S. Highway 24 was constructed about 1,000 feet from what was originally the rear of the house but was now to serve as the front entrance.

CSI members, Jim and Ruth Ellis, purchased the home on Valentines Day February 14, 1963 being the fifth to hold title to the Vermilyea House. Down through the years acreage was sold off and there were only 12.5 acres of the original plot of 2,000 acres left with the house. They added a paved courtyard, put new roofs on the house and barn, improved the plumbing and wiring, put in a septic system and dug a well.

Jim, Ruth and their six children lived in the house except for about a three month period when they moved out in February of 1990 and returned that June. During that time the Ellis's turned their home over to area decorators to repaint, wallpaper, hang drapes and move in furniture for the Allen County Show House to benefit the fine arts. Jim conducted tours of the home over the years to local school groups and other historical groups such as the Canal Society. With their family grown and hoping to slow down they put the house on the market. In December of 2000 they received an offer to purchase from Todd Freeland.

CSI members Todd and Cathy Freeland purchased the home and began making plans to add a thirty-foot addition to the east end of the house and then angle at 45° for the garages. This addition includes a new kitchen, bath, mud room and garages on the main floor. Upstairs will be a new master bath and closet off the sitting room and master bedroom. A few minor

changes were made to the existing structure, but all work was done in as correct historical manner as possible.

Todd, Cathy and their two children, Natalie and Austin, will become a part of the history of the Vermilyea House in years to come. They can look out of the windows and still see the prism of the Wabash and Erie Canal and the canal boat basin that is in the yard. Nearby are the Aboite Creek Aqueduct abutments and timbers. Perhaps on a warm summer night they might hear the forlorn sound of a canal boat horn announcing a boat at the Vermilyea Dock.



Fort Wayne Soap: A Canal Legend

Many legends exist about the Wabash and Erie Canal, but one of the most gory ones is that which is said to have occurred at a landing in the Marshy Prairie area west of Fort Wayne. It is about the manufacture of soap, which was a luxury in early Fort Wayne.

Some of the area's first canal boat passengers to arrive in Fort Wayne were French-Pierre, his sister Therese, and his brother Jacques. Jacques only remained a short time, but Pierre and Therese bought land to farm on the wetlands west of Fort Wayne. The canal brought traffic past their farm, which flourished. Soon they were able to enlarge their farm house, dig out an area in which to build a canal boat landing, and convert the home into an inn. In time a general store and a slaughterhouse were added. Therese kept busy making soap from the slaughterhouse's scraps. Pierre opened a real estate office to serve those who came by canal or over the perilous roads to buy land. Pierre was so successful that it was reported that his barnyards were full of wagons, his inn full of guests night after night, and his slaughterhouse crammed with carcasses.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

At the same time the sheriff was frustrated because people, who left the poor soil of the east to purchase good farms, would arrive in the Prairie area and be attacked by bandits. He would often find wagons without a sign of their drivers or teams but with all the belongings intact in the wagons. This seemed very strange. He had difficulty tracking and identifying people on the move.

Therese's soap bars started to win acclaim in Fort Wayne for its lather and for being so fresh. She claimed she was using better fats than other soap makers. Her soap was not associated, in the minds of those who purchased it, with the uncanny disappearances of settlers.

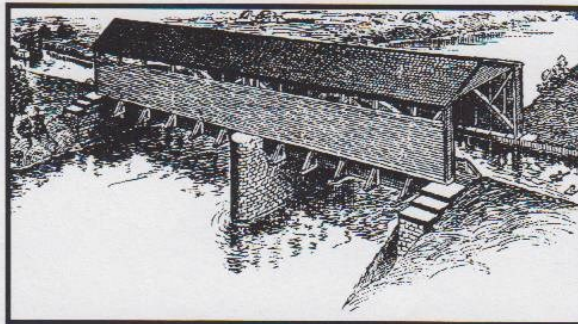
Then one day, while the sheriff was enjoying his dinner, an agitated visitor, who was a guest at Pierre's landing, banged on his door and told the sheriff he had seen Pierre chopping up two human bodies by a boiling soap kettle. The sheriff thought this to be a pretty fantastic story, but he had to investigate it. He and the guest returned to Pierre's Landing.

When the sheriff arrived, the kettle was bubbling away. Pierre begged the sheriff not to disturb the kettle until Therese had time to skim off the fat. He claimed he had chopped up two hogs for soap because when they were slaughtered their innards had shown them to be sick and he couldn't use the meat. The sheriff located a fence rail and turned over the kettle. Hog stew and bones spilled out. The guest was still afraid and asked the sheriff to help him hitch up his team and see him safely leave. Then the sheriff left only half-convinced. Did Pierre trick him?

After this event there seemed to be little or no attacks on wagons or any missing persons. The sheriff's life was once again peaceful. Therese's soap seemed to gradually decline in quality. Before long people whispered about the sheriff's visit and the soap. Someone who spent a night there said that he couldn't sleep because of disturbing sounds. The area retained its name Marshy Prairie into the 1870s. Over the years the legend continued and the "haunted" inn survived long past its owners. Eventually the outbuildings fell down, but the inn's dark stains on the floors reminded vandals of the gory

legend. Outside its door sunfish swam in the scattered pools of the Wabash and Erie Canal.

The inn was eventually torn down and was replaced. The legend seemed to be forgotten, until a farmer, who was attempting to cut a ditch, ran into some big obstacles. They were the remnants of heavy timbers, two corroded iron kettles, and lots of strange looking pieces covered in black dirt. The farmer loaded his findings into a wagon, went around trying to get information, and was told by the community's old timers that he had probably unearthed Pierre's old landing site. This was thought to be the case until they were closely examined. "Those are human bones," said a physician, who was fairly new in the area. "But how did they get chopped up in that manner?"



**St. Mary's Aqueduct
& Aqueduct Club**

As a canal boat approached Fort Wayne from the southwest, it crossed the St. Mary's Aqueduct to reach the center of town. This aqueduct was not an open trunk aqueduct like the Aboite Creek aqueduct near the Vermilyea House. It was a fancy covered bridge affair.

Aqueduct No. 1 on the Wabash & Erie Canal was designed by Jesse Lynch Williams and built in Fort Wayne to carry the canal waters over the St. Mary's River. The construction began in 1834 under the direction of contractor Henry Lotz, who would later become mayor of Fort Wayne during the period from 1843-44. The aqueduct consisted of a 160 ft. long wooden flume supported by a stone pier in the middle of the river and stone abutments on either bank. The flume was 17 ft. wide and carried about a six foot depth of water. The entire structure was

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

built with covered sides and a roof which gave it the appearance of a covered bridge. It weighed more than 450 tons. Water passed through the flume at about 5 miles per hour.

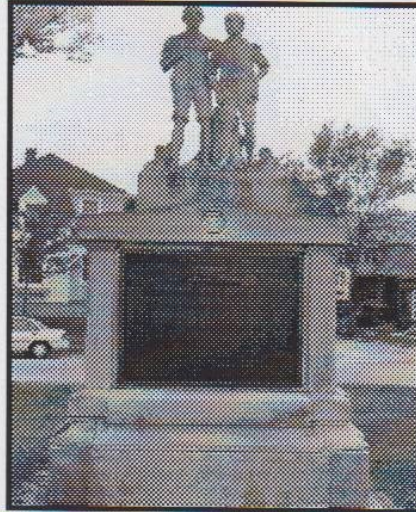
To the west of the aqueduct was a half mile long basin extending all the way to the entrance of the feeder canal. It is there and in the aqueduct itself that young boys liked to swim. One of their favorite tricks was called stemming. They would put their feet on the front of the boat and let the momentum push them through the water. This was dangerous and the local constabulary patrolled for this activity around the aqueduct. "Old Man Kelly" was one such constable. The youngsters would taunt him with "Kelly, Kelly! Constable Kelly with a cast-iron belly!"

Swimming in the aqueduct was great fun but the boys had to be good swimmers. They'd shed their clothing on the river bank or hang them on the inside walls of the aqueduct. Being built on the covered bridge style made it cool inside and there was no danger of sunburn. It was very large so there was enough room for everyone. The current helped push the swimmer through the tunnel-like structure very quickly, but he had to be extra strong to swim against it. He also had to watch out for the canal boats, which would unhitch their mules, flow through the aqueduct with the current, and re-hitch on the other side of the structure.

At the end of the canal era, the weathering of freezing and thawing took their toll on the structure and it fell into decay. The canal was sold in 1876. Later the Nickel Plate Railroad bought the structure in 1881. The final demise came in 1883 when the old aqueduct was completely removed. Only portions of the stone abutments remain and some timbers in the river bed indicate where the stone pier once stood.

By 1912, the swimmers had become men. They looked back with fond memories of the times they had spent with their friends swimming on a hot summer day in the cool waters of the aqueduct, which they called the "ack-a-dock."

Frank Perry and Fred Kimball met on Calhoun St. one day and shared stories of the



"Let's Go Swimming" statue of two boys getting ready to swim in the St. Mary's Aqueduct was posed for by George and Charles Krudop. It was erected by the Old Aqueduct Club in Orff Park near the aqueduct in 1927. It was designed by Marshall S. Mahurin, who also designed some of Fort Wayne's buildings such as the Old City Hall, which now houses the Allen County Fort Wayne Historical Museum. Photo by Gene Paschka

good old days. Tom Coombs, another friend joined them and together they came up with the idea of forming a club of west enders. On November 22, 1912 a group of men, including Louis Heilbronner, met to create an organization. Heilbronner suggested the name "Aqueduct Club." When they met again the rules were formalized as : You must be a male at least 45 years old (1867), have lived west of Calhoun St. 40 years ago (1872), and gone swimming in the old aqueduct. Charles McCulloch was elected as the first president.

During the following years membership grew rapidly. The members held an annual meeting just before the new year. Before long the group included men throughout the country. After ten years of annual meetings and good times they decided to place a permanent marker in honor of their unique organization in a small park near the site of the old aqueduct. One of their members was Marshall S. Mahurin, a prominent Fort Wayne architect. He created the memorial and on July 16, 1927, the statue immortalizing boyhood in the 19th-century was dedicated. A parade began at the Courthouse square and proceeded down West Main Street to

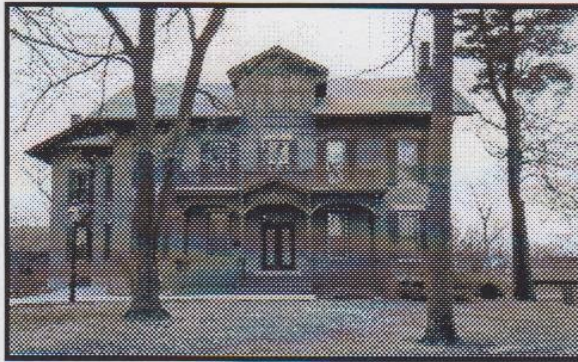
"CANALABRATION" - Fort Wayne, IN to Defiance, OH

the dedication site. The memorial was placed on the lot facing Main Street. It is a tall stone pillar topped by the figures of two barefoot boys. Just below the statue is an inscription that simply states "Let's Go Swimming." A plaque on the west side of the base lists the 327 members. St. Mary's Aqueduct is on another plaque.

Club membership continued to increase reaching over 500. Provisions were made in 1927 for the dissolution of the club.

In 1956 the 43 year old club took its last "annual swim" with less than a dozen members present. By 1961 only two members still remained. Dr. Charles J. Gruber died on November 5, and Stephan B. Fleming (91) passed away on December 6 of that year.

They stipulated that a plaque would be placed on the east side of the monument to correspond with the original on the west side listing the name and date of death of the last surviving member of the club. They even went so far as to create a diagrammed drawing of the final bronze tablet. The records, diagram and the society's funds of \$343.63 were turned over to the Fort Wayne Historical Society, which placed the final tablet on the base of the statue.



The Swinney Homestead

Photo by Bob Schmidt

Thomas Swinney and the Swinney Homestead

Just south of the St. Mary's Aqueduct was the home of Thomas Swinney. He was born in Piketon, OH in 1803. He came to Fort Wayne in 1822, when his trade seems to have been that of artist or sign painter, who ground his own colors. He built the mansion on land originally

purchased from the Government in 1823 for Lucy Taber, who was to become Mrs. Swinney in 1827. Their early married life was spent in a modest house behind the present building site. Barns and sheds were located where the homestead now stands.

After his marriage to Lucy Taber, Thomas turned his efforts to agriculture, and later proved to be a businessman of great acumen, who made his fortune in real estate. He purchased land at the government land sales. He also acquired a large portion of the Taber Addition through his marriage. He sold part of the right-of-way to the Wabash and Erie Canal and to the Pennsylvania Railroad. Prior to the construction of the mansion, the grand celebration for the Wabash and Erie Canal was held on his land nearby.

The homestead was one of the first multi-storied buildings in Fort Wayne. Construction on it began in 1844 and it was occupied in 1845. In its original form, the house had only one story, was heated by two large fireplaces, and was only half as deep as it is now. The interior walls and foundations are of native stone and brick manufactured in Fort Wayne. The timber used throughout the building was locally cut.

In 1885, the second story and wing were added to the mansion, as well as the veranda and shutters. Two of the combination gas and electric lighting fixtures are still in use and probably were installed at the same time the other alterations occurred. At one time the house had its own water supply system and an elevator. As innovations in heating were available, they were tried so that during its long history the house has had five different heating systems.

At the same time the Allen County/Fort Wayne Historical Society was formed in 1921, the Swinney Homestead became the property of the City of Fort Wayne and was subsequently secured by the Society for a museum. The Swinney house was occupied by the Society in 1924 and the museum opened in 1926. Later the Historical Society moved to its present location and Settlers Inc. took over the building and are renovating it.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

When the Swinneys occupied the mansion, parties with as many as 135 guests were catered by Chicago caterers, who used gleaming sterling silver and fine glass over damask table cloths. They came to Fort Wayne by rail. There was a smoking parlor for the gentlemen. These dinner parties they referred to as "teas." These took place in the southwest corner dining room of the building. On the first floor were also a parlor, a back parlor (smoking room), and a sitting room. The rooms were all interconnected. The original kitchen was located in the basement. It had a huge fireplace and a door to an outside pump. Later a first floor kitchen was added.



The McCulloch Mansion

Photo by Bob Schmidt

The McCullochs and the McCulloch Mansion

Swinney served as colonel in the State Militia, in 1830 served on the Governor's staff, and thereafter was referred to as "Colonel." In 1840 he was appointed State Whig delegate and evidently served in the Whig Party until its demise in the 1850s.

Five children, all girls, were born to the Swinneys - Minerva, Rhesa, Margaret, Frances, and Caroline - and a son William was adopted. They were described as short, alert and active. Once their parents died, Rhesa was the undisputed head of the household.

The Swinneys had white servants and nurses in the home when their health failed. When automobiles arrived on the scene they had a Pierce Arrow.

Lucy Taber Swinney died in 1860 leaving the land to her husband. Colonel Swinney died in 1875 and his will provided his children life tenure of the house, after which the land was left to the city of Fort Wayne for a "pleasure Ground" so long as it would remain open and free to "all classes and orders" of society. This was the first gift of land donated to the City for that purpose, although Swinney Park was not the first park. In 1889 the Park Board took over most of the land, and after the last Swinney heir died in 1922, the house and grounds passed to the City.



To the east of the St. Mary's Aqueduct the canal passed one of Fort Wayne's surviving mansions, the home of Hugh and Susan Mann McCulloch, that was built in 1843 in the six hundred block of Superior Street then known as Water Street. The home was built with its backyard on the St. Mary's River where a riffle in the river was a famous fishing place for the Miami Indians. It fronted on the Wabash and Erie Canal, which flowed just yards from its front door and today is the location of the railroad tracks. Though not directly connected with the canal, Hugh and Susan were influenced by it.

WARRANTY DEED

The warranty deed for the 15.71 acres tract of land began at the point on the south side of the St. Mary's River at the northeast corner of the west half of the southwest quarter section 2 tract 30 north range 12 east which point is at the northwest corner of Ewing's addition; 36 rods to the Wabash and Erie Canal; thence by said canal, south 71 west 18 rods; thence north 46, west 53 rods to the river; thence with the meanders of said river to the place of beginning.

Hugh McCulloch came to Fort Wayne in April of 1833 from Maine. He delivered a Fourth of July address to the small village. When he became ill with 'acclimating bilious fever,' he did not recover until October and decided to remain. He began practicing law and became the judge of the common pleas court. When an opportunity to

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

be a cashier for the newly opened Indiana State Bank branch in Fort Wayne arose, he entered the world of banking, which he loved so much that he served as cashier-manager for over twenty - five years. In 1834 he married Eunice Hardy. Their short marriage ended when she died on February 28, 1836.

Susan Mann and her friend, Alida Hubbell, answered a call for teachers in Fort Wayne. They came in the spring of 1836 to teach in the basement of the Presbyterian Church on East Berry Street

Hugh and Susan met and were married in 1838. They first lived in the State Bank building on the southwest corner of Main and Clinton Streets. Five years later they were financially able to hire Henry Williams to build the current mansion. This is where Susan spent her time while Hugh was busy with banking often journeying to Indianapolis on horseback. She oversaw their farm-garden, trained servants that had immigrated from Germany, was active in Fort Wayne's Civil War movement, and raised their growing children as well as two of the Vermilyea children. (Jesse Vermilyea was a contractor on the Wabash & Erie Canal. See the article about his family elsewhere in this book.)

McCulloch's grandson later described the home and grounds, "Architecturally, it was perfect. With the porch on the left, the greenhouse on the right, and square columns...it was a splendid house. There was a tall white picket fence surrounding the entire estate. Its grounds were filled with fruit trees, and grapes...Behind the house, down on the bank of the St. Mary's River, there were sycamore trees."

The McCulloch family resided in the mansion until moving to Washington, D.C. when Hugh was appointed Comptroller of the Currency by President Abraham Lincoln and eventually became the Secretary of the Treasury serving under Presidents Abraham Lincoln, Andrew Johnson, and Chester A. Arthur. At the close of the Civil War they moved to England where Hugh represented Jay Cooks and Company, a banking firm. In 1879 they returned to Washington and then retired on a farm in Maryland. It was there in 1895-96 that Susan completed her "Recollections." She died in 1898.

Hugh, who died in 1895, was generally known as "the father of the national banking system of the United States." He was pictured on the Twenty Dollar 1902 Series of our National Currency.

In Susan's "Recollections" she tells how she and her friend Alida Hubbell came to Fort Wayne. Judge Samuel Anna and Allen Hamilton, who were on the board of directors of the Indiana branch bank in Fort Wayne where Alida's brother Woolsey was a teller, wanted to improve educational opportunities in the city by setting up an academy. They carried a letter to Mrs. Hubbell in New York from Woolsey saying the climate would be beneficial to any one with pulmonary complaint. Both girls had been ill. Alida's mother received the letter, invited Susan's mother to dinner and convinced her to let Susan teach in Fort Wayne.

Susan describes the trip from New York in detail. When the girls arrived in Fort Wayne by river, one week after leaving Toledo, they landed near the fort. Susan noticed that the troops had abandoned the fort and that it was inhabited by an Irish family. They took the back way through the village since it was Sunday and they didn't wish to offend anyone's religious beliefs. They ate supper at the Hubbells and later, during tea, met Hugh McCulloch, who had come to do business with Woolsey. The girls were impressed by McCulloch's six foot tall, slender, well proportioned build as well as his blue eyes, fair hair, and Boston accent.

Susan wrote several letters to her mother from Fort Wayne. Below are some excerpts pertaining to Hugh, the canal, and their home in Fort Wayne.

About the opening celebration of the Wabash & Erie Canal on the 4th of July, Independence Day 1836.

July 16, 1836

"Sabbath evening at sundown they commenced cannon and kept it up at regular intervals all night. In the morning they found that the water was high enough in the canal to bring the boat into town for the first time. Most of the citizens then went down to the aqueduct (St. Mary's aqueduct) and came up to town on the boat. The ladies and gentlemen then marched to music up to the oration and from there to a dinner in a grove, then to the canal boat. When they

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

returned from their boat ride they went to the Independence ball. We went only to the oration although we had invitation to go the whole hog."

April 23, 1837

"Mr. McCulloch & I went to the dam on the St. Joseph used to raise the water to let into the canal. The river is very wide and the dam is about 12 feet high. It was a beautiful ride (she went on horseback) all the way upon the towpath. We saw lots of wild ducks & wild flowers."

"Next week Mr. Hamilton has a party invited to go for a ride on the Canal. They are only going down to Mr. Vermilyea's (Vermilyea's) to dinner & back in the evening. I think it will be very pleasant and shall go if possible."

Soon thereafter Susan had successfully completed one year of teaching in Ft. Wayne and returned to Plattsburgh by river, since the Wabash and Erie Canal was not open to the east at the time. There she made preparations for her upcoming wedding to Hugh McCulloch. They were separated for eight months with Hugh in Fort Wayne and Susan in the east. They sent love letters back and forth until they were married on March 21, 1838 in New York.

Susan and Hugh McCulloch began their return journey to Fort Wayne the last week in March traveling by double wagon, light wagon, and railway from Plattsburgh to New York, where they spent two weeks with relatives and made purchases for housekeeping. They paid a little visit in Utica to Susan's cousin Alrick Hubbell, took the Erie Canal to Buffalo, took thirty six hours to cross Lake Erie to Toledo, went by stage to the head of the rapids (Grand Rapids on the Maumee River), and then returned to Fort Wayne by horseback. She describes the horseback journey.

"It was a fatiguing (fatiguing) ride for the makers of the canal (Wabash & Erie) had left trees and other debris in the middle of the road besides destroying the log bridges, so we were obliged to ford all the streams, the banks of which were very steep and difficult of ascent and descent. The horse having often to plunge into deep muddy water, and get up the bank by walking sideways."

Susan described the McCulloch House grounds on Superior Street as follows:

"We often found arrow heads and sometimes money with very ancient dates upon it. We beautified this place with fruit trees and shrubbery."

"We thought we were very comfortable fixed when we had a canal by which we could go to Buffalo and Cincinnati, but the 'Pittsburgh, Ft. Wayne & Chicago R.R.,' which came through in 1854 made a much greater change in the tone of society, railway people came flocking in and multitudes of strangers, giving the little town quite a different aspect."

After their silver wedding anniversary of March 21, 1861 the McCullochs came back to Fort Wayne to "build a convenient and handsome addition to our house, which had been much too small for our family." But Hugh was called to become the Comptroller of the Currency and the McCullochs moved. In 1862 this Italianate addition was constructed and the east porch was enclosed in glass to become a conservatory.

In August of 1892 the home and tract of land was sold to the Fort Wayne College of Medicine, Assoc. for \$4,500.00. This was part of Purdue University, which was later transferred to Indiana University. Susan writes:

"Everything was beautiful about our home when we left, roses and early flowers were in bloom, birds were singing, it was a little paradise, and we never went back to it to stay. Now our place is a little village of itself and our house is the Medical College of Ft. Wayne!!!"

During its 13 years (1892-1896) as a medical school, the mansion appeared stately and serene with sunfish abounding in the pools nearby of the old Wabash and Erie Canal. But with the approach of darkness it became sinister.

It was said that horses shod in soft shoes and pulling rubber tired wagons would stealthily approach the mansion. The wagons would have a passenger who lolled about appearing to be drunk and had to be carried inside the building. This was at the turn of the century when grave robbing was common. Sometimes another body was in the wagon bed. The bodies were put into

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

a vat of formaldehyde in the basement of the mansion. When the students were ready to use a body they would put it on the dumb waiter that was located near the center of the building, and using ropes and pulleys raise it to the dissecting room.

In a cabin near the school and by the river lived the school's caretaker known as "Uncle Jim." He was a jack-of-all-trades, well liked by the students and neighbors, and a fishing companion to many. His health gradually failed and he was unable to complete his chores, but he lived in the little shed until he passed away. Many of the neighbors and students attended his grave side burial.

Later a student and a fishing buddy were tugging at the rope of the dumb waiter and up came a body with a face they recognized, "Uncle Jim." They were horrified and called the instructor over. He lowered the body. Another funeral was held. This time the grave of "Uncle Jim" was filled with concrete.

When the school moved, boxes of bones were found in the shed. The neighbors created a huge uproar. Then one night everything disappeared. Some say the bones were buried in a mass grave. Others say they were ground up for fertilizer.

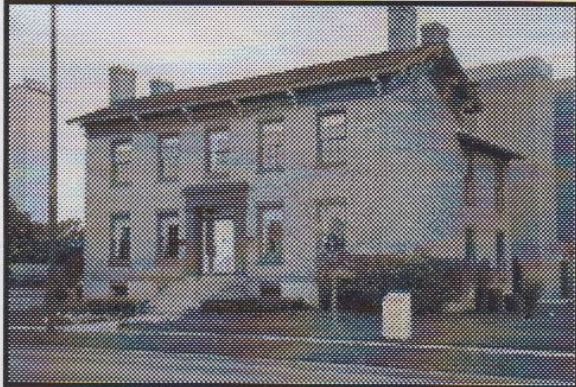
The property was sold to Turnverein Vorwärts Hall Assoc. for \$4,000.00 on January 26, 1906, which added a second story and remodeled the mansion. In November 1941 the organization became known as Fort Wayne Turners.

In 1966 it was sold to the Fort Wayne Poster Corporation and then to the International Brotherhood of Electrical Workers who renovated it. The facilities for the Union included offices, office rentals, two large meeting rooms, and archives for Local 723.

The house was vacated in 1976 and fell victim to vandals and the elements. It was deeded to ARCH in 1978 by Anthony Wayne Bank. It was to be purchased by Fred Matthews for \$5,000. He planned to use the 25 percent deduction allowed for restoration work on buildings listed on the National Register of

Historic Places.

The house stood empty for ten years until Tom and Kris Bireley purchased it in the summer of 1987 and spent \$160,000 to renovate it. They used the first floor as an antique shop and the second floor was leased for offices.



The Edsall House as it appears today. Photo by Bob Schmidt

The Edsalls And The Edsall House

William S. Edsall was brought to Fort Wayne in 1824 at the age of 13 by his mother along with his eight brothers and sisters. The poor family was enroute when the father passed away in Rockford, Ohio.

William found work with the U. S. Corps of Topographical Engineers as they were laying out the route of the Wabash and Erie Canal. Then in 1828 he established a ferry on the St. Mary's River. He later became a clerk for George W. and William G. Ewing in their fur-trading business. The Ewings made him an agent for the company in 1832 and sent him to Huntington, IN where he was appointed the first postmaster. By 1834 he was elected the first clerk of Huntington, Wabash and Whitley counties.

In 1836 William returned to Fort Wayne and became a prominent businessman taking part in many civic activities. He became a partner with the Ewings in 1838 but lost heavily and by 1841 the partnership was dissolved. In 1839, at the height of his wealth, he built the Edsall house at 305 W. Main Street for Louisa McCarty Edsall. It was built in the Federal-Greek Revival-style

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

with Italianate flourishes. Today it is the oldest building in central Fort Wayne.

In 1840 when Fort Wayne was incorporated, William and his brother, Samuel, were elected as two of Fort Wayne's city councilmen. The two brothers operated an important saw mill and a large flour mill on the Wabash and Erie Canal just north of the St. Mary's aqueduct and the present day West Main Street bridge. Across the street stands today's "Aqueduct Club" statue. The grist mill they built in 1850 was the largest of any type of mill built in Fort Wayne. Soon after they built a steam-powered mill.

In 1843 William was appointed the head of the U. S. Land Office. He also operated as a commission merchant.

Samuel had experience building the Lima plank road. When Muncie began a rail line to Ohio, Fort Wayne merchants were afraid they would lose the farm trade south of Fort Wayne and decided to construct a surfaced road to Bluffton. The Edsall brothers completed the Plank Road in 1850 for \$40,000 from local businessmen. They also built the Wabash Railroad bed from Ohio to the Wabash River, which was 43 miles long.

The Edsall house is a two story brick building that has 44 feet facing Main Street and is 22 feet deep. The central entrance hall and wide staircase has a parlor on each side of it. Upstairs two bedrooms are found on either side of the hall. The top floor has five windows marching across the front and back of it. The main floor has a door with two windows to either side of it. No openings were on either end of the home except for the 2 chimneys, which served the fireplaces located in each of the four rooms.

The interior of the home was of the finest. Lace and satin graced the windows and crystal chandeliers hung from the ceilings. William, even when broke, had the finest of everything—horses, carriages, etc.

Later two additions to the rear of the home were added but no longer exist today. In 1857 when William's thirty-seven year old wife Louisa died, he built an addition to the rear on the

east for Frances Sinclair, his niece, who came to help raise his family. Later her sister Orlinda and then her mother, Susan Sinclair, followed. Much later the western rear addition was built.

William depended upon his brother for financial advice. When Samuel died in 1865, William soon had heavy debts and lost the Edsall house to a banker in 1866 for \$106 in delinquent taxes. He moved to Chicago and left his family with relatives who paid off the mortgage.

William regained possession of the Edsall house in 1874 and completely refurbished it. He held a huge 63rd birthday party for himself and invited 500 of Fort Wayne's settlers to honor his homecoming. At seven o'clock on April 15th lights shone from every window to arriving carriages. By nine-thirty women in billowy white gowns with dainty slippers were dancing in the parlors with brave men.

Two years later on March 13, 1876, William's funeral was conducted in the east parlor. He died insolvent with the mortgage company assuming ownership of the house. His daughter, Amelia, her family, his sister, Isabella, and three Sinclair nieces remained in the house for about a year. His obituary stated that no man had been more intimately connected to the growth of Fort Wayne from an Indian trading post than he.

William's sister, Mrs. W. H. Coombs, led a movement that created City Hospital in 1878, which later became Parkview Hospital. It was to be built near the Edsall house, so the old home was used for grand opening parties. Dr. Myers scheduled surgery patients to appear after one of these parties. The mortgage company would not have a hospital in the house and closed it after its short lived two-day operation. The hospital moved and became known as Hope hospital.

The Antrup family owned the property from 1887 to 1907 using it as a private home. From 1907 to 1916 it was rented as apartments. In 1916 Jesse Hamlet built on one corner of the building a store known as Doswell's Flower Shop.

The home was scheduled for demolition by the Redevelopment Commission for a senior

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

citizen center when ARCH stepped in to save it. ARCH, an off-shoot of the Fort Wayne 1976 Bicentennial Commission, is a group of City residents which formed to preserve and restore old threatened buildings. It chose a name which symbolizes the arched windows and doorways found on many historic buildings. It sought to put the Edsall home to re-adaptive use such as a senior citizen office rather than using it as a museum. It placed the building on the National Register, insuring that it would not be torn down.

With ARCH, the state and the federal historical preservation authorities' approval, Grinsfelder-McArcie Associates, architects, were given the go-ahead to begin work on the Edsall home. Ground breaking for the restoration began on September 29, 1977. The two additions to the home were removed and the outside was restored.

The Homebuilders Association of Fort Wayne purchased the building in 1986 from the Gene Glick Company of Indianapolis, which developed the nearby senior citizen apartments. They found the interior of the building in shambles, a home to pigeons and rats. They began a \$200,000.00 renovation. They refurbished the interior to meet their needs. A 760-square-foot addition was added on to the back of the building including a board room, kitchen, restroom and a porch. They occupied it in the early months of 1987.

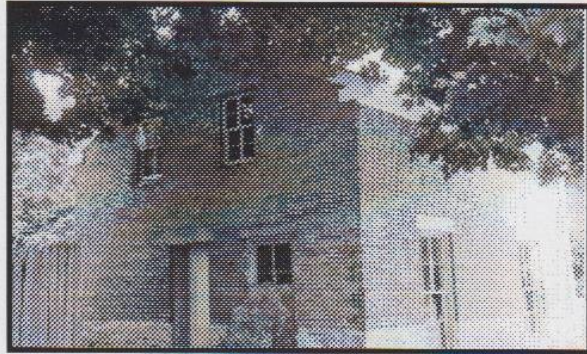
The Van Buren House And William Rockhill

In the 1839 platted Rockhill addition to Fort Wayne there stands a garage that once was an early Hall and Parlor style home built c. 1840. Its owner requested permission to demolish it, but, after review by the City of Fort Wayne Historic Preservation Review Board, permission was denied. This home on Van Buren Street, which was once owned by Mary Rockhill Tyler, might be northern Indiana's oldest and best preserved example of this style home.

Research has found that the home was converted to a garage around 1910 with the installation of two large garage doors. It served a 4000 sq. ft. Colonial Revival home that was

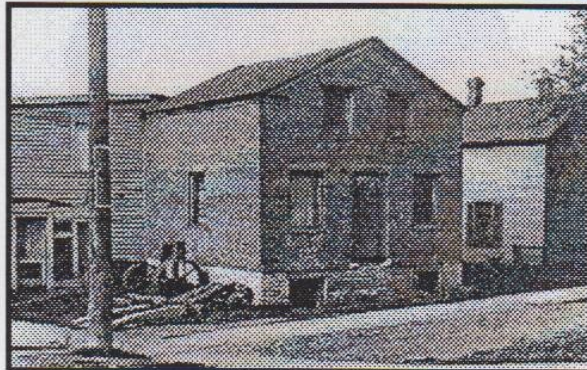
constructed after two older cottages were demolished.

William Rockhill, who held title to the land from 1824-1852, sold it to his daughter Mary and her husband Frederick Tyler. Rockhill, besides being appointed county commissioner when Allen County was created in 1824 and was later a Congressman from northern Indiana, also built things. He built the "treaty house" for Francis Godfroy in Blackford County in 1828. He contracted with the state of Indiana to build the first stretch of the Wabash & Erie Canal to Huntington, IN in 1832. He then built a home for himself along the canal at Van Buren and Greely Streets in Fort Wayne sometime around 1840. This house, the "treaty house," and Mary's house were all similarly constructed.



Above: Mary Rockhill Tyler's House built c. 1840 on Van Buren Street is being renovated by ARCH. It has been used as a garage for many years. Photo Bob Schmidt

Below: William Rockhill built this house for himself at the corner of Van Buren & Greely Streets. The Wabash & Erie Canal ran in front of it. In order to keep the tramps who stole rides on canal boats from stealing he had to erect a 12 ft. fence along his property. This home has been destroyed. Photo courtesy the Allen County Public Library Historic Photo Collection.



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Rockhill also erected a luxury hotel known as the "Rockhill House," which took 20 years to complete. In 1874 it became the St. Joseph hospital and is still its nucleus today.

It is thought that Mary's home housed other family members or people who came to construct the canal. The goal of ARCH is to complete the restoration so that the community can touch the Canal past and better appreciate how and why Fort Wayne grew and developed. The building will be used by ARCH, the West Central Association, the City of Fort Wayne Preservation Planners, and the Allen County-Fort Wayne Historical Society for educational programs for school groups and architecture students; for tours; and for workshops.



Columbia Street is now known as "The Landing." The Randall Hotel is at the end of the street with the Orbison Basin for the W & E Canal to its right (not seen).
Photo courtesy Allen County-Fort Wayne Historical Society

Dana Columbia and Columbia Street

In its infancy, Fort Wayne had a few roads, but there was no major street. When the town was platted, it was thought that Main Street would be the location of the town's businesses. This did not prove to be the case. Instead a little side trail that conveniently led to the stockade of Fort Wayne and terminated on Lafayette Street gained that important role.

"Indiana's water highway," the Wabash and Erie Canal, had to cross part of the stockade and flowed along the little trail. This eventually became a five block long street and Fort Wayne's center of business. It handled merchandise and passengers traveling the canal from Evansville, IN

on the Ohio River to Toledo, OH at Lake Erie.

The name given this street was Columbia Street after Dana Columbia, a canal boat captain, who also built and operated a 22 room log hotel, "The Columbia," on the waterfront in 1831. It was replaced by the American House in 1836, which was followed by a series of hotels that sat on the site. Dana's home was south of Columbia Street on Clinton Street. In later life he moved to Junction, OH where the Wabash and Erie joined the Miami and Erie Canal to flow on to Toledo.

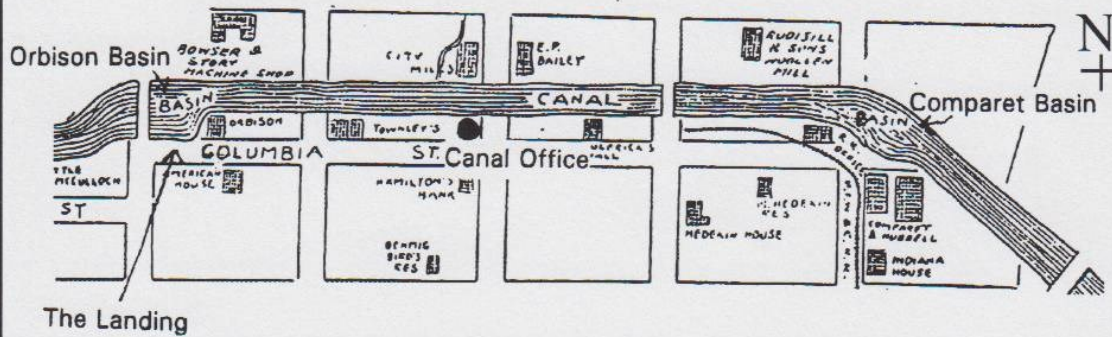
Dana Columbia came to Fort Wayne prior to the canal. He, along with his brothers, operated a wagon factory. Later in this factory they produced a fleet of pirogues (hollowed out logs 30-40 feet long that were dried out and poled through the water as boats). Furs were loaded on the pirogues in the spring and carried down river to Toledo by the river's current, which sometimes reached speeds as high as 10 miles per hour. In Perrysburg, OH, they would reload with foodstuffs and be poled back to Fort Wayne taking several weeks to make the return trip. Once the canal was in operation, the pirogues fleet was made obsolete and Dana Columbia became a canal boat captain.

Columbia Street was the city's main thoroughfare for more than a half century being home to an estimated 2,500 businesses over the years. Warehouses, wholesale houses, banks and hotels, such as the Hearken House that was built in 1843, stood along its path. Local farmers patronized the harness shops, blacksmith shops, hardware dealers, and shoe stores. The saloons were the favorites of all the traders, being numerous and conveniently located. They offered a free counter lunch if the customer would purchase a 5-cent glass of beer, a 10-cent slug of whiskey, or a boilermaker and helper, a shot of whiskey with a glass of beer. The men met to discuss business or to visit after their crops were sold and their purchases made. Often their horses were shod and their wagons repaired while they waited.

Orbison Basin and the Randall Hotel

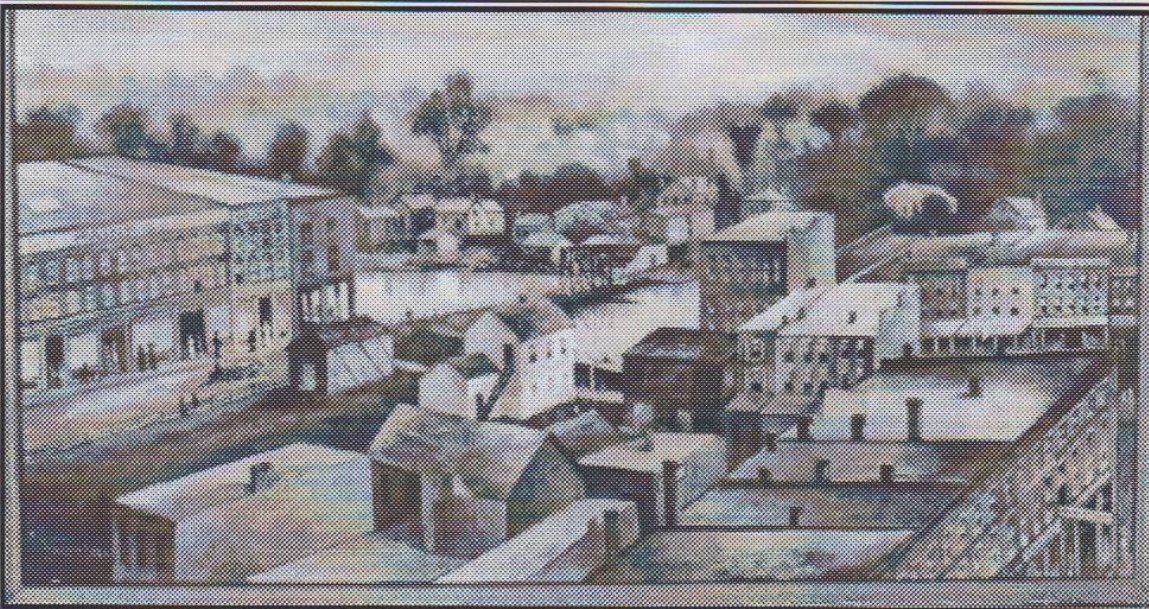
On Columbia Street's west end at

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



Above: This map shows Columbia Street from Harrison Street on the west to Lafayette Street on the east. Note the Orbison Basin, the Landing, the Canal Office, and the Comparet Basin.

Below: This oil painting shows the Orbison Basin in 1866 at Harrison Street between Columbia Street, on the south side of the Wabash and Erie Canal, and Superior Street on the north side. It was painted on paperboard by Ralph Dille in the 1920s. The view is from the Allen County Court House. North is toward the top of the painting.
 Courtesy of the Allen County/Fort Wayne Historical Society



Harrison St. was the Orbison Basin, a crescent shaped basin where canal boats could turn around on the Wabash and Erie Canal. It was named for a miller, Alexander M. Orbison. The basin was lined with hotels and grain mills.

The Randall Hotel (originally the Robinson House) was built in 1856 along Harrison Street at the Orbison Basin just at the west end of Columbia Street. It had a canal boat landing where boat passengers could step right off the boat and enter the hotel. It was very modern for

the time. A hydraulic ram powered by the canal pumped water from three wells located in the hotel basement to the reservoir on the roof. This water served one tap on each floor of the hotel, which enabled the staff to put the water in pails and carry it to each room. If the canal was too low to power the ram, the water was pumped by hand. Ice water was also provided to the guests. Its elevator was operated by horse and turnstile. It even had its own sawmill, which cut up the firewood used by the hotel.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

One of the Randall hotel's owners, J. H. Buckles, tried to get the city to purchase the feeder canal that ran from the feeder dam to downtown Fort Wayne for \$250,000 and convert it into a city waterworks in the 1870s when the main canal was abandoned.

Later the first interurban station was built beside the Randall on Pearl Street. It began operation on December 12, 1901.

The Hill and Orbison Mill, first to be located on the Orbison Basin, was followed by the enterprises of Solomon Bash and descendants. They built Mayflower Mills, Valland Mills and Wayne Feeds.

To the west of the Orbison Basin was an earthen fill causeway that led to the Harrison Street Bridge. Beyond it to the west was the George Basin. These two basins acted as switching yards for the canal and later the railroads.

The 100 block of East Columbia Street, which now hosts the Fort Wayne City County Building, had more changes in businesses over the years than any of the other four blocks. In 1855 the **Wabash and Erie Canal General Offices** were on the second floor of a four-story brick building on the northwest corner of Columbia and Clinton where earlier the Allen Hamilton Co. trading post stood. These offices included those of the canal superintendent and the toll collector, one of which was Oliver P. Morgan. The lower floor of the building was N. B. Freeman & Co., a dry goods merchant. Also on this block the Maier grocery once stood. It was there that Fort Wayne was introduced to ice cream in the early 1860s from Maier's ice cream plant.

Tom Moore, the barber, had his home just around the corner of the 100 block of Columbia on Calhoun. Burrell Reed, the city's first black, lived with him and was a boot-black. Reed was murdered by a canal boatman.

Samuel Hanna operated a trading post on the northwest corner of Barr and Columbia in 1820. It served as the first post office with Hanna as the first postmaster. In 1822 the Alexander Ewing house was built followed by the Sutfenfield Tavern in 1823.

The businesses on the north side of Columbia Street had their front doors on the docks of the canal during canal times with their back doors on Columbia Street. This side of the street had no alleys since there were long frontages on the docks. Today Dock Street, which is little more than an alley, replaces the docks. Probably as much business was done on the dock side as on the street side. The dock was like a boardwalk and much nicer than the mud streets and dingy store fronts. It was the city's most fashionable promenade. Noise and sweat mingled with the swish of silk skirts and the hawkers selling their merchandise.

The Dixie Boys Minstrel was a showboat that seated 100 persons and gave several performances a night for a 25 cent admission. Ladies and gentlemen came to see the shows.

When visiting Columbia and Dock Street the cast iron fronts, fancy upper windows and roof adornments are seen. Those facing Dock Street seem to be wasted on an alley today.

Comparet Basin

The impetus to the growth at the eastern end of the early five block long Columbia Street was the Comparet Canal Basin. It was built on the flood plain where the three rivers meet and became a turnaround for canal boats. Boat yards, such as the Deneal boat yard, which operated until the 1840s, were established around it. They built and repaired canal boats.

Two mills were built on its north side that used falling canal water to drive their wheels. Four mills on the south side did not have enough fall and had to convert the water to steam power. The three elevators could process 8,000 bushels of grain each day. The corn-sheller warehouse could deliver 2,500 bushels daily. This became the country's largest milling complex. It shipped grain on the canal and on the Lafayette Street rail spur.

The Comparet brothers, Joseph and David, had a fleet of grain boats that ran from Fort Wayne to Toledo. But the Panic of 1857 cut the rail service on the spur and the Comparets had to take their grain to another railroad south of Fort Wayne. This was costly, but the mills

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

kept operating. Their steamer, "King Brothers," whose captain was Donovan, made a trial run on May 18, 1863.

The commercial area around the basin grew. The Hearken House and City House provided rooms for the farmers and grain merchants who came to do business. The Flour mill was destroyed by fire in 1861 and rebuilt. The Comparet Mills were forced to close around 1876 by the demise of the canal, which no longer provided them with a source of power. A fire on December 16, 1876 destroyed a warehouse that had been converted into a stable and later housed canal boats. The canal boats, "The Nile" and the "David Davis" went up in flames as did a two-story frame building, a five-story brick mill and the three-story Comparet House.

Mills stood not only in the basins but along either side of the canal. Four were located on the south side of the canal's waterfront and were steam operated. The two on the canal's north side were water-powered. They took their water from the canal and released it into the St. Mary's River. These mills, which were later converted into steam, were the French-Hanna & Co., which was east of Barr Street, and the Tresselt or City Mills at Clinton Street. The later often hosted farmers overnight, who arrived too late to process their grain. They slept in the mill offices.

City Mills

The "City Mills" was located on original lot #25 of Fort Wayne at the southwest corner of Clinton and Water (now Superior) street on the north side of the Wabash & Erie Canal. Jesse L. Williams and Allen Hamilton were greatly involved in bringing the Wabash & Erie Canal through Fort Wayne and establishing the St. Joseph Feeder Canal in 1832-1833. They became partners in the mill in 1842 according to Griswold's **The Pictorial History of Fort Wayne**. The **Fort Wayne Times** of August 17, 1844 states, "CITY MILLS, HAMILTON AND WILLIAMS, are prepared to pay cash at all times for wheat at their Mills in rear of their store - fresh flour, corn meal, bran, &c. constantly on hand."

In a few years, Hamilton retired and Pliny Hoagland became a partner as "Hoagland &

Williams." In the late 1850s a miller by the name of Comstock was admitted as partner. The mill now was named "Hoagland, Comstock & Co." until 1860. Comstock retired and Christian Tresselt was admitted as a silent partner and the name became "Hoagland & Co.," until 1870 with the actual owners being Williams, Hoagland and Tresselt. In 1870 the name was changed to "Hoagland, Tresselt & Company."

In 1872, Williams retired and the name was once again changed to "Hoagland & Tresselt." At this time a water lease of the canal waters was renewed for 30 years. This lease did not last as the canal right-of-way was sold to the railroad. Late 1880-1881 the canal was filled in and the railroad built on top of the canal bed. In 1884, Hoagland died and Tresselt became sole owner as "C. Tresselt & Sons."

During its early years the mill used an overshot wheel as a way to get water from the canal for power. Lack of sufficient water in the canal at times in its later years, led its owners to install steam powered equipment.

The picture of the mill was taken around 1872-1875. The banner between the pictures reads "Hoagland & Tresselt Fort Wayne, Ind." Also on the back of the picture's frame are the words "C. L. Schweiters owned this in 1875."

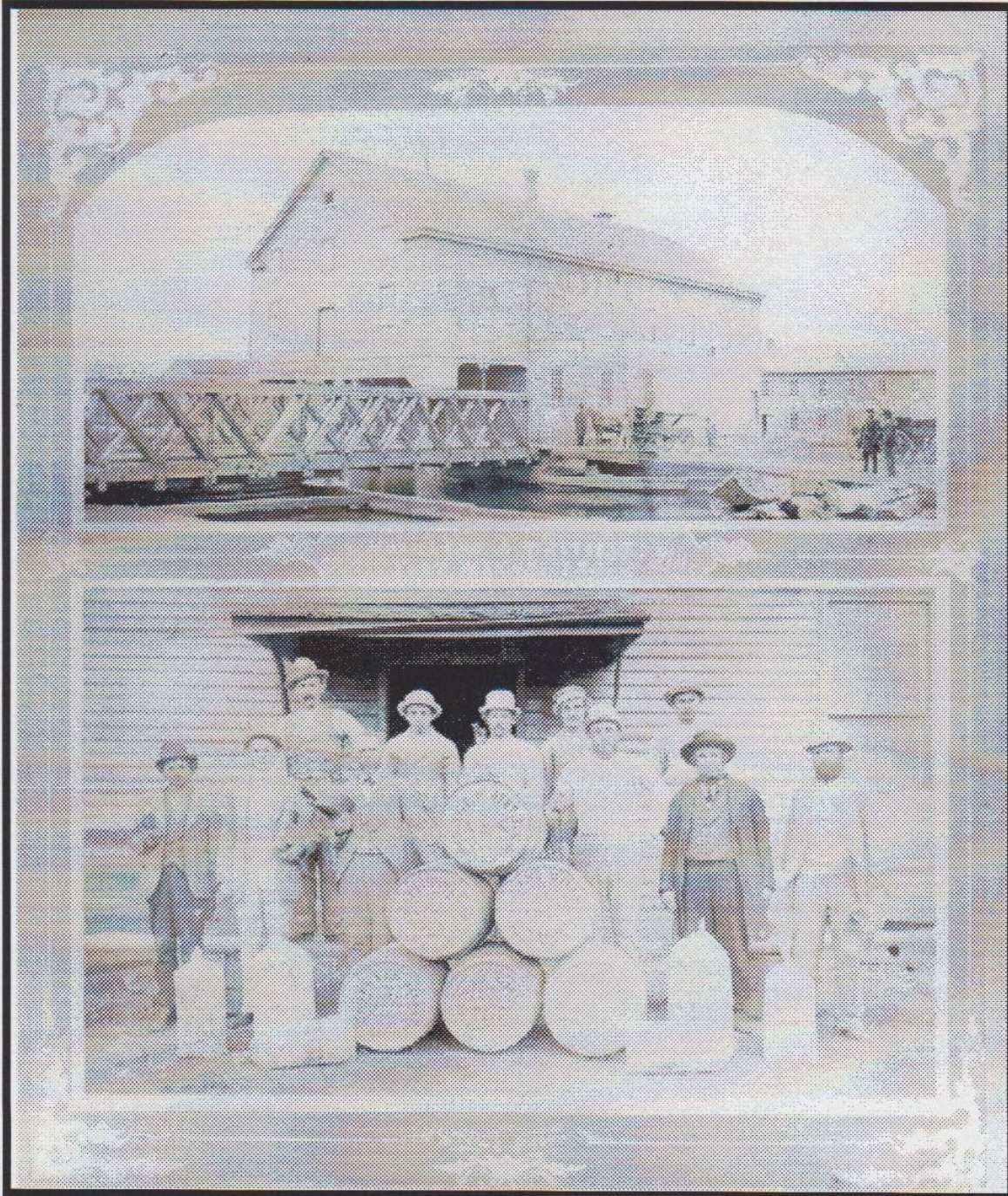
There is no record of C. L. Schweiters owning the mill. This means some descendant is indicating Schweiters owned the picture in 1875. According to the **1867 Allen County Gazetteer** Herman Schweiter was a baker on Columbia Street and C. F. Schweiters was a salesman for Fox Baker and Delicatessen and then the Myron Downing Bakery.

The trussed bridge across the canal is on Clinton Street. It has a turntable on the south side of the canal allowing the bridge to turn 90 degrees so that canal boats could pass the mill on the canal. There is a gas light at the end of the bridge on the left. "City Mills" is written near the roof on the side of the building and over the door. The building to the right rear reads "Carriage & Wagon Manufactory." The building to the left appears to be the old stone canal house built by John Brown in 1852 and currently occupied by Arts United of Fort Wayne.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The photograph taken by Stowe Photo of barrels and the men in the lower picture shows Pliny Hoagland on the left of the barrels in the front row holding his top hat. The best I can make out the barrels read as follows: (Top) - Eagle Mills XXX Hoagland Tresselt (2nd Row) - Left - Queen of the West XXX St. Louis MO, Right - Actna Mills Double Extra White Flour J. L. Williams Fort Wayne, (3rd Row) Left - Emerald Mills 196 Extra Family Flour J. L. Williams, Center - Atlas Mills 196 Extra W. R. Evans Indiana, Right - unreadable.

Photo courtesy Jerry Thompson



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Columbia Street was not without its problems. In 1844 it rained so much that water collected on both sides of the canal and the mud on the street was knee deep. This led I.D.G. Nelson to pay for tile to be made to drain the area. Then in 1851 the heavy rain flooded the city and canal boats floated on Columbia and Harrison Streets.

In 1849 fires began to plague the buildings on the street. That year an entire block of 15 businesses was destroyed on Columbia and Main Streets. Following this an official fire limit made buildings of wooden construction illegal in the area of Main, Barr, Harrison, and the Wabash and Erie Canal. In 1834 the first fire department was organized and consisted of a manually operated pump, hose, hook and ladder. By 1841 each house was required to have its own supply of fire buckets. On April 22, 1864 the fire limit was extended to Clay, Wayne, Webster and the Wabash and Erie Canal.

Fires continued their destruction and by Oct. 31, 1865, nine fire cisterns for water storage were built with several of them under Columbia Street. Canal water filled the cisterns. Unscrupulous businesses would draw their water supply from the cisterns. One of the cisterns led to the death of a man in 1881 who fell in and drowned. Over the time period of 1849-1857 it was said that over one fourth of Fort Wayne had been destroyed by fire.

Bridges over the downtown portion of the Wabash and Erie Canal were a continual source of trouble and expense. In 1854 the weight of a circus band wagon caused the bridge on Harrison at Columbia that crossed the Orbison Basin to collapse. Luckily no one was killed. The Fort Wayne Sentinel reported another accident:

MARCH 29, 1845
FORT WAYNE SENTINEL

A few days ago, a little girl, daughter of Mr. Munition, fell through the mantrap across the canal at the foot of Barr street, and would have been drowned but for the timely assistance of Mr. John Butcher, who dived into the canal, and succeeded in bringing her out.

We have before called attention to the dangerous and disgraceful condition of our bridges; but our remarks have passed unheeded, nor can we hope for any remedy, until some melancholy catastrophe shall

awaken our functionaries to their culpable negligence, or until some aggrieved and injured individual shall sue them for damages. It is said there is a difference of opinion as to whose duty it is to keep the bridges in repair. Some contend that the State ought to do it, as a recompense for the right of way; others that it is the duty of the road commissioners; and others that it ought to be done by the city. Although we do not presume to settle this knotty point, we will remark that it appears to us that our city officers, ought, as a matter of protection to the lives and limbs of our citizens, to see that the bridges are made safe, and if it is not their place to be at the expense, they ought to compel those whose duty it is to do it.

While on this subject, we would further remark that the embankments to the new bridge at Lee's ford, and we believe also to the lower bridge, have settled so much, as to make it difficult and dangerous to drive a team either on or off them. A few hours labor would remedy the inconvenience, and it ought to be done forthwith.

A land bridge served Columbia Street. It was a huge earthen fill causeway through the lowlands that created the fourth block on Columbia on which eight businesses were built. Still later and after the canal era, a "battle of the bridges" took place with Columbia Street winning. A 300-foot steel span was completed across the Maumee River on December 2, 1890 extending the street into the Lakeside area.

By 1876 the canal had little use. The canal bed and basins along Columbia Street became "headaches" to the city. In 1880 the Clinton Street canal bank gave way, flooded basements, and destroyed a timber sewer. It was decided to fill it in with dirt for real estate development. The last canal boat cargoes were the dirt necessary to fill in its basins and bed.

Railroads

Jesse Lynch Williams, chief engineer of all of Indiana's canals, looked to the future and foresaw railroads. His vision was a railroad line connecting Pittsburgh and Chicago, but before his plan was put into action, three other railroad companies were involved in connecting Fort Wayne to other cities. Columbia Street and the Wabash and Erie Canal set up a magnetism that attracted the railroads. Both the railroads and the toll roads developed their route to Columbia

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Street. A railroad terminal and engine house was constructed along the street.

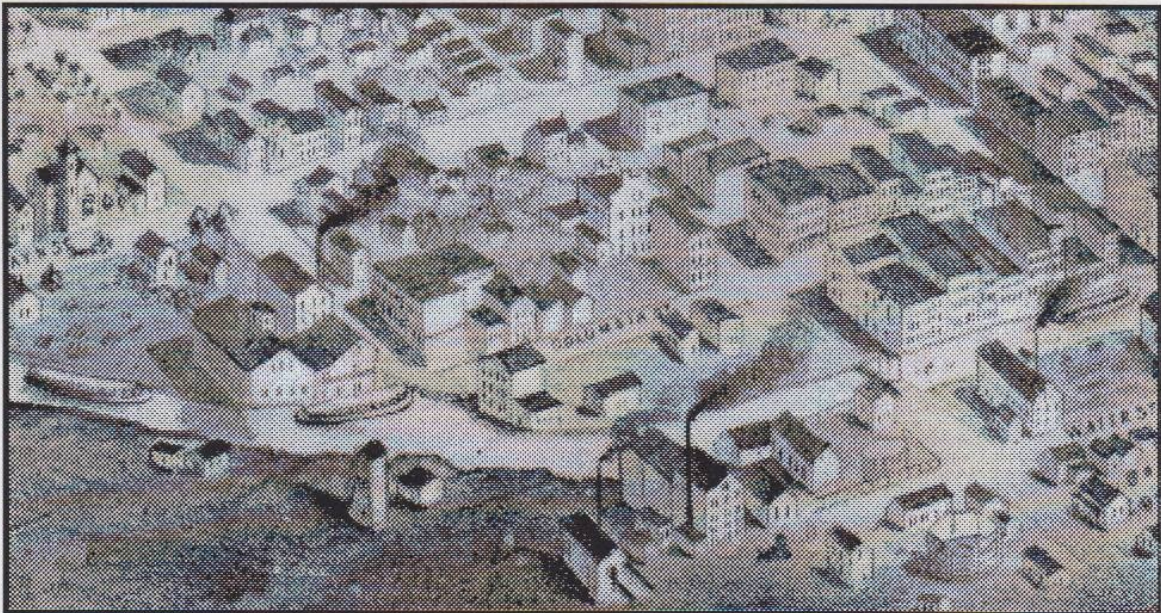
The transformation of canal to rail bed occurred rapidly. On February 12, 1881, 56 miles of the canal bed were sold to the New York, Chicago and St. Louis Railroad, whose consolidation papers were filed on April 9, 1881, and by June of that year canal bed fill-in operations were widespread. Canal water rights and additional right-of-way were purchased for \$50,000. Construction trains chugged up and down. They were often just behind the track layers, who laid the track almost as soon as the bed was filled at the rate of a mile a day. In June of 1881 the holders of canal bonds, issued twenty-five years earlier, were called for redemption by the state treasurer for a total of \$135,000.

The first train arrived from Fostoria, OH on November 3, 1881. The canal had brought its own destruction in the form of a locomotive engine that arrived in sections on a canal boat in 1852. By November 15, 1854 a formal rail excursion went from Lafayette Street to the Columbia Street terminal. Its passengers had to walk through the muddy street to reach Colerick Hall for a celebration and "the most sumptuous of viands."

In 1936 a 16 by 20 foot underground room with sandstone walls and an arched ceiling was discovered by a utility crew. It was just east of Harrison Street on West Columbia very near where the Orbison Basin was once located. It was thought to have been either a place to hide escaped slaves, a smugglers den, or perhaps a fire cistern.

"The Landing"

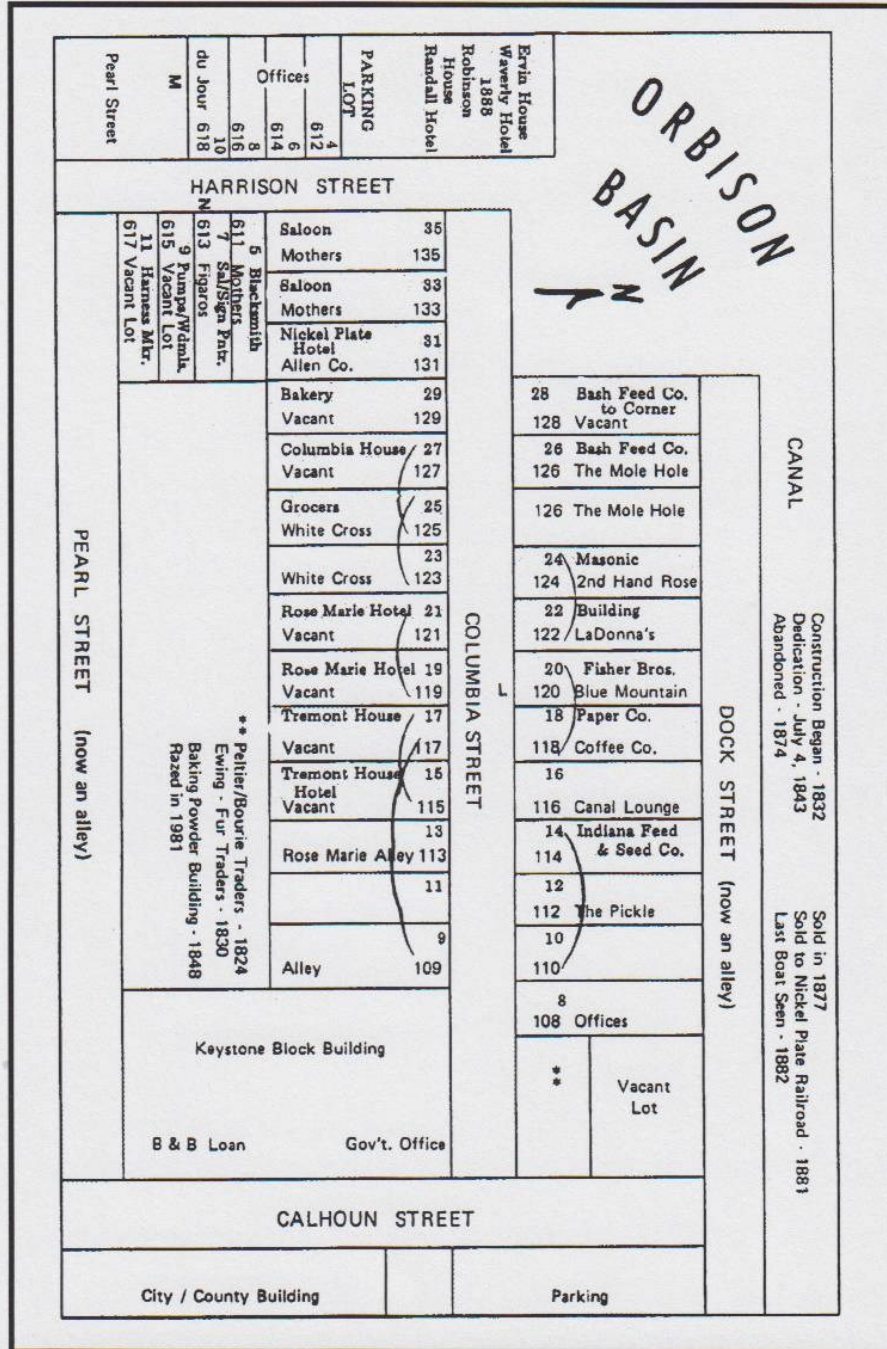
One block of West Columbia remains, but it almost was destroyed in 1963 to make another parking lot. It was designated a civic project on March 23, 1965 to be called "The Landing." The other blocks were torn down and replaced by the Fort Wayne Fine Arts Complex, the City-County Building, and a city parking lot. Fortunately "The Landing" was refurbished by the Fort Wayne Commission of Historic Landmarks, Canal Days, Inc. and others. It was dedicated on October 23, 1965. It represents Fort Wayne's early history and has heard the sounds of the horse's hooves, the canal boatman's horn, the locomotive's whistle, the street car's rattle, the diesel's rumbles, the automobile's brakes, and the jet's sonic boom. Today some of "The Landings" old buildings have been torn down, a few new buildings have been built, and some lots stand empty.



The Comparet Canal Basin as seen looking to the southwest. North is at the bottom of the picture.
"Birdseye View of Fort Wayne 1868" A. Ruger, Chicago Lithograph Co.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

**T
H
E
L
A
N
D
I
N
G
1830
1982**



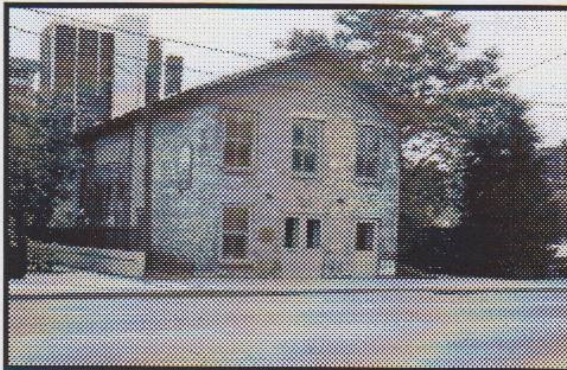
COLUMBIA STREET

The map shows a block on Columbia Street that was very active during the canal era. Those buildings on the right side of the map faced Dock Street on the Wabash and Erie Canal. The names of the buildings that were there in canal times are shown by lot numbers and those in 1982 have a 100 added to the lot number. The curved lines show that some buildings occupied more than one lot. The Orbison Basin was one of the major basins in the city. Another was the Comparet Basin several blocks to the east.

The map is courtesy of Canal Society of Indiana member, Neil Sowards, and is taken from his and Lynne Shuman's book **A Guide to Three Rivers Region, Fort Wayne, and Northeast Indiana** published in 1982.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

"The Landing" spawned several firsts. One the northwest corner of Calhoun and Columbia was the trading post of Capt. J. B. Bourie and John B. Peltier that was established in 1824. It was acquired by the Ewings, who later built up a fur trading empire that extended as far as St. Louis. The first Masonic Lodge was erected in 1830. Thomas Tiger published the first newspaper, "The Sentinel," there in 1833. A drugstore that later became famous for the formula for Royal Baking Powder appeared in 1848. The baking powder, which was a mixture of sodium bicarbonate, starch and tartaric acid, was first tried by Fort Wayne housewives in 1867. Biddle and Hoagland, who developed the powder, then set up a branch plant to produce it in Chicago.



The Canal House is now home to Arts United of Fort Wayne.
Photo by Bob Schmidt

The Canal House

The Wayne Hotel, also located on "The Landing," saw the organization of the Fort Wayne Commercial Club in 1895. The hotel was managed by Jane Peters' (Carol Lombard) grandfather and premiered the first newspaper teletype known as the "writing telegraph." It also had the city's first hydraulic barber chair.

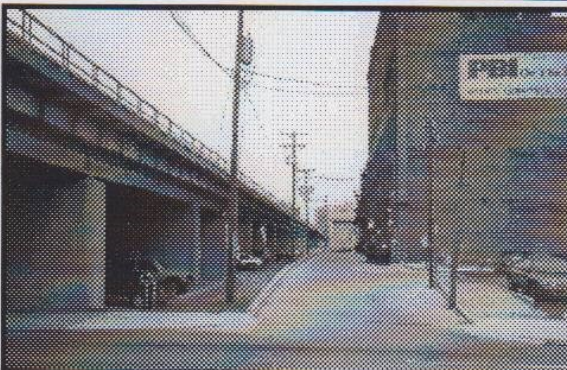
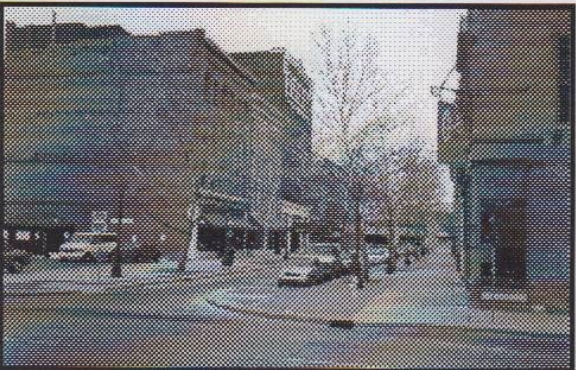
Fort Wayne's oldest canal-related building that still stands is the "Canal House" built in 1852 that was the home and business place of stonemason John Brown. The 22 x 50 foot building was located between the north bank of the Wabash and Erie Canal and Water Street (which today is known as Superior Street) and lies between Clinton and Calhoun Streets (the latter was once known as the Piqua Plank Road.) The date 1852 is carved in a limestone block on the building. In the lintel above the main entrance in faded paint and barely visible is "J. Brown." The stone building was probably built from stone quarried in Huntington.

*For a very detailed history of Columbia Street beyond the canal era, Roy M. Bates and Kenneth R. Keller have written a book, **The Columbia Street Story** published in 1975.*



Left: One block of W. Columbia Street remains today and is called "The Landing." The buildings on the left side of the street lined the Wabash and Erie Canal located behind them. Harrison Street is in the foreground.

Right: This is Dock Street. It was originally docks for the Wabash and Erie Canal that ran behind the buildings on Columbia Street. During Canal times these buildings actually fronted on the canal and gaily dressed couples promenaded down it visiting the hotels and taverns. The canal was filled in and replaced by the railroad, which was elevated in the 1950s. Harrison Street is at the bottom of the photo. The parking lot was part of the original Orbison Basin. Photos by Bob Schmidt 1997



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The building originally had two stories. On the lower level Brown conducted his store for building material and stove coal. His family resided on the upper level. The old New York, Chicago & St. Louis Railroad added a half-story shelf to the canal side of the building to meet the level of the raised railroad once the canal was filled in. The railroad used the building for housing railroad personnel and for storage.

John Brown came from Glasgow, Scotland to the Fort Wayne area with his wife Mary and sister Elizabeth sometime prior to 1847. In 1852 he purchased the land (which had previously been owned by Samuel Hanna) from the Townley family, who were prominent merchants operating their business directly south of the Canal House on the opposite side of the canal. He completed his "Dealer in Stone and Lime" establishment a year before the Wabash and Erie Canal was opened its full 468 miles from Toledo, OH to Evansville, IN. It was adjacent to the canal so that he could easily receive boatloads of stone and other materials used in his contracting business. (This type of heavy bulk freight is probably what kept the canal alive for as long as it lasted. This was true especially in the Fort Wayne area, which was rapidly growing and needed the building stone that was quarried in Huntington and Wabash counties.)

John Brown

Brown and his friend James Humphrey, another Scotsman, had cut stone and done masonry work for years. Extensive stonework was needed during the construction of the Wabash and Erie Canal in building culverts, piers for aqueducts, road bridges, and stone locks. The men were kept busy. Brown helped construct the first Barr Street Market, a huge stone affair. He also traded on the canal doing a "lively" business. He was the proud owner of the first steam-powered grist mill; was a member of the Kekionga Guardsman, Ft. Wayne's local militia; and was a director of the First and Hamilton National Bank in 1863.

The Canal House often housed itinerant deck hands and roustabouts during the winter season when the canal was not in operation. They lodged in the upstairs rooms and worked for Brown.

Later two families occupied the building. William Homeyer, a crewman on a canal barge captained by his uncle Fred Brase, chose the first story of the building for his family's residence. Christian Borgman, the captain of the canal boat "Coral," and his family resided on the second story. Other sources list Homer as a canal boat captain of a boat which ran between Fort Wayne and Huntington and Borgman as William Borgman. Borgman came to Fort Wayne in 1858. The men liked the building's location on the canal because their boats could be tied up at the rear of the building.

Borgman came to Fort Wayne from Stemmorn, Germany. He worked on the canal until its traffic closed down. He then worked for another John Brown, who was a blacksmith, to form the Brown Trucking Company. He was a policeman and later became police chief.

Homeyer appears on the 1860 census being 27 years of age with his occupation as lime burner born in Prussia with his financial worth of \$625. In the census he has a wife, Caroline, and a 2 month old daughter, Wilhelmina (Minnie), born in Indiana. He either worked at that time for Brown or for Drover, who followed in the limestone business.

Henry Drover

Henry Drover, an immigrant from Bremen, Germany, arrived in Fort Wayne in 1841. Drover was a farmer, but he soon became a canal boat captain. As part of Drover's canal holdings was the boat captained by Brase on which Homeyer was a deck hand. It ran between Fort Wayne and Huntington. As is the case of many freight boats, it carried spare draft animals to relieve the ones on the towpath.

Drover's reputation was good and by the 1850s he held positions as the president of Fort Wayne's German Fire Company and as councilman of Fort Wayne's City Council. Then in 1857 he moved to Huntington, which was the other end of his canal boat run. He served one term as Huntington's mayor, was a township trustee, and later served as Huntington County's representative to the Indiana legislature.

Drover purchased the Canal House from

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Brown in 1862 for his spoke factory and quarry warehouse. It was one of the many warehouses both larger and smaller that stood on either side of the canal.

James Shoemaker purchased the property from Drover's descendants. The last private owner was William B. Howard from Illinois. He later sold it to the New York, Chicago & St. Louis Railroad (Nickel Plate) in 1885. During its railroad years, the inside stairway was removed, three chimneys torn down, a new entrance installed, and the main floor made into two levels. At some time steam heat was installed. Later the property was owned by the Norfolk and Western Railroad, which gifted it to Fort Wayne in 1974.

The Canal House was restored for Fort Wayne's 1976 Bicentennial Celebration by Detachment 0-726 of the Naval Reserve Construction Battalion. The 25 Sea-bees worked two weekends per month to restore the exterior of the building to its original condition. The chimneys, called chimleys in canal boat time, were rebuilt and the cedar shingle roof restored with a \$700 grant from Bird and Son of East Walpole, Mass., manufacturers of building materials and machinery. Six hundred old bricks for the chimneys were cleaned and sorted by Boy Scout Troop 24 from rubble of the demolition of the Fort Wayne State Hospital and Training Center. The bricks had the necessary patina of age. The mortar was color-toned to fill the cracks in the stone walls. The interior plastering partitions and steam heat were removed and a modern heating system installed. Every window was replaced and custom made.

The Canal House is now the home of Arts United, a group of area cultural and historical organizations. The Canal Society of Indiana is a member of the group.

Minnie Homeyer Stemmler, daughter of William Homeyer, lived in the Canal House as a child. She remembers that if a mule was trained to carry a load on his back when pulling a boat it was necessary to have a child ride on him so he would not stop. Sometimes the child would fall asleep and fall off. It this happened a feed bag was slung across the back of the mule so he wouldn't stop.

Minnie told about a boy who fell about 20 feet into the river bottom after crossing the St. Mary's aqueduct when his horse lost its footing and fell off the towpath. The boy was not injured and scrambled up the bank to once more ride the horse pulling the tow rope.

Frederick Christian Brase

Frederick Christian Brase mentioned above was connected to the Canal House. He was born in Loh, Germany in 1821. In the 1860 census he is listed as being a canal boat captain having 5 children, and having John Borgman, age 13, and Henry Feuter, age 28, and a teamster, living in his household. When the canal fell into disuse, Brase became a teamster. Brase died in September 1903. His three sons grew up near the St. Mary's aqueduct and swam in it. Their names, William, Theodore and August appear on the "Let's Go Swimmin" statue's plaque.

Canal Structures Unearthed

As time passes old canal structures have come to light. In a 1954 Fort Wayne newspaper article by Lou Deinzer, the unearthing of a Wabash and Erie Canal turntable bridge at Barr Street is reported. An "old timer" of Fort Wayne watched closely as the Barney Massa Construction Co. tunneled under the Nickel Plate railroad tracks at Barr Street. "I knew you'd hit it," he said when they found the bridge that was used to carry wagons over the canal. Upon further clearing the railing and floor planking of the bridge were revealed.

The crew was digging a shaft so that they could tunnel under the railroad and construct a 48 inch sewer. They hit the bridge with the scoop when they were about 12 feet down. They planned to go down 16 feet. They cleared away earth until they exposed 24 feet of the bridge. The wood was in almost as good a shape as when it was first built. The hand railings were 12" x 12" timbers and the flooring was solid with 10" x 10" timbers.

The bridge was covered over by workmen filling in the Wabash and Erie Canal before they built the railroad. The bed of the canal lies directly beneath the Nickel Plate tracks. Just to the west of Barr St., plankings that were

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

part of the old docks were also uncovered.

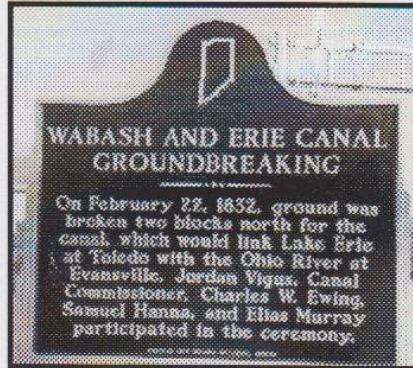
The "old timer" said he used to watch the mules pull the bridge around so that the barges could pass down the canal at the Barr St. point.

The December 1, 1975 Fort Wayne News Sentinel reported that crews working on the Columbia Street Landing in preparation for demolishing the Bash Building discovered part of an old aqueduct system. The stone culvert, which is constructed of keyed limestone, is elliptical in shape and is six feet high and twelve feet wide. (This was a canal stone arch culvert.) Carl O'Neal, member of the Fort Wayne Board of Works said the aqueduct was a part of the system that regulated water in the old Wabash and Erie Canal, which one flowed where the elevation of the Norfolk and Western Railway now stands.

The largest canal structure unearthed to date is the Gronauer Lock found in 1991 near New Haven, IN in Allen County. It will be covered elsewhere in this book.

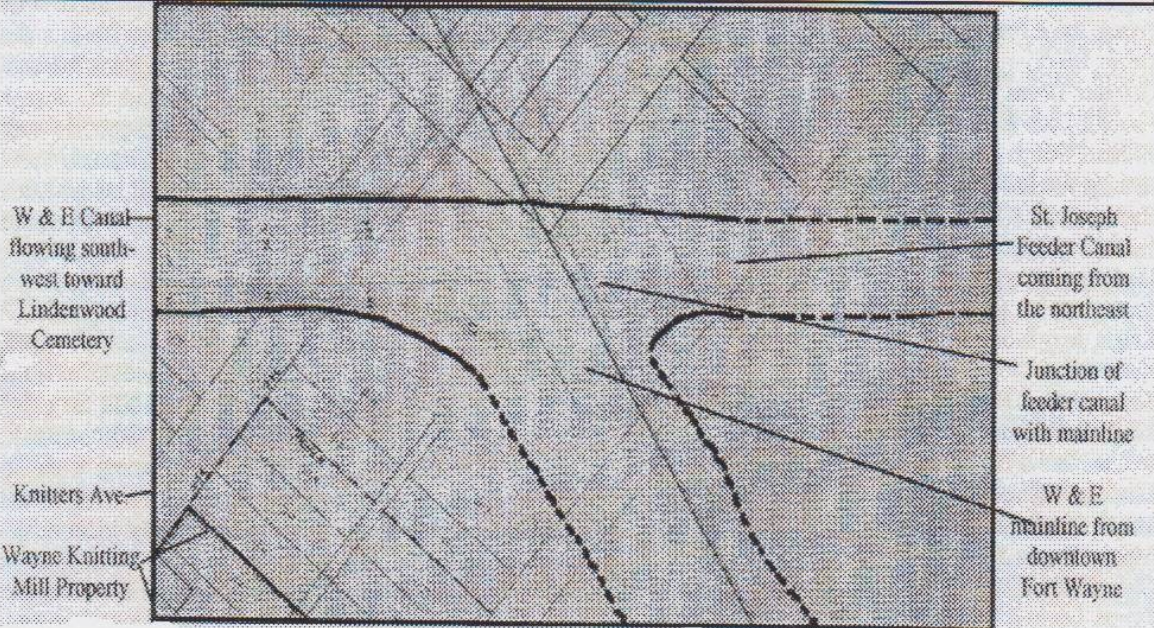
In 1992 an Indiana format marker was placed on W. Main Street near the site where the

St. Joseph feeder entered the mainline canal. It commemorates the groundbreaking for the Wabash & Erie Canal.

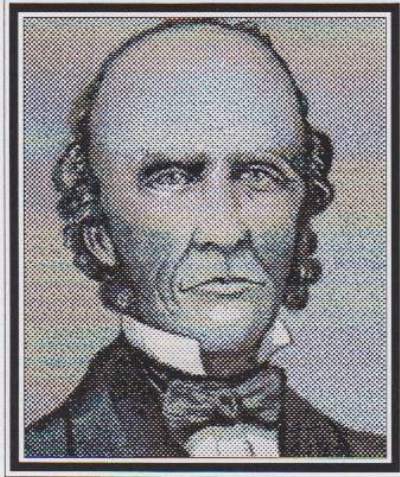


Moot's Lock -the first lock east of the entrance of the St. Joseph feeder canal into the mainline Wabash & Erie Canal was Lock #3 from the State Line. On another section of the old map shown below, this lock is shown to be behind the Deister Company on Wayne St. just west of Glasgow Avenue. This cut stone lock was buried under the fill for the railroad. If unearthed today it would probably be in fairly good condition. It had a 6 /12 ft. lift to raise canal boats up into the 17 3/4 mile long summit level of the canal.

This old N.Y.C. & St. L. R.R. to P. Ft. W. & C.R.R. map made after 1908 shows the junction of the St. Joseph Feeder Canal with the Wabash & Erie Canal, which runs along Lindenwood Cemetery. The mainline comes from the east through Ft. Wayne, and turns to the southwest at the junction. Map donated by Tom Fortman enhanced by



"CANALABRATION" - Fort Wayne, IN to Defiance, OH



Captain Asa Fairfield

Asa Fairfield was the third of fourteen children born to William and Mary "Polly" King Fairfield. William, a sea captain was born and died in Kennebunkport, Maine. He served as a private in the Revolutionary War and was at Valley Forge with General George Washington in the winter of 1777-78. He was in the battle of Monmouth.

Asa followed in his father's footsteps to become a sea captain. During the War of 1812, he and his brother Oliver were captured by British Men-of-war. Asa was a teenager at the time. They were probably on a ship that was trying to run the embargo. Asa was held prisoner at Dartmoor Prison, England for six months while Oliver was held at Halifax, Nova Scotia for sixteen months.

In 1819, Asa married Olive Stone, daughter of Jonathan Stone and Margaret McCulloch. Margaret was the aunt of Hugh McCulloch, who served as Secretary of the Treasury. This made Asa and Hugh first cousins.

In 1834 Asa and Oliver decided to move to Fort Wayne, IN. Hugh McCulloch had moved to Fort Wayne in 1833 and encouraged them to come. Asa had amassed \$30,000 as a sea captain and brought the money with him. Mrs. Ann Scott Thompson sewed it into one of her mattresses for safe keeping until Asa could decide where to invest it.

In 1835 Asa and Oliver returned to Maine to move their families west. Charles, a younger brother, came with them. Asa and Olive had four children - William Augustus, James Monroe, Olive, and Cyrus King, who was only six months old when coming to Fort Wayne.

Asa bought 240 acres in Allen County, IN, in 1835, which encompassed most of what became South Wayne. He paid \$12 an acre for this land. In 1838 he bought an additional 240 acres. In 1838-39 he bought 408.04 acres in Wells County.

On the original 240 acres, Asa built a double log house and established his farm. He raised hogs, sheep and garden products. The property could be defined today by the following streets - Hoagland Avenue on the east, Broadway on the west, Taylor on the north and some point a bit south of Packard Avenue on the south.

Asa did not build the frame house that still stands at 813 W. Creighton Avenue in Fort Wayne until 1860. It originally had a third-floor cupola and a separate summer kitchen. He graded the land in front of the house to make Creighton Avenue and used the dirt to fill in a swamp where Fox Avenue is now located.

In 1835 Asa served on the "arrangements committee" for the July 4th canal celebration. Three men from each township were chosen to raise funds for the entertainment of the guests.

In 1835, Asa owned and operated the first boat, the "Indiana," on the Wabash and Erie Canal. It was the first to travel the "summitt section" of the canal from Fort Wayne to Huntington, IN on July 4th. The trip took eight hours. It is said "There was dancing on board and drinking good whiskey - even getting funny." The "Indiana" was later owned by the Mahon brothers, who owned a line of packets including the "Clyde," "Wabash," and "Chief Richardville."

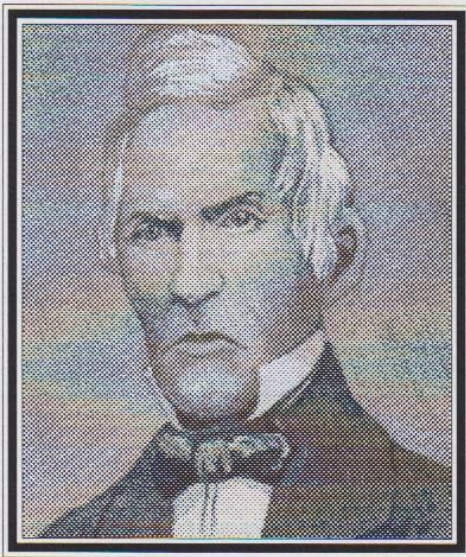
Asa also owned a grist mill and a soap and candle factory. During the Cholera scourge in 1894 the log building housing the soap and candle factory was moved to the County Farm

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

for the victims to use. Between 1849 and 1854 Hedges. Cholera claimed 600 victims in Fort Wayne.

Asa served on the first board of directors when the Branch Bank of Indiana was organized in 1835. He and his family were Presbyterians.

When Asa died in 1868, the farm and house were inherited by his son, Cyrus. In 1880 Cyrus sold the house to David Nestels, whose children were midgets known as Commodore Foote and Fairy Queen. These children sold it to Bernhard and Wilhelmina Weber. The Webers platted out lots and sold them reducing the size of the property. Today the home is being restored.



William Rockhill

By Jim Ellis

In 1793 William Rockhill was born in Burlington, New Jersey. He married Elizabeth Hill of Baltimore, Maryland on July 28, 1820. They moved to Fort Wayne, Indiana in 1823 and lived at 1025 W. Berry Street. This home was later torn down by St. Joseph's Hospital for a parking lot that was never completed.

William served as a county commissioner for a term of three years. When Fort Wayne was incorporated in 1829, he served on the board of trustees for eleven years along with its president Benjamin Archer and its secretary John P.

When Allen Hamilton invited the Reverend Charles E. Fuhrman to Fort Wayne in 1829 to organize a Presbyterian Church, forty-four citizens signed a paper guaranteeing a salary of \$258.00. William Rockhill was one of the signers. In 1831 Pastor James Chute arrived.

In 1832 William contracted with the canal commissioners to construct the Wabash & Erie Canal (See page 50) from Fort Wayne to Huntington. This portion of the canal opened in 1835. William was on the dedication committee for the opening of the canal. On July 4th, 1835 he met the guests and attended a dance at Zenas tavern. The committee traveled to Huntington on board the "Indiana" under Captain Asa Fairfield. It was the first boat to pass through the completed section. There was much pomp and ceremony.

When the State Bank of Indiana was organized in 1835, William served on the Board of Directors. Jesse Vermilyea was also a director.

In 1838 William began construction on a hotel known as the Rockhill House. People called it "Rockhill's Folly" because it was in the country. It opened in 1854 with 65 of the finest rooms in the region. Philo Rumsey, his son-in-law, was the manager. He had previously managed the Vermilyea Inn after the death of Maria Vermilyea in 1849. In 1860 the Rockhill House hosted the Old Settlers reunion. Souvenir canes made from timbers of the old fort were presented to guests by G. W. Ewing.

In 1839 when the Hook and Ladder Company, the first fire company in Fort Wayne, was organized on lot 70 of William Ewing's Addition at Clinton and Main Streets, William became a member. The company was later reorganized as "Anthony Waynes" in 1841. They were proud of their equipment - Jeffries "Galley" engine with side brakes, a two wheeled cart fitted with 500 ft. of riveted leather hose.

In 1842 William, along with Samuel Edsall, established a two-band sawmill operated by canal water on the north side of Clinton Street. He was also instrumental in establishing the public school system. He donated ground for

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

the Methodist College.

William was a State Senator in 1844. In 1846 he was in the House of Representatives.

In 1853 William served as a director of Fort Wayne's first Gas Company with B. W. Oakley, president. In 1858 he was on the school board of trustees.

William Rockhill departed from this earth on January 15, 1865. He is buried in Lindenwood Cemetery in Fort Wayne, IN.

Philo Rumsey

By Jim Ellis

Philo Rumsey was born in Rutland, Vermont on March 11, 1811. He came to Fort Wayne in 1832 and went into the tailoring business. He attended a meeting held at the American House in Fort Wayne on May 17, 1843 in preparation for the upcoming Wabash and Erie Canal Grand Celebration. They set the celebration date for July 4, 1843, Independence Day. He served on the correspondence and

invitation committee.

He met Rebecca Rockhill, the daughter of William and Elizabeth Rockhill. He married her on March 7, 1838. They had two children - James and Edith Rockhill.

In 1841 Philo served as Ensign on the Wayne Guards to keep peace among the canal workers. In 1841 he was on the Fort Wayne City Council under Mayor Woods and again on the council in 1845..

In 1849 after Maria Vermilyea died, Philo took over the management of the Vermilyea House, which served as an inn on the Wabash and Erie Canal. From there he went on to manage the Rockhill House owned by his father-in-law William Rockhill in 1854. With this past experience, he moved to Omaha, Nebraska in October of 1868 and became the manager of the Cozzen House. He operated several eating houses along the Union Pacific Railroad as well. He also was the proprietor and manager of the Palace Hotel in Santa Fe, New Mexico..

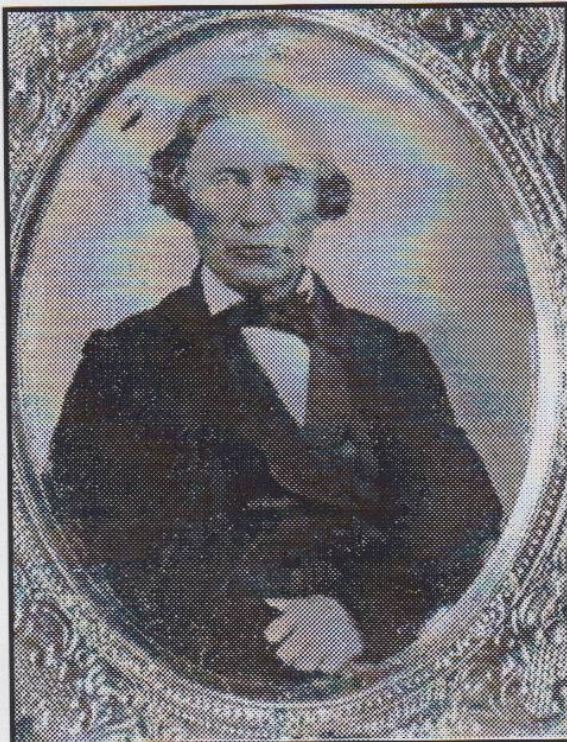
DECEMBER 12, 1846 SATURDAY FORT WAYNE SENTINEL

Receipts By Canal and Railroad.—Breadstuffs and other productions of the interior, have been received, this session, in quantity about double that of last session. This increase has all been by Canal. The Railroad has brought in less freight than in 1845.

Breadstuffs, including Flour, Wheat, Corn, Oats and Rye, by Canal and Railroad, amount to two millions, seven hundred and thirty-three thousand bushels. If the Oats are deducted, the quantity will be something over 2,600,000 bushels. This more than doubles that of last year. Of lard, the receipt is within a fraction of five millions of pounds. Bacon nearly 2,000,000. Sugar and molasses nearly as much. The other leading items are Tobacco, Hemp, Furs, and Peltries, Pot and Pearly Ashes, Tallow, Hogs hair and Feathers, all of which are large. Wool has more than doubled since last year.

The chief articles sent up the canal are merchandise, nearly nine million pounds, Salt extra baggale, Coffee, Clocks, Crockery, Iron and Iron-ware, Shingles and Lumber.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



Joseph Gronauer and Ursula Gronauer, his third wife.

Photos courtesy Mel Gronauer

Joseph Gronauer and the Gronauer Lock

Joseph Gronauer, the lockkeeper for Lock #2 on the Wabash and Erie Canal, was born in Baden, Germany, September 17, 1804. He was a well educated man. As a soldier he played the clarinet in the German Army Band. After a second term in the army, he came to the United States in 1828. He lived in Beverly (Randolph County), Virginia, where he operated a tailoring shop, which was not very successful.

In 1832 Joseph married a girl (name unknown) from the south. They had a boy, William, who was born in Virginia. He was about a year old when they moved to Indiana in 1833 and settled in a log house east of New Haven on a farm. The farm land was along the route of the proposed Wabash and Erie Canal, which would provide transportation for his crops to market. He built his log home and outbuildings about 40 yards from a rifle pit that was 16 feet wide and 3 1/2 feet deep, below what is believed to be a

part of General Anthony Wayne's outpost. The outpost sat on a broad trail. Three children were born: Elmira born approx. 1836, Lyda born approx. 1839, and Nancy, born approx. 1841. His wife died a few years after the birth of the last girl.

Joseph would often tell a story about when he first arrived. He saw a Native American with two squaws driving grasshoppers into a creek that was in a ravine. They caught the grasshoppers in the water, twisted their fingers to break their necks, threw them on the skin of a deer to dry, and then pulverized them to eat during the winter.

Joseph then married Harriet Browning on January 22, 1846 in Allen County. After they were married about a year she died in childbirth on February 8, 1847 at the age of 21 years 7 months. The child, a boy, lived and was named Oliver. He was raised by his mother's parents, the Brownings. He enlisted in the Confederate Army when he was 19 years old and was killed

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

in the Civil War. After Oliver died, his Grandfather Browning sued Joseph for past support of the boy and was awarded \$200.00.

When Lock No. 2 on the Wabash and Erie Canal was completed in 1838 near the west edge of the Gronauer farm, Joseph became the lockkeeper. As was often the case, canal men soon referred to the lock by the lockkeeper's name, thus it became known as Gronauer's Lock.

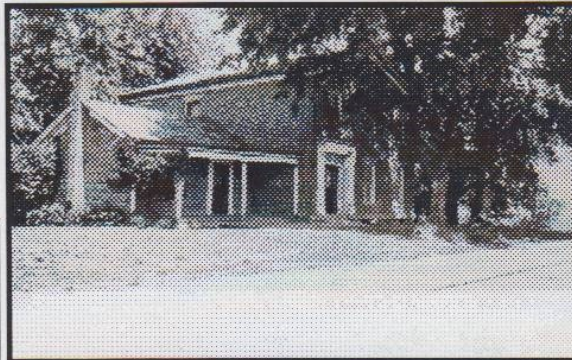
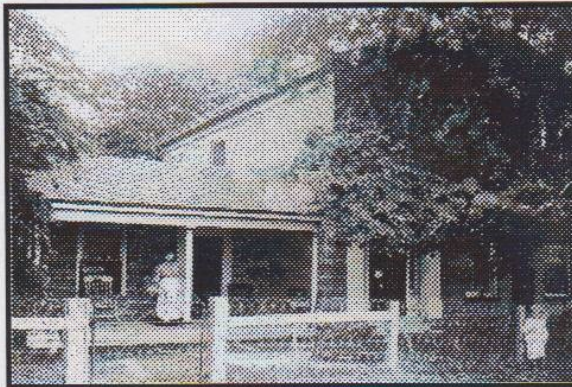
On October 12, 1848 Joseph married Ursula Swinley. She was born in Kreusen Baden, Germany, December 6, 1814. (Other records show she was born Shilling/Schuberg/Schulling and in 1819.) She was the widow of -?- Swinley, who was a widower with two children at the time of her marriage to him. After Joseph and Ursula were married they had three more children. A total of eight children for Joseph.

Gronauer Children

William - born approx. 1832-3
 Elmira - born approx. 1839
 Lyda - born approx. 1839
 Nancy - born approx. 1841
 Oliver - born Feb. 8, 1847
 Josephine - born Dec. 17, 1849
 George F. - born Apr. 28, 1851 - died Dec. 28, 1928 and buried in IOOF Cemetery
 Jacob - born Aug. 16, 1853 - died May 20, 1886

The Gronauers outgrew the log home and built a large, fine brick home near the north side of the lock. The brick house may have been built before the lock and definitely was built while the canal was still in use. Joseph used the old log home as a grocery store which he operated in conjunction with the Gronauer Lock. After the demise of the canal the building was moved behind the house and used for storage. Descendants referred to it as "The Shack." The property had an artesian well, a cistern, a cow barn, a mule barn, a smokehouse, and a brick outhouse. Joseph also operated a tavern/inn that was located to the southwest of the lock.

Joseph and Ursula were ice skaters and skated on the canal. Since both were tailors, they made special skating outfits for themselves. Farmers along the canal would watch them skate by.



The Gronauer home in the 1920s above and the 1930s below with U. S. 24, which was once the Wabash and Erie Canal towpath. Photos courtesy Mel Gronauer



Plat map of the Gronauer Farm

One story told by Grandma Gronauer was that during a very severe winter when "times were hard," a farmer living in the area traded some of his furniture for food for his family at the grocery store. One item he received was a barrel

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

of lard, which was to be used as a spread on bread for his children. The furniture he traded included a large marble-topped table, six rose-backed chairs and a rocking chair. These were kept in the parlor, which was only used when company came. (These articles still remain in the family.) The family sitting room was located at the back of the house.

Other items remaining in the family are a pair of purple and white glass boots and an album that contains many pictures that were cut from seed catalogs, advertisements, etc. Tintypes in black hinged cases of Joseph, Ursula, and George as a boy are treasured heirlooms.

Joseph was commissioned as Justice of the Peace for Allen County on October 28, 1852 by Joseph A. Wright, Governor of Indiana. He ran as independent candidate for County Commissioner in 1853. He died on November 16, 1872 and is buried in Lot 8 or 10, Block VII, in St. John's Cemetery, New Haven, Indiana. Ursula Gronauer finally paid \$16 for the lots on May 1, 1873. Ursula died December 27, 1895 and is buried in St. John's also. Her obituary appeared in the **New Haven News** on January 2, 1896 as follows:

New Haven News
January 2, 1896

MRS. JOSEPH GRONAUER, one of the pioneer settlers of Allen county, died at the home of her son east of town last Friday. Her death was caused by a tumor, from which she suffered for many years.

She was first married to a Mr. Swinley, widower with two children. Shortly after their marriage he died. October 12, 1848, she was married to Joseph Gronauer, also a widower, with five children by a former marriage. To this union three children were born — Mrs. Charles Huth (deceased), George F. Gronauer, and Jacob Gronauer (the latter died at the age of 9 years).

Her last husband died in 1872 and she has since resided on the old home place. She was born in Kreusen Baden, Germany, the 6th day of December, 1819, being at the time of her death 76 years and 21 days of age. She was highly respected by all and her long residence at the old lock during the time the canal was in operation gave her a very large acquaintance.

One son George, who still resides on the old home place; a step-daughter, Mrs. Louise Marchant, of Fort Wayne; one step-son, Andrew Swinley, of Lafayette, Ind.; 15 grand-children and 8 great grandchildren, survive her. The funeral was held Monday from St. John's church and the remains were followed to their last resting place in the Catholic cemetery by a large concourse of sorrowing friends and

Much of the following information is courtesy of Craig Leonard from **The Gronauer Lock Prospectus**.

Timber Locks

The Gronauer Lock, which was built in 1838 by Henry Lotz, continued to be operated by Joseph's family. It was built of heavy yellow poplar and oak timbers. This was due to a lack of suitable building stone along most of the Wabash and Erie Canal's length, with all but 13 of the canal's 73 locks being originally built of timber.

Wooden locks were assumed to have a useful life of eight years and were intended for replacement by masonry locks once canal revenues became available. But the canal's chronic financial problems led, however, to repeated repairs to these temporary structures (the Gronauer Lock, for instance, was partially rebuilt in 1849 and again in 1861) when repairs became unavoidable. Widespread failure of the neglected locks and aqueducts led to the abandonment of the canal by 1880. In that year, the segment of the canal through Fort Wayne was sold for rescue as a railroad right-of-way. In the immediate area of the Gronauer Lock, the canal became a drainage ditch for the surrounding farmland.

Even though this type of lock was the most common type built in Indiana, no intact wooden locks were known to have survived until the Gronauer Lock was discovered in 1991. While description of such structures remain, no original plans of wooden locks had survived to illustrate exactly how they were built. The Gronauer Lock is the best example of an intact timber lock to have been discovered not only along the Wabash and Erie Canal, but in the entire United States. It is a find of unique significance.

The **Engineer's Report of 1853** describes

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

the timber frame lock plan as "A double set of bents, one resting upon the other, and secured by iron rods 1 1/8 inches diameter, placed immediately back of the front posts, and extending first from the foundation timber to the cap of lower bent, and then from said cap to the cross tie, connecting the front and back coping timbers of the lock. The foundation consists of timbers from 37 to 47 feet long, 12 inches thick, placed about six inches apart, covered with two courses of 2 inch plank. The posts of the lower bents are framed into the foundation timbers."

The Engineer's Report of 1847 described the Gronauer Lock as "The next structure is Lock No. 2 - 7 feet lift - 8 miles east of Fort Wayne. This lock, like the one first described (Saylor's Lock No. 1), is built of wood, on the frame plan, and will last three or four years. The gates must be rebuilt during the ensuing winter."

Discovery of the Gronauer Lock

The discovery of the Gronauer Lock occurred during the same week that New Haven, IN was celebrating the 150th anniversary of its founding. On Tuesday June 4, 1991, Calvin Blosser of New Haven, was using a backhoe to prepare the drainage ditch for fill dirt as part of the south acceleration lane onto U.S. 24 near the construction of I-469. As he was digging, he uncovered most of the north wall of the Gronauer Lock. Harold G. Gerig, passing by, spotted wooden timbers being tossed out along the bank. He immediately notified his father, Harold W. Gerig of Woodburn, and both father and son investigated the site Tuesday evening. Harold W. notified Mitch Harper, who was able to make the necessary contacts to get work stopped at the site by early Wednesday morning.

Bob Schmidt and Gerald Getty, from the Canal Society of Indiana, arrived about 7:15 A.M. on Wednesday and helped in defining the lock layout and provided historic interpretation to the news media and other persons who had begun to gather. During the first two weeks after the find, more than 2,000 people came to see the lock. They were surprised to see the size of the timbers and the original bark that was still on the logs. At the scene, volunteers from the Canal Society of Indiana gave visitors explanations of the discovery's importance. They had letters for

the public to send to their congressmen and received unsolicited donations from people who saw the lock. The public response to this find was such that the State of Indiana not only offered the lock for preservation, but also took the unprecedented step of pledging \$100,000 toward the effort.

In 1991 test holes were dug by students from Ball State's Archaeology Department to locate the extent of the lock. Much more remained than was anticipated. The Westerly Group from Farmersburg, IN were consulted and the lock proved worthy of excavation. They researched the lock's history and made drawings.

Also excavation of the Gronauer home site across U.S. 24 from the lock was accomplished. The foundation of the home, which was razed when U. S. 24 was widened in the 1940s, and the old well were found. A few bricks and some old bones showed that little remained of value at the site.

In order to ensure that this remarkable lock find not be lost, the City of New Haven, with the assistance of the Canal Society of Indiana and the Historic Landmarks Foundation of Indiana, formulated a proposal in answer to the state's offer. When the City began its effort, the Canal Society donated \$660.00 it had collected to match an additional \$2,000.00 provided by the Historic Landmarks Foundation of Indiana in order to bring experts from the National Park Service and the University of South Carolina's Institute for Anthropology and Archeology at Columbia to New Haven; these consultants provided the City with an assessment of the feasibility of conserving the timbers and information concerning the methodology that should be used. This enabled the City to formulate its preliminary plans for the project to the satisfaction of the Indiana Department of Transportation.

On April 14, 1992, the New Haven Common Council passed an ordinance creating a seven member Gronauer Lock Advisory Board. The membership of this group included representatives of all persons and groups interested in the lock project, such as the Canal Society, whose representative was Mary Ann

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Getty, and the Greenway Committee of the New Haven-Adams Township Park Board. The task of the Advisory Board was to serve as the City's policy-making body for the project. Further donations by the Canal Society subsequently enabled members of the City's Gronauer Lock Advisory Board to visit the wood conservation laboratory at the University of South Carolina in order to evaluate that facility as a site for the permanent conservation of the lock timbers. The City was awarded ownership of the lock along with the funds for completion of the initial work.

Most of the tools used in the excavation and salvage of the lock were donated by Nowak Supply and Bremer Hardware. Scott Foods donated buckets to the project. The Allen County Co-op donated the wooden timber used to separate the lock timbers in the storage tank. North American Moving and Storage donated the use of a moving van trailer for use as a storage structure at the site.

From the start of the excavation project, it was clear that the extremely muddy conditions at the site would make it very difficult for the archaeology students recruited to work on the dig to be able to leave the site for meals and return to work in reasonable time. Local restaurants, including Hall's, McDonald's, Famous Recipe, Domino's, Kentucky Fried Chicken, Pizza Hut, and Subway donated lunches for the crew virtually every day for nearly three months of the excavation work. This saved countless man-hours of labor.

It soon became apparent that electric power was needed at the lock site in order to operate water pumps. The site was constantly subject to flooding, due to a nearby natural spring; also, a system of water spray hoses had to be deployed to keep the exposed wood damp for the sake of minimizing its deterioration during the work. At another site where the timbers were taken for storage, power was needed to pump water to both spray timbers and fill the storage tank. Electrical service at both sites was donated by Indiana and Michigan Power.

Several other contractors donated services. Don R. Fruchey, the heavy equipment contractor of the project, discounted the cost of the crane and trucking services. Richard Hart,



Above: The North American trailer served as storage for equipment and a sprinkling system kept the lock wet. Below: The huge timbers within the cribs still had bark on them. Photos by Patricia Derrow



Fritch Construction, and Williams Construction, donated all or part of their service to perform earth moving work at the site. The New Haven Adams Township Fire Department donated the use of pumps and hoses. Tim Doyle, the supervisor at the site, donated the use of many tools and materials. The total value of the goods and services donated to the excavation project exceeded \$25,000.00.

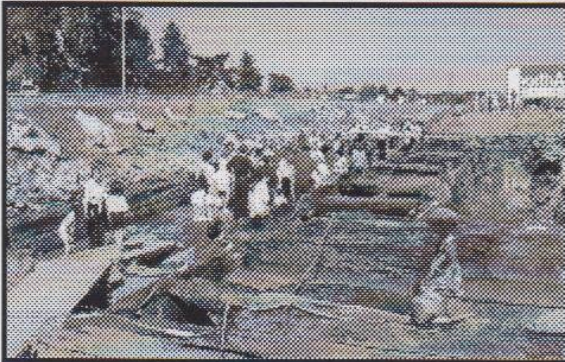
The principal persons responsible for carrying out the lock removal were Mayor Lynn Shaw, ex-officio chairman of the Advisory Board, Tim Doyle, project field supervisor, Craig Leonard, Historic Preservation Consultant, and Dr. Jonathan Leader, Chief Conservator. Mayor Shaw played a leading role in coordinating parties interested in preserving the lock. Craig Leonard prepared the project proposals, provided liaison to various agencies involved in the project, and kept field documentation notes on the lock during the excavation and disassembly. Dr. Jonathan Leader was in charge of the conservation

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

treatment of the timbers at the University of South Carolina.

The process of excavating and disassembling the remains of the Gronauer Lock was begun July 27, 1992; work at the original lock site was finally finished on November 24, 1992. During that period, approximately two-thirds of the remaining structure were exposed, documented, and removed from the site (the north third of the lock was deemed too close to the adjacent road to be safely excavated; testing indicated, however, that it was a mirror-image of that portion of the lock that had already been exposed).

In 1992 the lock was successfully excavated by students from Indiana Purdue Fort Wayne (IPFW), documented and dismantled. When excavated to its fullest extent, the Gronauer Lock was revealed to be a structure 155 feet long and 40 feet wide, the lock chamber itself being 90 feet long and 15 feet wide, made up of approximately 750 pieces of perfectly preserved oak and poplar totaling 7,258 cubic feet of wood. The lower four to five feet of what was a 14 foot tall structure were intact because they were just beneath the water table with the top two thirds having been removed or rotted away. The lock timbers were stored in a tank of water located approximately two miles southwest of the lock's original site. The lock's excavation was one of the largest wet-site archaeological salvage projects ever accomplished. Treatment of the timbers in order to ensure their permanent preservation was one of the largest timber conservation projects ever attempted.



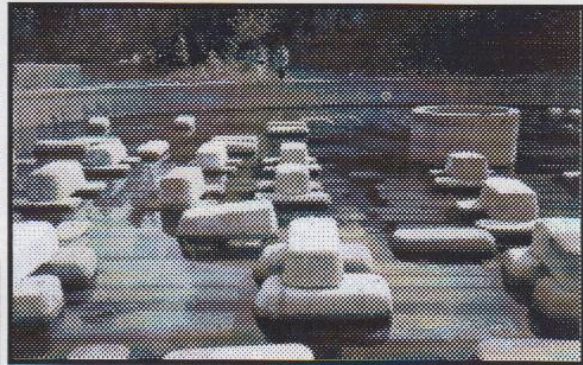
An "open house" was held for visitors to view the lock remains before their removal. Photo by Allen Vincent



Some of the most impressive pieces of the lock were those that formed the mitre sill upon which the west gate closed. Photo by Bob Schmidt

Gronauer Lock Removal

Field measurements and preliminary drawings of the lock were made during the process of excavation and disassembly for the sake of recording the way in which the lock was built and preparing preliminary diagrams on which the numbering of the parts would be recorded. Photographs were also taken to record conditions at the time when elements were first exposed, both during excavation and the process of disassembly.



The timbers were stored underwater in the New Haven waste treatment basin. Huge 900 pound blocks of concrete weighted them down. Photo by Bob Schmidt

The wooden lock timbers were kept saturated with water. They survived over 150 years because they were preserved in an airless environment that prevented them from undergoing normal deterioration. Immediately upon exposure to the air, the wood begins to degrade unless kept wet. In order to preserve the

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

timbers prior to their removal, the excavation site was constantly sprayed with water. Once removed from their original positions, the timbers needed to be stored in water until they could under go permanent conservation. This storage was provided by using a concrete basin that was available at the former City waste treatment plant.

Conservation Methods

The conservation methods most often used today to treat large wooden artifacts involved either spraying or inundation of wood using polyethylene glycol (PEG), a water soluble wax that displaced the water content of the wood. Treatment with PEG appears to provide the best means of consolidating water-saturated wood with the most satisfactory balance of cost, control of shrinkage and splitting, potential risk of toxicity to lab personnel, and overall reversibility of technique. Application of PEG via immersion is preferable to spraying, since it takes better account of variations in the permeability of the grain and enables the PEG to be driven further into the cross-section of large artifacts. Treatment of timbers as large as those of the Gronauer Lock (some are up to 52 feet long) can only be done by one existing facility in the United States, the University of South Carolina's Institute for Anthropology and Archaeology. Preservation of lock timbers could be done in two stages over a four year period.



The University of South Carolina Institute for Anthropology and Archaeology had facilities to treat the timbers with PEG. Photo by Bob Schmidt

In response to the City's successful effort to salvage and remove the lock, the Indiana Department of Transportation (INDOT) awarded

an additional \$280,500 toward the cost of permanently preserving the timbers. Private donations were pledged by Don R. Fruchey - 20% discount on the cost of equipment to load the timbers for shipment; North American Moving and Storage - the shipment of 6 loads to South Carolina; and the professional consultants to the project - discounted more than half the cost of their services to the project. These gifts totaled about \$26,000 of the total cost of preserving the wood, which would be almost \$340,000.

Even with all the donations the City learned that these were unacceptable to provide the City's 20% matching share for the federal highway funds that were allocated by the State. This meant that the City needed to obtain at least \$73,000 in cash donations in order to continue the project, which otherwise had been given permission to proceed by the State.

After twelve attempts by New Haven to get grants for the necessary funds failed, the mayor requested in May of 1996 that his voters express their feelings as to whether or not New Haven should use tax dollars to meet their portion of \$73,000 in order to receive the \$280,500 from INDOT. On June 11, 1996 the New Haven Council vetoed paying for the lock's restoration with tax money because the city needed the revenue to repair streets and lay new water and sewer lines. They were also scared off by the last phase of the project that would take at least an additional \$1.2 million dollars to build a climate controlled museum to house the timbers once they were treated and the further expense of museum upkeep.

Richard Gantz, executive director of the Indiana State Museum and Historic Sites expressed interest in including the lock as part of its new museum being built in the White River State Park in Indianapolis. There a significant portion of it could be displayed. The museum's goal is to keep alive the history of the canal era for the entire state.

The New Haven City Council approved that a letter be sent by the mayor to the state giving the state permission to have the Gronauer Lock. New Haven continues to oversee the timbers in the water filled basin that were not

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

shipped to South Carolina until the time of their removal.

By April 1998 all necessary paperwork was complete and the first batch of timbers were loaded onto North American trucks, covered with furniture pads, soaked in water, and sent on their way to the lab in South Carolina. CSI members participated in this project, which took several days.



The timbers were loaded onto trucks, covered with furniture pads, and watered down before beginning their long journey to South Carolina for treatment.

Photo by Bob Schmidt

When the timbers and planking reached South Carolina they were placed in a huge aluminum tank and covered with water. After a few days the scum of leaves, dead goldfish, algae, etc. that had clung to the timbers was removed from the surface of the water. Then the slow process of replacing the water in the timbers with polyethylene glycol (PEG) began. At first just a small amount of PEG was put in the heated water. Over the two year period the ratio of PEG to water increased until the timbers were saturated with it. The tank was then emptied and the timbers left to dry.

The Indiana State Museum was notified that the timbers were ready to be shipped back to Indiana. On June 18, 2001 the first truckload of timbers arrived at Underwood Transfer in Indianapolis where they were stored until the new museum building was ready for the exhibit to be set up. By November 15, 2001 museum workers were busy placing the timbers in the new facility, which is scheduled to be opened the spring of 2002.

Artifacts found at Gronauer Lock.

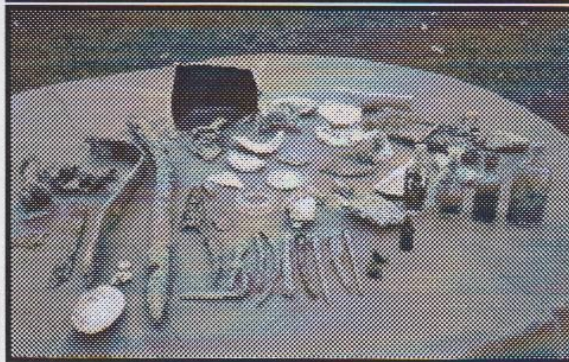
Photos by Bob Schmidt



Back home again in Indiana, the timbers were stored for a time at Underwood Transfer in Indianapolis.

Artifacts Found

Hundreds of artifacts from the canal era were discovered, including the gate's pivot pins, pole points from the steersman's poles, and the key (lock wrench) to turn the wicket gates. Household items such as dinnerware, crockery, forks, sewing pins, shoes, eye glasses, coins, etc. were found. Some of these artifacts were displayed in a transportation exhibit at Conner Prairie in Fishers, IN from April to October of 1996. All artifacts were sent to Ball State University for cataloguing. Some will be displayed in the new Indiana State Museum.

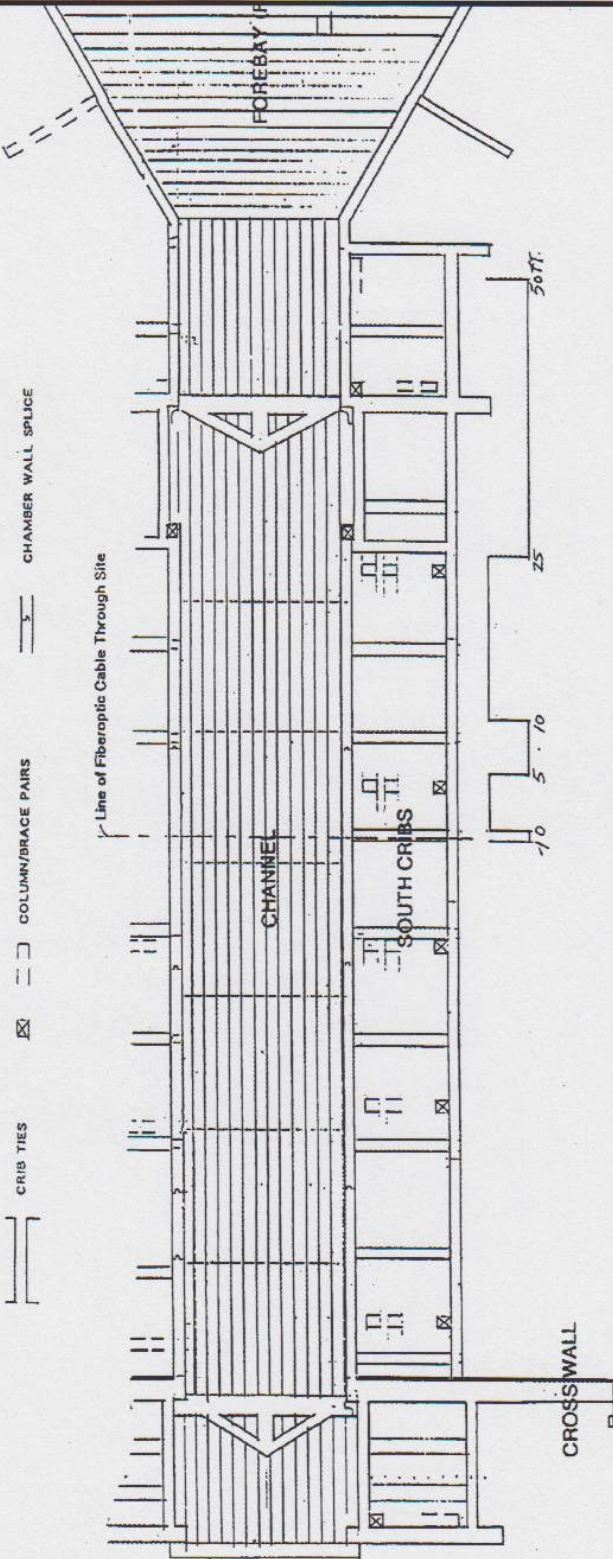


"CANALABRATION" - Fort Wayne, IN to Defiance, OH

GRONAUER LOCK PLAN AT SECOND LOG COURSE Diagram courtesy of Craig Leonard



SECTION AT CROSS WALL



Note: Salvaged Portion Ends at North Channel Wall

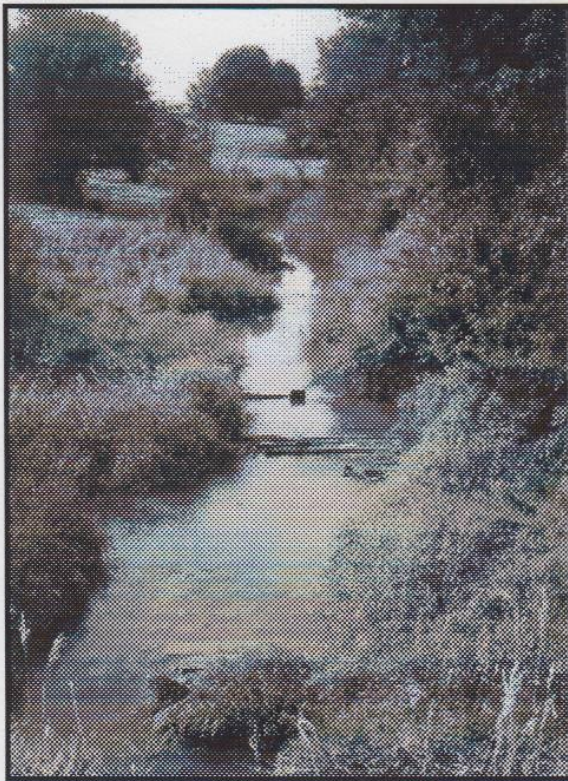
"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Garr Creek Culvert

Today the foundation timbers of Garr Creek Culvert No. 8 can still be seen in the creek bed. This will probably not be true for long with the widening of U.S. 24. This culvert was located 11 miles from Fort Wayne between the Gronauer and Saylor Locks. The culvert was constructed entirely of wood. Those parts that were not submerged and protected by the water have decayed or been destroyed so that only the foundation timbers and some sheet piling remain. Here the canal was 60 feet wide, which necessitated a large box culvert being built with three openings 12 feet wide and 3 feet high through which the waters of the creek could pass beneath the canal. Had the canal let the creek water into its bed, it would have been flooded by rains in the spring and drained of its water when the creek all but dried up in the summer. The sheet piling on its upstream end prevented water from undercutting the culvert.



This modern day concrete box culvert gives us some idea of how the timber culvert was built. First timbers were placed across the stream bed. Sheet piles were driven on the upstream side. Then the side timber abutments and center timber piers were built in the direction of the flow of the creek. Atop this, timber was placed across the abutments and piers in the direction of the flow of the canal water. This was then puddled with clay. Canal boats crossed the creek just as the car in this photo crosses the culvert. Because the creek was so wide it had three openings like this side by side. Photo by Bob Schmidt



Foundation timbers and sheet piling from Garr Creek Culvert that carried the canal across the creek are seen from the U.S. 24 bridge. The canal flowed <—————>
Photo by Bob Schmidt

Ulrich Saylor and The Saylor Lock

When Ulrich Saylor, Sr. came to Allen County in 1837, he purchased land that was located in Ohio and Indiana. The first home he built on the land was ½ in Ohio and ½ in Indiana. Later, after the Wabash and Erie Canal opened to Ohio, he built a new house across the tow path of the canal at Lock No. 1, which was later referred to as Saylor's Lock since he was the locktender. At the lock he operated a general store, which provided for the needs of nearby settlers as well as those traveling on the canal. He eventually tried to run a post office, but it was a financial failure. Although he died in 1860 and is buried in Saylor's Cemetery located primarily north of the lock, his name is remembered in conjunction with the canal.

The Saylor Lock was Lock No. 1 from the Indiana/Ohio state line in Allen County. It was 745 feet above sea level. (Lock No. 2 was 753 feet and the summit was 770 feet above sea level.) Jesse L. Williams described it in his 1847 Report as:

"...situated at Saylor's house, near one-half mile west of the state line. This lock is 7 feet lift, and built of timber upon what is called the frame plan."

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

In William's Report of 1833 he tells how he recommends that Locks 2,3 & 4 should be built on the combination wood and stone plan (Remains of this type of lock can still be seen at Twin Locks on the Whitewater Canal.) and then states that Lock No. 1 would be the timber plan because of inaccessibility.

"A plan of building with stone and wood combined has been recommended. Upon this plan the walls are to be built of uncut stone laid so as to give the necessary strength and stability to the lock; the face of the walls to be made water tight by a lining of plank properly secured to the stone-work with iron rods. A lock upon this plan will be but little inferior to a cut stone lock, and decidedly preferable to one built entirely of wood. Locks No 2,3 and 4 will be built upon this plan. Lock No. 1, in consequence of its remote situation from the state quarries, will be constructed entirely of timber."

This original recommendation was not followed. Saylor's Lock was built of timber as recommended, but Lock 2 was timber, Lock 3 was cut stone, and Lock 4 was timber. Although Saylor's lock was not mentioned in the following report, Williams addresses the problem of finding good quality building stone in his December 1835 *The Wabash and Erie Canal Middle Division*, which can be found in this book.

Years later a gas station was located at the lock. A canal marker sponsored by the Canal Society of Indiana was placed at the site but was destroyed by vandals. Today all that can be seen of the lock site is a pull-over spot across from the old Saylor house 1/2 mile west of the state line.

The 60 ft. wide Wabash & Erie Canal bed has been made narrower over the years and appears to stop. It and Saylor's lock were filled in when a gas station was placed across from the Saylor home years ago.

Photo by Bob Schmidt



Fort Wayne Daily News

June 2, 1882

The Old Canal

This afternoon there was put on record in the auditor's office, the largest transfers ever recorded in this country. They are four in number and all relate to the old Wabash and Erie canal bed. The date of the first conveyance is July 31, 1847, and for the bed of the canal from the Ohio state line to Evansville, including the banks, margins, tow-paths, side cuts, feeders, right of way, basins, locks, dams, water-powers and structures. This conveyance is from the state of Indiana to the trustees of the Wabash and Erie Canal.

The second deed of conveyance is from the district court of the United States to Wm. Fleming, and for the bed of the canal from the western boundary of the city of Lafayette to the Ohio state line, including all banks, margins, &c. The consideration mentioned is \$85,000.

The third deed is for the canal feeder from its intersection with said canal, west of the city of Fort Wayne to its source, the feeder dam, the mill lots in Fort Wayne now occupied by the City Mills and Orff's Mill and all the appurtenances thereto belonging. The consideration for this property is \$50,000, and it is transferred from William Fleming and others to William B. Howard, trustee.

The fourth deed of conveyance is from William Fleming and others to William B. Howard, trustee, and is for \$100,000. The property transferred is the canal from the Ohio state line to the west end of the lower lock in the town of LaGro, in Wabash county, embracing between said points the bed of said canal and its banks, margins, tow-paths, side-cuts, basins &c. except the feeder canal and the _____ property conveyed above. The date of the last deed is February 12th, 1871, and the date of the preceding instrument is April 12th, same year.

This then is a true history of the ownership of the canal, and shows the handsome profit Mr. Fleming and his friends have made. The deeds from Mr. Fleming do not, it will be observed, include that portion of the canal between LaGro and Lafayette, which is a separate matter of profit. Howard represents the Seney syndicate building the N. Y. C. & St. I. R. W. along the tow path of the canal from New Haven to the western limits of the city of Fort Wayne.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

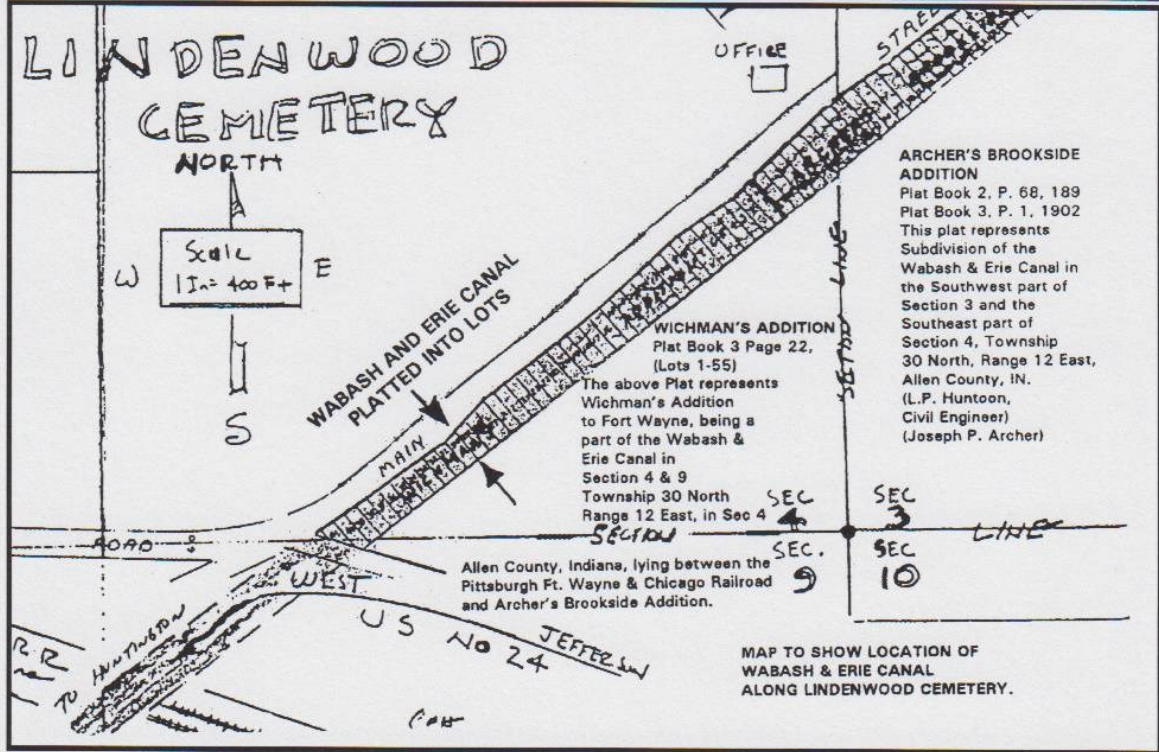
Although this appeared to be the end of the canal in Indiana, those of us living today know that the canal towpath and often the canal bed were used for the railroads and interurbans. In downtown Fort Wayne the bed was filled in and the railroad ran on top of it. Later the railroad was elevated along its old route so that automobile and truck traffic could flow freely beneath the tracks. It was used as a power and water source for Fort Wayne for a while. Elsewhere high power electric lines extend down its path. This can be seen on the St. Joseph feeder canal. Hiking/biking trails along its course provide opportunities for recreation and exercise. Parks surround the beautiful old structures. Historic groups such as CSI learn about early construction methods and how the canal influenced the development of the state. Restaurants build near the structures and capitalize on the canal. Subdivision developers build around its prism and use such names as Canal Place, Canawler Cove, Canal Court, Tow Path Road, etc. One enterprising individual even set up a volleyball net across its prism.

Reminiscences Of Allen County Residents

Not all information about the Wabash & Erie Canal can be found in documents, daily journals, or newspapers of the time. We must rely on the recollections of early county residents to put the pieces together. Although he skips around different parts of the canal, Charles Comparet gives us the names of boats, the businesses along the canal from the Comparet to the Orbison Basins in Fort Wayne, and describes the Wabash & Erie from Fort Wayne to Toledo. The following account was published by the Allen County Fort Wayne Public Library in 1960 from an original paper published by the Allen County Fort Wayne Historical Society.

Charles M. Comparet - Nov. 13, 1928 - "In the early days of the Wabash and Erie Canal there were packets on this canal which hauled passengers and freight. These packets were drawn by horses and mules and they were changed every ten miles when a fresh team

This map is of the Wabash and Erie Canal bed just outside the boundaries of Lindenwood Cemetery along West Main Street in Fort Wayne. The bed was divided into Wichman's Addition and Archer's Brookside Addition. The map was drawn by surveyor and engineer Carl A. Hofer.



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

would be put on. The boats had to go through seven locks (from Junction, OH to Defiance, OH) and then locked down into the Maumee River. There the horses were taken around to the tow path again and the tow line was hitched again to the horses and the boats were towed to Napoleon, Ohio. From there they were taken down the river to Perrysville, Ohio, and a small tug would tie to the boat and take it down to Toledo. That was the end of the packet line. (The boats were taken down the six Maumee Side-cut locks for 1.5 miles to the Maumee River and another mile to Perrysburg.)

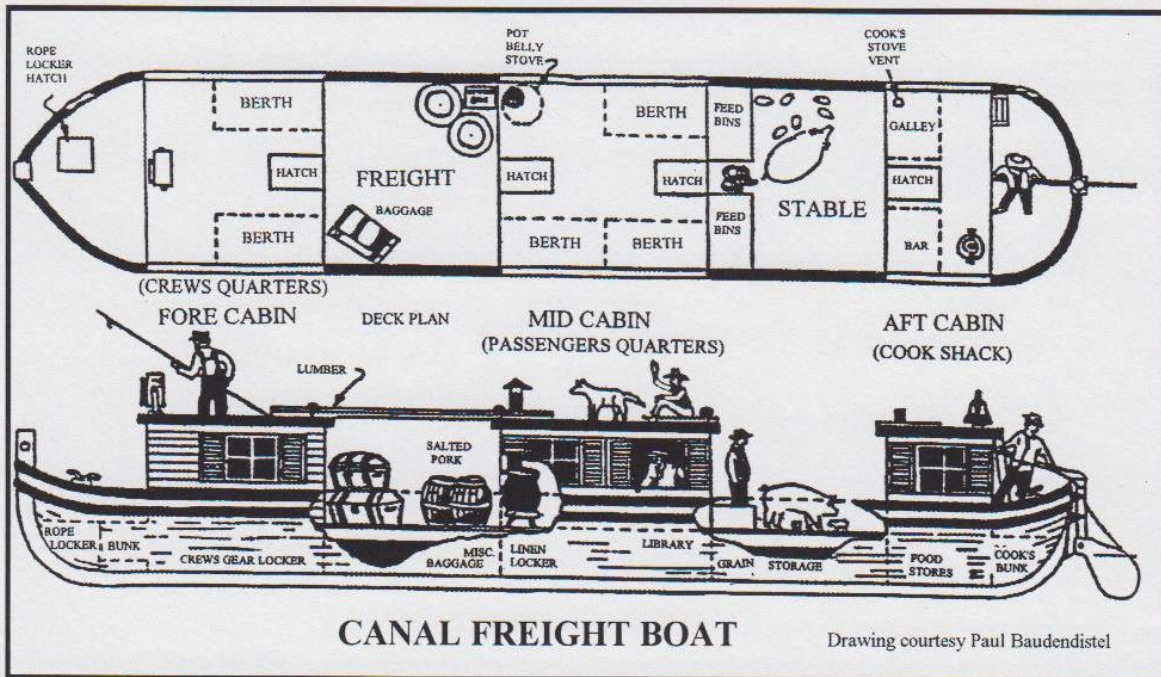
"At the junction of the Wabash and Erie Canal at Junction City, Ohio, a packet line (a line boat) was run to Cincinnati; from Fort Wayne south they ran as far as Evansville, they run (ran) back, turn(ed) around and go (went) on to Toledo again.

"Four of these boats were named the "Hugh McCulloch," the "D. F. Comparet," the "Henry Paul," and the "George Little." After the packet days — and this was after the Wabash railroad come into Fort Wayne — the canal boats used for hauling grain were made at Fort Wayne and Defiance. There were twenty-seven boats running from here to Toledo, from here to Logansport, then south to Evansville. It was a great curiosity to see in an early day the crowds

of people that gathered along the canal. A crew on the canal boat consisted of a captain, a bowsman, two steersmen, two drivers and a cook; sometimes a man cook and sometimes a woman cook. These boats were made with cabins in the front to sleep in, and the captain's room, two big midships to load the grain into, and in the middle of the boat a stable where they kept the mules. These boats were so constructed that they had sleeping quarters in the back part where they also ate.

"In some places the canal was very narrow, and in case of a boat going west and a boat going east, the captain would holler out, "tow path hard," or "heel path hard" and the boat would steer over so they could pass by. In these early days men made big efforts to get jobs on the canal. A captain was considered like a railroad man — conductors on passenger trains — are considered today, as being fine jobs. There were always plenty of men looking for jobs in the spring on this canal. There were some very fine men as captains: Captain Tim Donovan, ran the "Stout;" George Little on the "Captain Columbia." The Comparet brothers ran the "Gordon Green," and Hugh Haggerty ran the "Fort Wayne." There were many others.

"From six to eight miles apart was a lock and the boats would have to be locked through



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

into the next level. At each one of these locks was a little grocery store and a lock tender; one man in the day time and one man at night. The dry dock at Fort Wayne was located near the site of Lindenwood Cemetery.

"The "Atlantic" was built in Fort Wayne and the "King Brothers" in Defiance. After the canal was abandoned, these two boats were sold to some Chicago people, and were taken over the lake from Toledo to Chicago. They had a very hard trip. Tim Donovan was captain of the "King Brothers" and Hugh Haggerty the "Atlantic."

"The Ormiston (Orbison) Basin was opposite the Randall Hotel (Fort Wayne). The George Little Basin adjoining the Randall Hotel on the north. The boats would wind on at the basins, and take on their load of grain, flour, pork and whiskey. Crossing the canal at this point was a swinging bridge (Harrison at Columbia); and a bridge was located at nearly every block.

"The building at the basin along Harrison Street, on the north side, was occupied by the post office, and by the James Robinson shoe store.

"There were the warehouses and grain mills along the canal on the north side principally: The Tresselt mill was at Clinton Street; The Orff Mill was the first on the west side of the city, located at Main and the canal opposite the aqueduct. The canal took the water through the aqueduct and the boats went through also to get on down. It crossed the St. Mary's River at Orff's Mill. Ranke and Blossard had a saw mill on the north side of the canal across from Broadway. There was a saw mill and a tannery on the north side—Fry's Tannery. Then Mr. Farrand had a tannery. An iron foundry—Bower and Story—is now the Fort Wayne Iron Works. A little farther down was Chauvey's Wagon Works. Farther down the Tresselt Mills, then the Woolen Mill—French-Hanna & Co. Then came the Gas Works and after that the Baker Saw Mill owned by Henry Baker. This was all on the north side of the street.

"On the south side was D. F. Comparet's mills and warehouses and the Comparet basin—a big basin. Up a little way from there was the Hedekin House and store and then on down

across the street a few stores, Schlatter's Hardware store. On down was Brandriff's Hardware Store. From there on to Harrison Street there was nothing but saloons. Over one hundred saloons were located inside of four blocks.

"In the spring of the year they hired the crew and their first duties were to clean up the boat and paint. It took the whole crew to paint it in order to paint it quickly. After the paint was dry they would load the boats with grain and start out on their trip to Toledo. The first lock was called Moot's lock and the next was the Eight-Mile Lock (Gronauer's Lock). The next lock was twelve miles (Saylor's Lock); and the next at Antwerp, Ohio, at the Reservoir (Six Mile Reservoir). This Reservoir had about 3500 acres of land in it with a high dike all around. (This reservoir covered 3600 acres permanently and as much as 14,000 acres when full.) This reservoir was fed from the Canal (which carried St. Joseph River water from Fort Wayne into the reservoir during wet times and stored it to be fed into the canal during dry times) and the water was used to feed the Canal from Antwerp to Defiance, Ohio.

"At Defiance there were nine (7 from Junction to Defiance) locks that let the boats down into the Maumee River. The mules were taken around that hauled the boats about half a mile around to the tow path; there the boats were taken down to Napoleon, Ohio; then went on down from Napoleon to Toledo where the Maumee river emptied into the lake (Erie). The boats were towed in by a tug and landed at the dock of some big warehouse where they were unloaded and their grain consigned to some of these warehouses. Then they would reload for wayby stations and Fort Wayne.

"Some days in the early days of the canal, boats would go down to Evansville, making all of the little towns between here and Evansville. In 1864 the southern line was abandoned and boats ran from Huntington to Toledo. It was a very beautiful ride if people like slow travel. I had a grandfather living at the junction of the Wabash and Erie Canal (Junction, Ohio) and he had a big stone quarry and a big elevator. There were two big elevators at the junction of the Wabash and Erie Canal and the Ohio Canal (Miami and Erie Canal). One went

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

CANAL BOATS IN NORTHERN INDIANA

NAME OF BOAT	CAPTAIN	OWNER	BUILDER	TYPE OF BOAT
ALBERT S. WHITE	CYRUS BELDON			LINE
AMAZON	CRANDAL	MILLIGAN-WELHELM		
ATLANTIC	HUGH HAGGERTY	LITTLE & McCULLOCH	ELLSWORTH RIPPE	
BUFFALO	MORGAN			FREIGHT PROPELLER
CAPTAIN COLUMBIA	GEORGE LITTLE			
CASPIAN	GEORGE D. DAVID			
CHIEF RICHARDVILLE	DANA COLUMBIA	MAHON BROS.		
CLYDE		MAHON BROS.		
CORAL	CHRISTIAN BORGMAN			
D.F. COMPARET				LINE
DAVID DAVIS		COMPARET BROS.		GRAIN
FORT WAYNE		HUGH HAGGERTY		
GEORGE LITTLE				LINE
GORDON GREEN		COMPARET BROS.		
H. B. REED		S. & W.S. EDSALL	ELLSWORTH RIPPE	
HENRY PAUL				LINE
HUGH McCULLOCH				LINE
INDIANA	ASA FAIRFIELD	MAHON BROS.	BARTHOLD & SONS	
JOHN GOOD	VAN BECKER	VAN BECKER		
KING BROS.	TIM DONOVAN		IN DEFIANCE	
MAJOR EDSALL				
MATILDA	SABIN			TOWED BY UNION
MISSOURI			ELLSWORTH RIPPE	
NIAGRA	H. MILLER			
NILE		COMPARET BROS.		GRAIN
NOBLE	ARCHIBALD MAHON			
O. W. JEFFERDS				
PENNSYLVANIA	SHARRA			
PLOW BOY		BLEE & STEPHEL		FREIGHT WHISKEY
PRAIRIE HEN	WILLIAM DALE			
RED BIRD	MAHON			
RICHARD CHUTE		EWING & CO.	ELLSWORTH RIPPE	
SMITH GRANT		JOHN M. WHEELER		
STOUT	TIM DONOVAN			
SUPERIOR				ICE
TERRE HAUTE		EWING & CO.	ELLSWORTH RIPPE	
UNION	SABIN	WELCH IRELAND CORB		FREIGHT PROPELLER
WABASH		MAHON BROS.		
WATERMAN	SABIN			TOWED BY UNION
WM. G. EWING	WM. RICHARDSON			
	FRED BRASE	HENRY DROVER		
	HENRY DROVER	HENRY DROVER		
	WILLIAM HOMEYER			
		HILL ORBISON & CO.	ELLSWORTH RIPPE	
			NOAH WEBBER	

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

east to Toledo and one went south to Cincinnati.

"At the stern of these boats (freight boats) where it was steered there was a stairway that went down into the cabin where all of the cooking was done and a couple of bunks where the two drivers slept. At the front part of the boat at the bow end there was another cabin where the captain, cook, and the rest of the crew slept. The bowsman's duty was to open up the locks, wash the deck every morning, and help the drivers to hitch up the mules. Should any of the crew be sick, the bowsman would take their place. No passengers were taken aboard. This was in the early days of the canal before there were any railroads running between here and Toledo.

"In going down to Defiance they passed some very heavy woods, and it was not unusual to see deers (deer) drinking in the canal as the boats went along. Out near the reservoir there was a furnace where they manufactured iron. People from Buffalo had come, bought large tracts of land, and started quite a furnace. The charcoal was made in the woods, and they worked about 200 men in the furnace and woods. They had a couple of boats that hauled the iron in blocks to Toledo, then reloaded and went to Buffalo. This was quite an institution and a great many eastern people would ride from here to Cecil on the canal boats, stay a couple of days and come back. They were men that the iron works belonged to. These boats run (ran) for about ten years, the furnaces lasted 20 years until the wood to make charcoal was burned off, the furnaces abandoned and the land sold. The reservoir has been drained and sold for farm purposes, and makes one of the finest bodies of farm land in the state of Ohio.

"When they changed the crews on the boats the bowsman played a horn. Boats were kept very clean and supplied with good food. At every lock there was a grocery store where meats, flour, butter, sugar, coffee could be purchased.

"Among the commission merchants were the Comporet brothers who owned two big warehouses and a big six-story mill where they bought all kinds of grain and hides, killed and packed hogs and had one of the finest mills in the

state of Indiana. They also had a big basin where the boats would back in and load their grain and flour. This was shipped to Toledo, then taken across the Lakes to New York."

An Old Fort Wayne Resident wrote an article that appeared in the *Fort Wayne Daily Sentinel* July 10, 1874 some of which follows:

"Upon the opening of the Canal new life was given to trade. Wheat, flour, corn and pork could be transported cheaply and in large quantities to the eastern markets, and merchandise could be brought here at low freight rates. Before opening of the Canal, salt was selling for ten to twelve dollars per barrel; the price soon decreased to one dollar and fifty cents per barrel, and the prices of other heavy goods dropped in proportion. These advantages and attractions induced a large immigration from New York, Ohio, and the Old World. Our lands were soon occupied, farms were opened, forests were cut down, and prairies were broken up. Before long we had a surplus to ship by canal.

"In 1840 Mr. Nichols, from Union Mills in Lagrange County, came here and bought a lot on the Canal. He erected a large warehouse, which was for many years occupied by Hill and Orbison, commission merchants. Mr. Nichols immediately did a large business in shipping for the merchants of Kosciusko, Elkhart, Lagrange, and Steuben counties, and of the southern Michigan counties. Allen, Whitley, De Kalb, Adams, Wells, Jay, and Blackford counties (in Indiana) were covered with dense forests. After the Canal was opened, the first products were potash, furs, skins, hides, pelts, roots, and barks. However, these items soon gave way to something better—wheat, corn, and hogs.

"...Since 1855 the railroad has materially reduced the business of the Canal. In that year the fine packets were taken off and were transferred to the Illinois and Michigan Canal. This made the Wabash and Erie Canal very dull. We no longer hear the pleasant music of the boatman's bugle accompanying the arrival of the packets crowded with people.

"The railroads, short crops, and heavy breaks in 1858 so greatly reduced the tolls that the income was not sufficient to pay for the

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

water, and the Canal was abandoned by the owners. A new company was organized, and it leased the Canal from its owners through their agents here. The company put the Canal in order and has ever since maintained it.

"The business of wheat, flour, pork, and other goods shipped from this city (Fort Wayne) from the opening of the Canal until 1860 was immense. R. W. Taylor, Hamilton and William, John Orff, Comparet and Hubbell, P. P. Bailey, Hill and Orbison, and Little and McCulloch were the principal produce dealers and business firms. This was then the largest produce market in the state. In 1858 the receipts and shipments of wheat totaled 500,000 bushels; large quantities of potash, butter, pork, and wool were also shipped. In 1859 the total shipments of wheat reached only 180,000, due to the failure of the crops. From 1845 to 1860, the average yearly shipments were:

Wheat.....	382,000 bushels
Corn.....	194,580 bushels
Flour.....	92,000 barrels
Potash, butter, and wool.....	590 tons"

Robert L. Burns of New Haven - "I remember my grandmother speaking about a swinging bridge over the canal where the fire station was (at Broadway built in 1870 replacing an earlier float bridge over the canal) and a livery barn where the tow teams were fed and watered where Stuckey Archery is located."

Ivanhoe Snyder of New Haven - He remembers that in the early 1920s he and his brothers swam in what is now Trier Ditch in New Haven. The canal crossed over this area in Moser Park by an overhead aqueduct. At the time Snyder swam in the ditch, the aqueduct abutments were still there. He said that on many a hot summer day there would be 20-30 naked boys taking a dip. No girls were allowed.

Irvin Bandelier of New Haven - He remembers a bridge over the canal on his family's farm. When the bridge was removed, he collected a couple of the 12-inch square support beams to use in his workshop.

Christian Ulmer of New Haven - "The canal stimulated trade and growth. The first buildings

following the canal's opening were the Burgess' store and Elias Shafer's hotel. I remember hearing about a whiskey barrel with tin cups hanging on its sides so that anyone could help themselves.

"At the east side of the Broadway bridge in New Haven was a boat dock. Often boats would unload on the west side of the bridge to avoid paying the regular dock fees. The place was so busy that the town passed an ordinance making it against the law to occupy the bridge for more than ten minutes. Any boat hitting the bridge was fined. Whittling on the bridge was also illegal."

According to Ulmer, the mules which pulled the canal boats could be shod at the blacksmith shop on the NW corner of Bell Avenue and Broadway. On the SE corner stood a livery barn that rented horses and buggies. On E Main stood a grist mill and a wagon barn and blacksmith shop. A four to five foot long horse trough was located on the SW corner of Main and Broadway in New Haven.

- 0 -

The following accounts were published in a book in 1906 that was called **Reminiscences of Old Fort Wayne**. Those portions relating to the canal follow.

Cyrus Fairfield - "My father (Asa Fairfield) had the first boat built—the passenger and freight boat that ran on the Canal—and it was called the "Indiana." I remember they went to Huntington to celebrate the Fourth of July. Among the crowd were Hugh McCulloch, my father's brother, my father, who was captain of the boat for that occasion, Allen Hamilton, Judge Hanna, Major Lewis and a dozen or so of the early settlers. They had a pretty big time of it—dancing on the boat, etc.—and they thought they were going some. I often think that if it were possible for them to come back and see how we go today, they would think they were not going so fast then."

Charles Kiser - "I can well remember when the packets used to run here on the Canal, and I recall my great anxiety to have a chance to ride on one of them. They seemed grand to us then. Talk about your Pullman packets, they had

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

them in those days, but they were pulled by mules. They made on an average about three miles an hour, depending upon the stages of water. If the water was low, they could not go so fast. The packets had a bell on them and a tin horn. They would ring the bell on coming into the city. The lock and bridge tenders were notified of the coming of the boat by means of the horn."

Henry Colerick - "One thing which brought much pleasure to my young heart was the arrival of the first steamboat here. It had been constructed at Crestline. It came in on the north side of Columbia Street, the canal boat landing for many years before. There were soon two boats for Terre Haute and two for Toledo. I could see the men come in with these boats and bring in dressed chickens, rich butter, and solid, substantial food which are now regarded as rarities.

"The front portion of the boat would hold about twenty or thirty persons and, curtained off, would be a department for the ladies. The packets boats in those days would have a long extension table that would be fitted up for breakfast. I was then almost as little as I am now, and I was in the ladies' cabin. We would gather there, and what I would call today a good meal was set before us. In those days, they would set back the dining room table and then bring out the little tables, and with a melodeon in one end of the boat, the old gentlemen, finely dressed would be a telling scene. I don't believe I ever turned State's evidence and told anybody, but I would see the lawyers go down in the far end of the boat and mix something together, some good, strong, simple stuff called peppermint. They would take long straws, and they would have a great time getting to Terre Haute and other places on those packets. But leaving aside little forgetfulness, it was a pleasure, rather than a trouble or labor, to travel in those boats."

Martha Brandriff Hanna - "My earliest recollection of Fort Wayne is coming here in June, 1852, on a packet on the Canal and stopping at the Hedekin House; Mr. Calvin Anderson was then being the proprietor.

"Mrs. Elizabeth Wines told me this incident. Their home, that of Colonel and Mrs.

Wines, was a log house containing one large room, part of which was divided off for a bedroom by curtains of bed quilts and coverlids (coverlets), and when guests were entertained another bedroom would be improvised in the same manner.

"Mr. and Mrs. Jesse L. Williams (chief engineer on Indiana's canals) came on horseback to settle in Fort Wayne. It was shortly after their marriage, and they stopped with Mrs. Wines. In those primitive days, cooking utensils were necessarily few, owing to the difficulty of transportation over the mountains. She told of the first meal that she prepared for her guests. She hung the kettle with water on the crane which swung in the large fireplace over the glowing logs. That was for the tea; the potatoes were put to bake in the hot ashes. She then took her one skillet, provided with three feet and tightly-fitted cover, and stood it over the hot coals. She first made and baked her biscuits, took them out, and set them aside on the hearth to keep warm; next she cooked the corn, and lastly the meat, which was venison. The meal was then ready to serve, and we know it as served with the sauce of that genial hospitality so well known to Mrs. Wines."

George W. Brackenridge - "There were timbers of the fort stockade standing in 1830; they were about a foot square, eight or ten feet high, pointed at the top. The stump of the flag pole was also in front of the two blockhouses, which occupied the high ground at the east end of Main Street north side, both built of hewn logs. These buildings were two stories high, consisting of two large rooms below, and the same above, both lengthwise north and south. The one farthest from the street was taken down when the Canal was dug. The others stood many years occupied by tenants. A block house for storing arms and ammunition, with an all-around over jutting second story, stood about seventy-five feet west of the two-forementioned." (The canal cut across the old fort's property and the building was in the way.)

Alexander C. Comparet - "The first boat yard on the Feeder Canal was constructed by Barthold & Sons. They built the first three canal boats. The first boat was called "Indiana" and was built for Mr. Asa Fairfield. It started from a place on the

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Feeder Canal north of Bloomingdale, known in those days as the Hinton farm.

"There were four brothers, Samuel, Archy, William and Monroe Mahon, who became the principal owners of the first boats, the "Indiana," "Clyde," "Wabash," and "Chief Richardville." The last named boat was built by my father, who leased it to Captain Dana Columbia, the father of Mrs. D. F. Comparet.

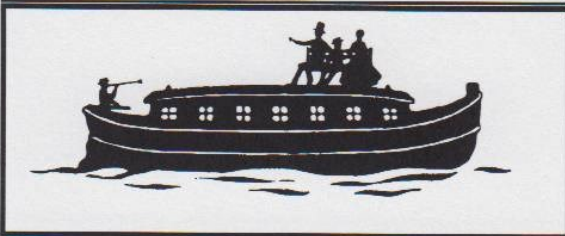
"The digging of the Wabash and Erie Canal was a great benefit to Fort Wayne. After its completion, we were able to handle a great deal more wheat, as the Canal was a great outlet from Lafayette. Instead of going down through the Wabash River to New Orleans, the wheat was sent to Toledo instead.

"In the early days the settlers paid a great deal of attention to fishing, as the rivers here afforded a great supply of fish. There were no dams across the Maumee, and the fish found their way up from Lake Erie to Fort Wayne. I have seen them so plentiful on the riffles that a person could easily gather them up by hand and carry them to shore.

"In building the Canal, there had to be built two dams (on the Maumee River) to supply water for the Canal; one, below Defiance, Ohio, and one, at Providence, Ohio. These two dams put a stop to the fish coming up the river from Lake Erie.

"The first boats for the Canal were built by Mr. Elsworth, a fine boat builder. Of these, the Ewing Company owned four; Little & McCullough, two; Hill and Orbison, two; and at least eight were owned by different individuals."

A packet boat carried packets of mail and passengers. It plied the waters of the canal both day and night. On nice days passengers would ride on top of the boat. They had to be careful when going under low bridges.



Allen County/Fort Wayne Canal Tidbits

Krudop's Mill

In the middle to late 1800s after the canal was no longer in operation, John B. Krudop owned a mill located on the canal near the St. Mary's Aqueduct that used feeder canal water to turn its grinding stone. The water would push a paddle wheel which then turned the stone to grind the wheat for flour. However, when the milling business grew fierce, John decided to install a steam engine to turn his stone. The engine was Fort Wayne's first and created quite a stir. In order to catch a glimpse of it people paraded to the river and lined the streets to watch it be taken to the mill. The steam engine came up the river by boat, was unloaded onto an ox sled, and was pulled to the mill site.

John's sons George and Charles would swim in the St. Mary's Aqueduct, which was located near the mill. Later when the "Let's Go Swimming" statue was erected they posed for the two boys on the top.

Getting a Job

The Wabash and Erie Canal played a part in getting a new job for W. Peter Kindt after it had ceased operations. Pete, a young boy at the time, worked at an establishment which sat on its banks. One day Pete was sent to dump some of the shop's wastes into the canal as was a common practice of that time. As Pete leaned over to discard the wastes an older employee tiptoed up behind him and shoved him into the canal. Pete was thoroughly soaked and the man had a good laugh.

Time passed. Then one day Pete saw an opportunity to get even with the prankster. When the man was busy dipping water from the canal, Pete surprised him and shoved him into the canal. Poor Pete was fired. He walked next door to the old Jenney Electric building and was hired in the late 1880s. He worked for the Fort Wayne Electric Company. He stayed with the company as it was overtaken by various companies and retired from General Electric in 1928.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Jenney Electric

The Jenney building was located on the north bank of the Wabash and Erie Canal's Orbison basin. It faced Superior Street and was in the west 100 block mid-way between Harrison and Calhoun. The building earlier housed the Old Wagon Works during canal times.

Professor James A. Jenney showed his arc light and generator to Ronald McDonald in 1881. McDonald was the kind of guy who was looking for profitable opportunities everywhere. Earlier he was one of the men who purchased the old feeder canal hoping to use it as a source of drinking water for the city. This failed to happen, but McDonald and the other investors made handsome profits when the feeder right-of-way was later sold to the city power company. McDonald was so impressed by Jenney's small demonstration that he staged two demonstrations, which lighted the Evans-McDonald

warehouse. The mayor, city officials, important business men, reporters and local citizens attended. The demonstrations were so successful that a newspaper reported that the warehouse was "made bright as the sun." This led to the formation of Jenney Electric in 1881. McDonald became the general manager and treasurer of the new company, which within days signed a contract with Fort Wayne to light most of the downtown.

Ronald McDonald was such a promoter of the Jenney arc light that he arranged for the first night time baseball game to be lighted by 27 of the lamps on June 3, 1883. The lamps were placed on the fence around the baseball park located north of Superior off Calhoun Street. The game was between the Methodist College team from Fort Wayne and the team from Quincy, IL in which Quincy won 19 to 11. This game received national attention by the press and of course increased sales for the light.

Railroad Takes Over

The Fort Wayne newspapers carried the following blurbs some of which show how the railroads overtook the canal.

Apr. 17, 1852 EASTERN, FORT WAYNE, LAFAYETTE AND ST. LOUIS RAILROAD A magnificent project is on foot calculated to connect St. Louis and the far West with Boston and New York bringing the latter as close as Baltimore and Philadelphia now are to secure their trade.

The design is to make from the Michigan Southern through Auburn and Dekalb to Ft. Wayne thence down the Wabash Valley. The former connection passes through Toledo and Detroit, thence through Canada. The route would compete fiercely with the Indiana canal.

Feb. 1856 As the bandwagon of the circus crossed the canal bridge on Harrison Street. Today it collapsed.

Dec. 17, 1864 President Lincoln has appointed Hon. Jesse William of this city to direct the Union Pacific RR for the govt. (Williams was chief engineer of Indiana's canals.)

Apr. 12, 1866 Hon. Samuel Hanna has been elected president of the Grand Rapids and Indiana Rail Road. The reader will recall that Hon. Hanna is an influential official of the canal and the P. FTW & C.

Jan. 30, 1871 The Ft Wayne, Muncie and Cincinnati was sold to the Ft. W. J. & S. The former road hauled 4145 Bu. wheat in Dec.

The Wabash hauled 1046 dressed hogs and 1286 bbl flour in Dec.

The Ft. W. J. & S. has built a new water tank to get its water from the feeder canal.

June 1871 The legal fighting centers around the Cincinnati, Richmond and Ft. Wayne's use of the Pittsburgh to enter the city. City bonds were on the condition the road

would construct its own entry to the city. It is questionable if a shop will be built. A wag has observed the city should be happy the line did not terminate at Maples as was rumored about the time the city donated \$15,000 for the Muncie shops between the feeder and the St. Mary's in June.

Feb. 9, 1881 The Wabash (Railroad) is negotiating for a section of the canal bed.

Feb. 12, 1881 A group of citizens met at the Aveline (hotel) to consider selling the canal to the Lake Erie and Western (Railroad).

Feb. 12, 1881 Bass, Simons and Co., canal owners sold 56 miles of the canal to the New York, Chicago and St. Louis Railroad interests for \$137 thousand. Surveyors are at work.

Apr. 4, 1881 Lindenwood Cemetery has given right of way to the NYC & St. L (Railroad).

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

June 14, 1881 Several canal boats burdened with dirt arrived today. The loads were consigned to the NYC & St. L for purposes of filling in the canal bed.

Nov. 14, 1881 City authorities have been notified of the impending destruction of the canal bridges whereupon the festive Wabash and Erie Canal will become a thing of the past.

March 6, 1882 A surveying party is at work on the St. Louis Div. The towpath in Wabash County is to be used to Belden, thence airline to St. Louis.

Apr. 27, 1882 The Fort Wayne, Lafayette and St. Louis (RR) is being contemplated. The 200 mile route would run on the towpath of the canal for 120 miles.

Oct. 7, 1882 Civil Engineer Jones supervised a group of NKP workmen filling the old canal bed. This action by the Nickel Plate undoubtedly was intended to avoid the process of courts.

Oct. 13, 1882 At 2:10 p.m. a crowd of 500 assembled to witness the arrival of the first regularly scheduled passenger train of the Nickel Plate.

Nov. 10, 1882 The old stone building back of the NKP passenger depot (Ewing's warehouse) now has a slate roof and is being fitted up for a train dispatcher's office. It was built in 1852 as a canal warehouse.

Jan. 13, 1883 The basin is being drained and fish by the barrels full are being removed. The new freight

house will occupy the site.

Jan. 16, 1883 A Mr. Wolf borrowed the shovel of a workman today saying "There, I've helped dig the canal and fill it in."

Jan. 26, 1883 Engineers on the Towpath Road (F.W. Laf. & St. L.) report the route will cost \$15 thousand a mile. The path has been purchased and will be used to Attica.

Sept. 17, 1885 Messrs. J. H. Bass, Wm. Fleming, and O. A. Simons have enjoined the Lake Shore from building a pile bridge over the feeder canal north of the city. They have agreed to construct a drawbridge.

June 12, 1886 Much coveted and hotly disputed as it has been another section of the Wabash and Erie Canal bed has fallen to Albert Dawson for the N.Y.C. and St. L. Railroad. Mr. Dawson has completed purchase of the canal bed east of the Ohio State Line.

June 17, 1886 Mr. Dawson's fast moving has netted options on the canal bed between Huntington and Lagro for the N.Y.C. & St. L. Railroad. The line is projected to the southwest apparently, and seems to this reporter a competing gateway to Saint Louis.

Sept. 8, 1886 Parisian street cars will soon be traveling Spy Run Avenue north to the new Centlivre Brewery. The Riverside Street Railway Company of Fort Wayne was incorporated with \$15,000 capital to operate the line.

Sept. 14, 1886 While excavating for the N. Y.C. & St. L. bridge under the

old canal aqueduct near Nebraska (this is the name given a section of Ft. Wayne) workmen found a Mexican coin dated 1782 and an antique horse shoe of primitive construction.

April 18, 1887 A Gigantic \$300,000 suit has been filed against Wm. H. K. Vanderbilt and the "Nickel Plate" Railroad Company. Messrs. Bell and Morris filed the action to clear up all the liens on the old canal property. The reader will recall that devious means were utilized to obtain the location of the tracks. Since the road assumed the canal, there have been numerous complaints and water damage.

June 11, 1887 At sheriff's sale today, the Nickel Plate Canal bed in Allen, Huntington and adjoining counties brought \$15,023 according to Sheriff Platt J. Wise. The successful bidders should be well able to supply all the mosquitoes needed by local residents.

Sept. 1887 Citizens will cheerfully greet the news that Mr. John C. Peters is going to improve a community nuisance. The railroad has given the Wayne Hotel owner permission to convert the canal basin to a park. The former scene of much commercial activity, the new park should find much favor.

Sept 27, 1892 A Lake Shore and Michigan Southern railroad freight train plunged through the feeder canal bridge in Bloomingdale. In generations to come, the engine may be dug from the mud, but the grave robbers will find no stone dated Sept. 27, 1892.

The first trains were mere carriages placed upon tracks. As railroad technology increased they were used as feeder lines to the canals to bring crops and manufactured goods from the interior of the state to be shipped cheaply on the canal. Once they became more reliable than canals, which froze over in the winter and often washed out, they took away much of the shipping done on canal boats.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Mileage and Structures of the (Miami) Wabash & Erie in Northwestern Ohio and the Wabash & Erie in Allen County, Indiana

W&EMILEAGE

W&E	MIAMI		MILES TO LAKE ERIE	
14	39	RIVER LOCK - MAUMEE RIVER	61	
15	38	LOCK		BETWEEN 2ND & 1ST
16	37	CITY BLOCK LOCK		BETWEEN 3RD & 2ND
17	36	DEFIANCE MILLS / WILHELM'S		BETWEEN 4TH & 3RD
18	35	PALAMO / ERIE MILL LOCK		PERRY ST S OF RR
19	34	PAPER MILL LOCK	62	SOUTH JACKSON AVE
		COE RUN CULVERT		BY CHIEF SUPERMARKET
		THREE MILE CREEK CULVERT	64	N OF LANDFILL
20	33	SCHOOLEY'S LOCK	66	SOUTH ON CR
		FIVE MILE CREEK CULVERT	68	
		SIX MILE CREEK CULVERT		NEAR JUNCTION
		JUNCTION	70	
21	8	ONE MILE LOCK	71	OHIO 637 & OHIO 111
22	9	TATE'S LANDING LOCK / REID'S	75	CR 115 & OHIO 111
23	10	RESERVOIR LOCK = EAST END	80	EAST OF HIGH ROAD T-77
		6 MILE CREEK RESERVOIR	81	
24	11	BANK'S LOCK = WEST END	83	W OF ROAD 51 AT CREEK
		TOWN OF ANTWERP	84	
25	12	PAYNE'S LOCK - ANTWERP	85	WEST OF SCHAFFER RD
26	13	DOERING'S LOCK	87	WEST - RR INTERSECTION
		STATE LINE	88	MILES IN OHIO
-----			380	STATE LINE - EVANSVILLE
			468	W & E CANAL MILEAGE
			=====	

OHIO - W&E LOCKS # FROM MAHATTAN AT LAKE ERIE (E - W)

MIAMI & ERIE LOCKS # FROM THE LORAMIE SUMMIT (S - N)

LOCK #		MILES	
	STATE LINE	0.5	
1	SAYLOR' S LOCK	12.5	} 20 MILES
2	GRONAUER LOCK 8 MILE	1.0	
	NEW HAVEN	6.0	} MOOT'S TO STATE LINE
3	MOOT'S LOCK - FT WAYNE	2.5	
	FEEDER JUNCTION- FTW	----->	} 18 MILES - SUMMIT LEVEL
	ABOITE CREEK AQUEDUCT	11.5	
4	DICKEY LOCK - ROANOKE	4.0	} MOOTS TO DICKEY LOCK

		38.0	ROANOKE TO STATE LINE

INDIANA W&E LOCKS # FROM STATE LINE (E - W)

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The (Miami) Wabash & Erie Canal in Ohio

On March 2nd, 1827 Congress granted "each alternate Section of land, and in quantity equal to one-half of five Sections in width on each side of said Canal (W & E) to the State of Indiana to aid in constructing the Canal." This is believed to be the first large grant for the promotion of a public work, also the first grant of alternate sections.

A similar grant was given the State of Ohio on May 24th, 1828, a year later, to aid in extending the Miami Canal to Lake Erie by the Maumee River as follows:

"a quantity of land equal to one-half of five Sections in width of said canal (M & E) between Dayton and the Maumee River at the mouth of the Auglaize [Defiance] so far as the same shall be located through the public land, and reserving each alternate Section, of land unsold, to the United States to be selected by the Commissioner of the General Land Office under the direction of the President of the United States; and which land so reserved to the United States shall not be sold for less than \$2.50 per acre."

Let it be noted here that the Miami and Erie Canal was completed from Cincinnati to Dayton in January, 1829, but the locks connecting it with the Ohio River were built later.

The Wabash & Erie Canal was to join with the Miami and Erie Canal at a point named Junction, in Paulding County, OH. On May 24, 1828, Congress authorized Indiana to sell and relinquish her land grants northeast of her State Line to Ohio. The east end of the Wabash and Erie Canal now becoming a joint work of the two States. It appointed W. Talmadge as the Commissioner for Ohio and Jeremiah Sullivan for Indiana. Not until February 1, 1834 did Ohio — "with her own different canal projects on hand, and the Michigan dispute complicating the northern terminus of the Miami and Erie Canal—fully decide on the conditions for giving the Wabash and Erie Canal, as a competitor, a connection with Lake Erie." This was two years after ground was broken at Fort Wayne, IN for

the Wabash and Erie. The Wabash & Erie was first built to the west, but the contract for the division from Fort Wayne to the Ohio State Line was given in the summer of 1837.

The settlements in northwestern Ohio were so sparse and money was scarce so the Ohio Legislature did not urge the completion of the northern part of the Miami and Erie Canal as Indiana did with the Wabash and Erie. Indiana became impatient and enacted a joint resolution of January 22, 1840 and transmitted it to the Ohio Legislature on January 31, 1840, as follows:

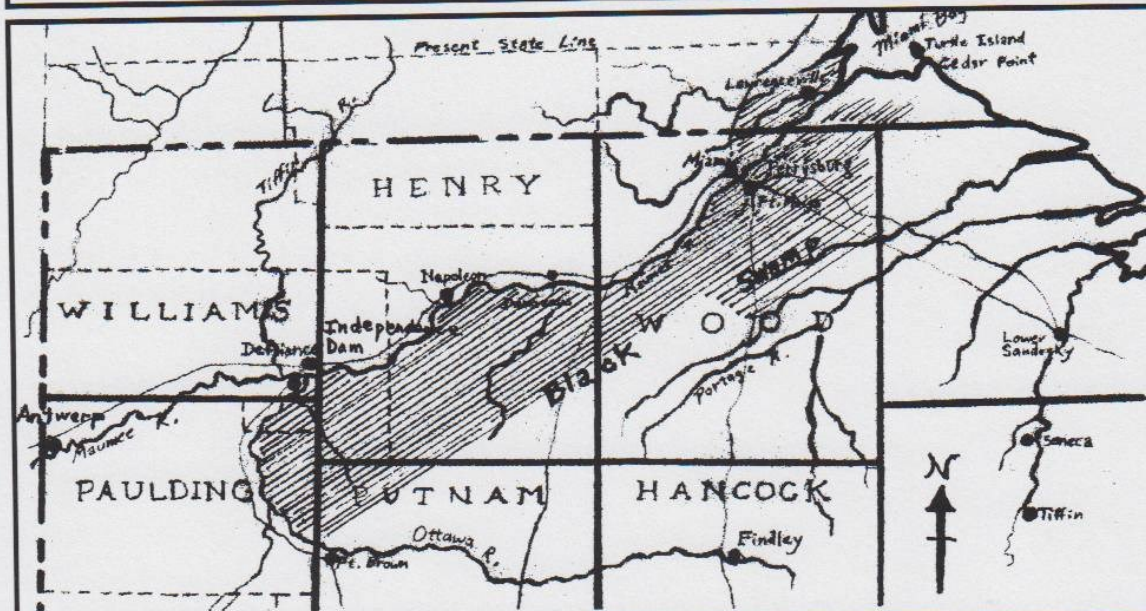
"...that it shall be the duty of the Chief Engineer to proceed immediately to the seat of government of the State of Ohio, and in a respectful manner to urge upon the consideration of the members of the Legislature of that State the necessity of speedy completion of the Wabash and Erie Canal from the Indiana State line to the Maumee Bay, in compliance with the compacts heretofore made between the two States in relation thereto. "

Ohio had awarded contracts for the Wabash and Erie as follows:

1. at Village of Maumee in 1837, from the mouth of the Maumee River at Manhattan to the Grand Rapids
2. at Defiance on October 25th 1837, from the Grand Rapids to the Indiana State Line.

There were several reasons that Ohio was dragging its heels in completion of the Wabash and Erie through Ohio. One was that Indiana's products would compete with its in the eastern states. Secondly, the financial panic of 1837 came along just after it had hired about 2000 laborers and began their payment in Michigan 'Wild Cat' bills, which they had to borrow. In May of 1838 the laborers gave the contractors trouble since they hadn't been paid for five months. By June of that year the workers were finally paid in good money. However, the contractors were still faced with high priced provisions that had to be transported for long distances, high priced labor, and severe sickness, which caused the men to leave the Maumee Valley during the Summers. The third reason was the Black Swamp that lay in the path of the canal. There construction was very difficult and disease prevalent.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



Maume River in Northwestern Ohio from Baldwin's Atlas 1833 This shows the main part of the Black Swamp although it extended almost to Ft. Wayne, Indiana, covering an area the size of Connecticut.

The Black Swamp

The Black Swamp roughly covered some 2000 square miles. Settlers faced numerous hardships when settling in the area. One settler described the dense swarms of disease-carrying mosquitoes: "...swampland mosquitoes would settle on the back of a person's neck so thickly that, in the process of shoving them away, he would draw back a bloody hand." Large packs of wild wolves roamed at will. Poisonous snakes abounded in the dense forests along with other wild animals.

The Black Swamp covered an area equal to the State of Connecticut being about one hundred and twenty miles long with an average breadth of forty miles. Its surface was generally high and level and was densely covered with beech, ash, elm, oak, cotton wood, poplar and other species. This forest was almost impenetrable to sunlight. The trees were generally the same height. The top soil was about a foot thick and was composed of a black, decayed vegetable matter that was extremely fertile. Beneath this was a layer of yellow clay several feet thick that was rich in lime and silex (flint or quartz silica). Beneath that was black clay. The swamp water tasted bad due to high contents of sulphur.

Ohio's Problems

The prospect of obtaining money for completing the work on the (Miami) Wabash & Erie Canal, which went from Junction, OH to Toledo and was sometimes called the Twin Canals, was so doubtful that at the end of 1839 they were advised to use their own discretion in doing work. The first three months of 1840 there was little done on the canal. However, after April 1st more work was completed than in 1839 for there was less sickness.

Lack of good stone rendered it necessary to build the locks of wood as was done on most of the Wabash and Erie Canal in Indiana. However, cut stone locks were built below Defiance.

The portion of the Canal from Grand Rapids to Toledo was opened to traffic in June 1842. But the annual Report of the Board of Public Works of January 2, 1843 says, "For the last fifteen months there has not been paid one dollar in money to the contractors on this Canal, and the amount due is \$500,000. Almost the whole resources and credit of that portion of the State in the vicinity of this work have been used up and invested in the construction of the same."

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Indiana was having the same trouble only to a lesser degree.

Charles Slocum in his 1905 History of the Maumee River Basin says:

"Various promises to pay, both public and private, were in general circulation with depreciated values; and many had to be renewed from wear before their redemption occurred. * Some of these were finally replaced by the semblance of bank notes issued from certificates of the Chief Engineer and in smaller denominations for convenience of circulation.

*A White-paper scrip issued by the State and based on the Canal Lands east of Lafayette became generally and jocularly known as White Dog; and colored scrip issued on the Canal Lands west of Lafayette were called Blue Dog; while fractional currency issued on this foundation was known as Blue Pup."

The section of the 70-mile-long twin canal between Junction and Toledo was designed to carry a larger volume of freight and passenger packets both through Indiana on the Wabash and Erie Canal and through Ohio on the Miami and Erie Canal than the prisms of other canals in Indiana and Ohio. This prism was sixty feet wide at the surface and forty-six feet wide at the bottom with a depth of 6 feet. The locks were ninety feet long and fifteen feet wide. All ports or sections of the canal where boats would lay over had widewaters. The large prism could carry enough water to power many mills of all types along the canal as well as float boats.


The Wabash and Erie is Opened to Toledo

The Wabash and Erie was finally opened from Manhattanville (now a section of Toledo near the mouth of the Maumee River) through Fort Wayne on May 8, 1843. However, the Miami and Erie Canal south of Junction in Paulding County, Ohio where the two canals were to join was delayed in construction by the dense forest south of Junction. Two years later the Miami and Erie was finally completed and the first boat to go from Cincinnati to Toledo arrived on June 27, 1845.

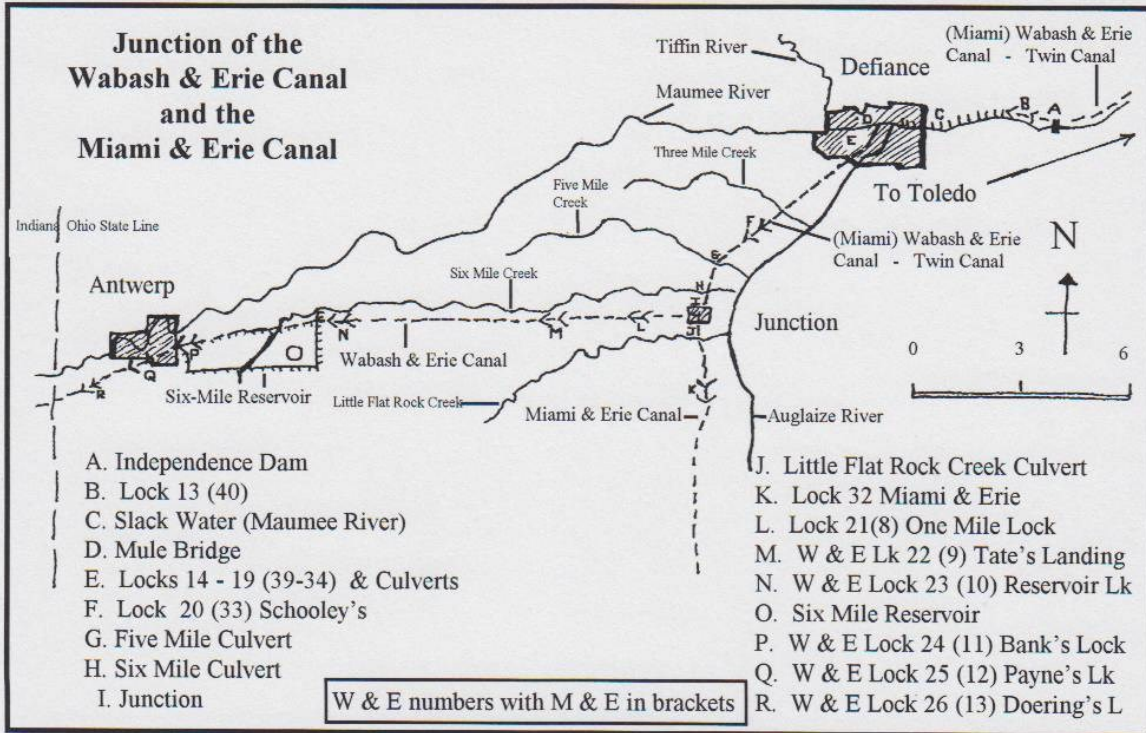
When the Wabash and Erie Canal opened from Toledo, OH to Lafayette, IN, the first boat, the "Albert S. White" under Captain Cyrus Belden of Toledo, traveled 226 miles. Later on, when the canal was in full swing, this journey was advertised to be made in 56 hours. The larger towns along the way held receptions for Belden and his crew. The first packet boat fitted for passengers soon followed under Captain William Dale. On July 4, 1843 Fort Wayne, IN advertised a grand Canal-opening Celebration. Representative were present from Toledo, Lafayette, Detroit, Cleveland, and smaller towns along the route. General Lewis Cass delivered the address.

The United States Government used the Miami and Erie Canal (including the twin section) the year it was totally completed. Supplies and

TWO CANALS JOIN AT JUNCTION TO FORM TWIN CANALS

Wabash & Erie Canal	Miami & Erie Canal	Twin Canals (Miami) Wabash & Erie Canal
<p>The Wabash & Erie Canal was constructed between 1832 and 1853 and cost over \$8 million. Extending from Evansville, Indiana on the Ohio River to Toledo on Lake Erie, it was 468 miles long—the longest canal in the U.S. and the second longest in the world at that time. The Ohio section, 18 miles in length from the State line to Junction, was begun in 1837 and completed in 1843, and remained in use until 1887 when it was destroyed.</p>	<p>Construction of the Miami and Erie Canal was started in 1825 and was fully opened between Toledo and Cincinnati in 1845 and cost \$6 million. It was 266 miles long and required 105 locks, several major aqueducts, numerous culverts and was in use until approximately 1913 when large areas of it were destroyed during the great flood.</p>	<p>The Wabash & Erie and the Miami and Erie used the same canal prism between Manhattan near the mouth of the Maumee River and Junction, Ohio, a distance of 70 miles. At this point the W & E turned west toward Fort Wayne, IN and the M & E. continued south to Cincinnati.</p>
		

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



soldiers from Detroit, southern Michigan and northwestern Ohio were moved on freight boats. The commissioned officers were carried on packet boats. From 1845 to 1856 these canals were recognized as being a part of the great national military highway between New York City and New Orleans.

Executive Document 1st Session 28th Congress, vol. iv, No. 134.

The boat captains and crew would compete with one another for speed although there were rules that said 4 miles per hour was the limit. The average speed on the canal was 4 miles per hour when on other navigable waters it was as follows: On the lake six miles an hour; on the river or other slackwater six miles an hour; on the Ohio River, upstream fives miles and downstream seven miles an hour. The time to pass through a canal lock was one minute per foot depth of water. Time was lost at stops unloading or loading passengers and freight. This led to the time actually spent at a lock to average about one hour and ten minutes.

Other rules had to be observed in the meeting and passing of boats of all kinds. There were rules for position of horses, towlines, precedence of packets over freighters, and the

direction the boat was going, either upstream or downstream.

Packets and packet lines became numerous with some of the boats being brought west from the Erie Canal of New York State. They are described in the **History of the Maumee River Basin** as follows:

The better class of them (packets) were well fitted for the convenience of passengers. The sleeping berths for the first class passengers were ranged on each side of the upper cabin generally in two rows one above the other but occasionally in three rows, and some were made to shut up or swing out of the way by day. Hammocks and cots were provided for the overplus passengers, and many would sleep on the deck. The dining room was below, generally midboat but sometimes forward, and the food was generally good. These boats carried express freight, and some of them carried the United States Mail. They were drawn by two to six horses according to the size of the boat and the load; and they were generally kept on a trot by the driver who rode the saddle (left rear) horse, attaining a pace of from six to eight miles an hour. Relays of horses were sometimes carried in a narrow stable in the central part of the packet as on freight boats; but generally the packet relays were stationed at convenient

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

ports. The rate of fare was generally three cents a mile on the packets, and two and a half cents on the freight boats which also accommodated many passengers.

.....It was not unusual ... for (freight) boats to accumulate in Toledo to the number of fifty to sixty, unloading and reloading at the wharves and grain elevators, or awaiting their turn. Corn was at first carried for eight cents per bushel medium distance, and a little more was charged for wheat. These prices were profitable to the boatmen; but later prices varied according to the quantity of freight and the competition, and but few owners of boats made constant large or even good profits. (The Twin Canal was) in better favor with boatmen than that along the Wabash River on account of the larger size of the former and the want of a uniformly good depth of water along the Wabash.

The canal also transported rafts of logs, ship-timber, lumber that was cut by canal water-powered saws, firewood and iron. Iron ore was brought from mines along Lake Superior to Toledo, loaded into canal boats, and taken to iron furnaces. East of Antwerp, Cobb, Bradley and Company of Cleveland established a Catalan Bloomery and Forge in 1862-63 for the reduction of iron ore by the direct process. The land was cheap and was located in practically unbroken forests. The trees were cut down and shipped by canal boat to the kiln. After about four days of burning in a kiln the wood would produce charcoal that was used in the iron furnace. The kilns were beehive in shape, made of brick and plastered on the outside. This industry employed as many as 250 choppers, sawyers and furnacemen from the Antwerp area. The reduced

(pig) iron was then put on canal boats and taken to Toledo, where it was put on a Lake steamer and shipped to Cleveland, or taken via canal to Cincinnati, where it was put on Ohio River boats and taken to Pittsburg.

An even larger iron furnace with twenty-three to thirty kilns was built in Cecil on the north bank of the Wabash and Erie Canal. It shipped its iron by the same means.

Logs to use in manufacturing buckets, barrels, staves and building material were rafted on the canal. Flag or cattail growing in the reservoir was cut, tied in bundles and shipped to Cincinnati for use in manufacturing of barrels and buckets.

Although Indiana had thought much of her corn and grain products would flow through the port at Toledo and be taken east, the joining of the Miami and Erie Canal at Junction actually siphoned off the corn and wheat. They were taken south to Cincinnati, "Porkopolis" of the mid-west, to feed the hogs.

The abandonment of the Wabash and Erie Canal led to the decline of the Antwerp furnace in the early 1880s. Remains of this furnace can still be seen on road 176. The dynamiting of the Six Mile Reservoir (see next few pages) and the depletion of the timber supply led to the dismantling of the Cecil furnace.

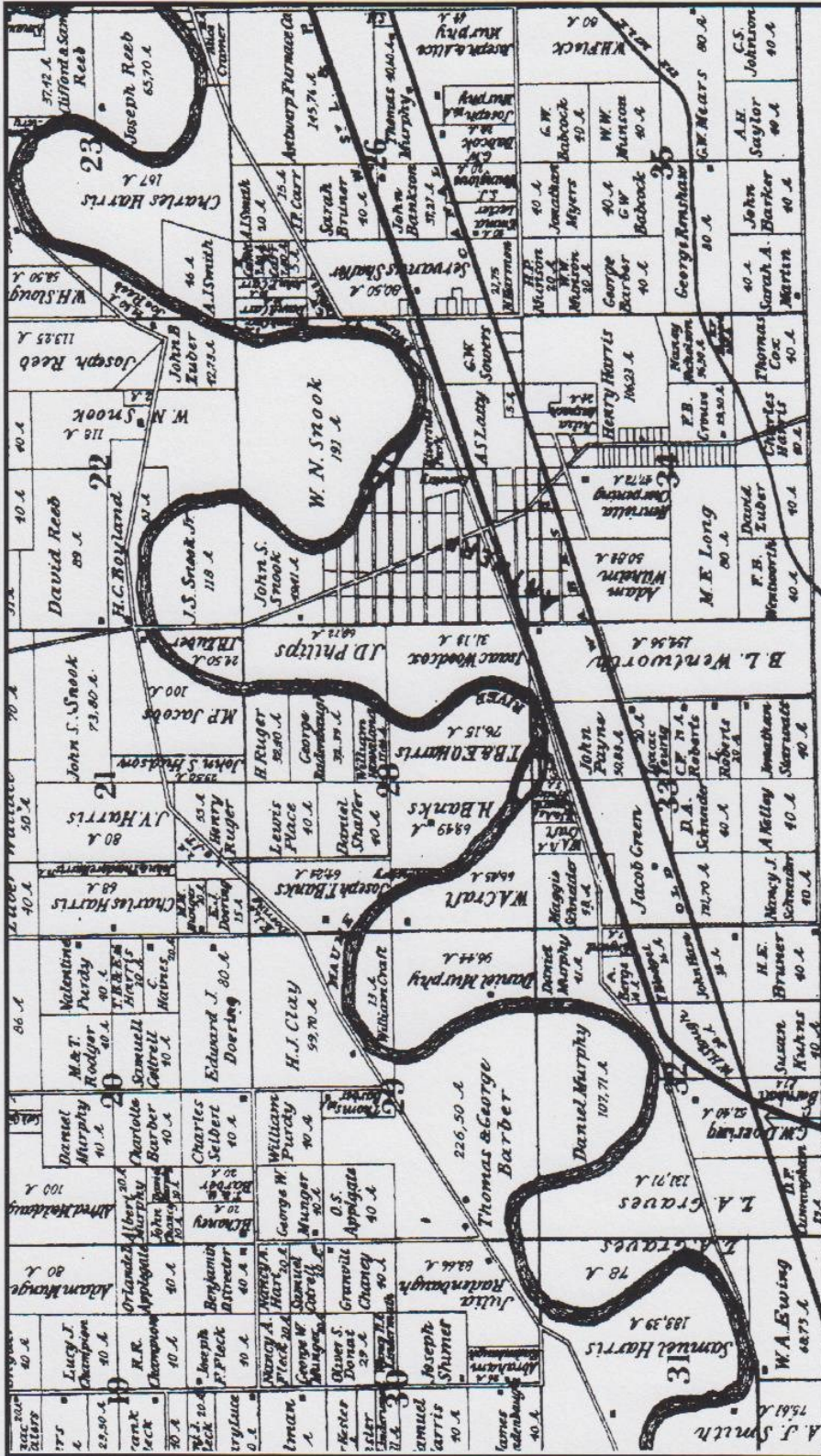
When Indiana decided to abandon the Wabash and Erie Canal southwest of Fort Wayne prior to 1870, a dam was built across the canal prism in Fort Wayne and boats continued to run from there to Toledo for six or eight years. When it totally abandoned the canal and sold the St. Joseph Feeder to the Fort Wayne Power Company, the State of Ohio built a dam across the canal prism near Antwerp and the Indiana line and continued to use the canal with water supplied by Six Mile Reservoir. At this time the water from the St. Joseph Feeder no longer could be sent to the reservoir. It had to depend entirely on water from Six Mile Creek.



Remains of Antwerp Iron Furnace Photo by Bob Schmidt



"CANALABRATION" - Fort Wayne, IN to Defiance, OH



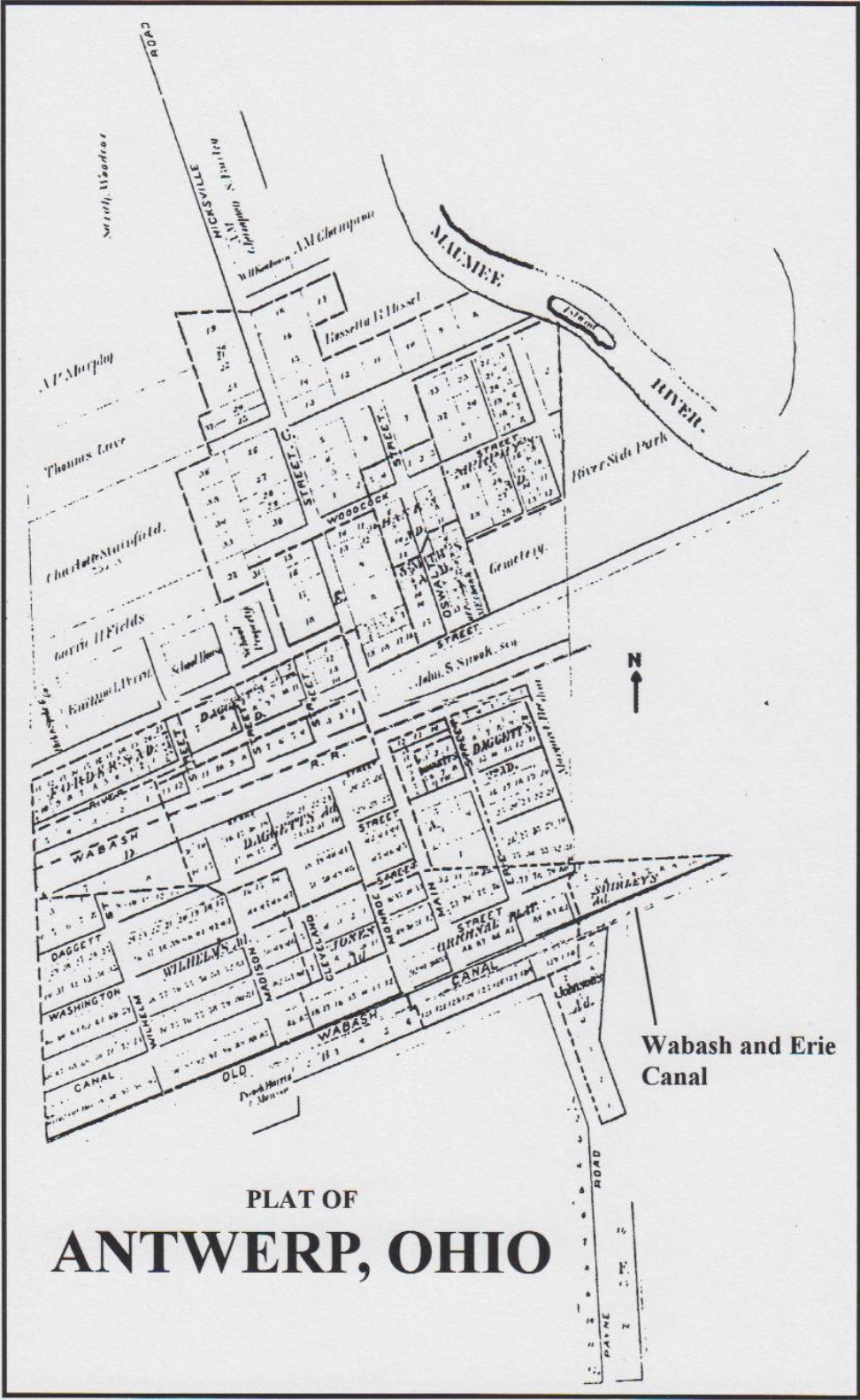
Location of Doering Lock

In 1888 Ohio made a survey to replace plat maps that were either destroyed, lost or never drawn. The transit book entries from the survey are difficult to read because of bad penmanship, bad copying and the use of lower case letters for both the name and word "lock" for Lock# 26 (13). Although it is listed as Downing's Lock in some places, Scott Bieszczad believes it to be the Doering Lock since the canal crossed G. W. Doering's property as seen on the map above.

1892 Paulding County Atlas

Map shows a portion of Carryall Township, Defiance County, Ohio

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Antwerp, Ohio

Carryall Township was organized in 1829, containing 36 square miles. It derived its name from a large rock in the Maumee River just west of Antwerp. The rock resembles a French vehicle called a Carryall.

Soon after surveying and plotting Antwerp, there were debates about naming it. They wanted to avoid duplication so they consulted a postal guide and found that the city of Antwerp, Belgium was not used by any city in the United States, thus the name of Antwerp was chosen. Since then there is an Antwerp in northeastern New York.

Many factories were built bordering the Wabash & Erie Canal such as Saylor's Hoop Mill, the largest of its kind in Paulding County, Gay's Bucket Factory, Munson's Hoop Factory, Hoop and Spoke Factory, and Antwerp Oar Factory. The Antwerp Furnace was located east of Antwerp on the Harrmann Farm.

Several grist mills operated in the village but the largest one was owned by Thomas Carr and later by the Carr Brothers until it was consumed by fire in 1928. Snowdrift and Bob White Flour could be found in nearly every grocery store of the surrounding towns.

The first paper printed in Antwerp was in 1866 known as **The Antwerp Gazette**. In 1879 **The Antwerp Banner** made its appearance as the **Gazette** moved to Paulding. In 1882 **The Antwerp Standard** was published and the next year sold to W. E. Osborne, who sold the **Argus** in 1890 and in 1906, published another paper called **The Antwerp Bee**. In 1910 Mr. Osborne repurchased the **Argus**, combined the two papers and called it **The Bee Argus**. D. C. Bickhard purchased the print shop in 1914 and operated it until 1958 when James Temple acquired it. It is a small town weekly.

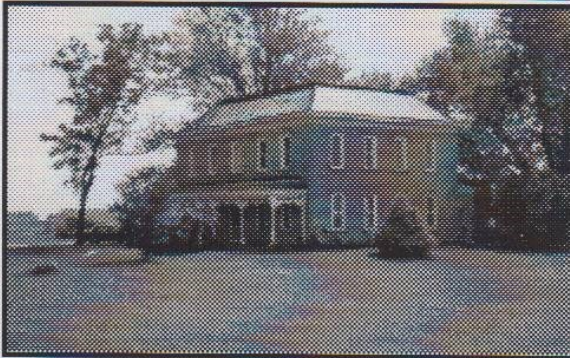
In the early days of the canal, Vincent Brown traveled by house-boat on the canal and made tin-type photos. John Mote also operated a studio on a canal boat. He also had a studio on Canal Street until the late 1880s. E.P Nest started a studio in 1885 and conducted it until 1907 when it was purchased by C.E. Ehrhart.

Ehrhart operated it until his retirement when he concentrated upon his hobby of taxidermy. Many of his mounted specimens of wildlife can be found in the Ohio State Museum in Columbus, Ohio. In Antwerp the O.E. Ehrhart Museum contains the balance of his collection.

The Harrmann Homestead is located at the point of Canal Road and CR 176 on the east edge of Antwerp. In the late 1800s Nick Harrmann bought 20 acres of land on which he built a tile mill. The Paulding County clay used in making the tile is called "jackwax." This was a good industry because the soil in the county was wet and needed the tile to drain it. He shipped his tile by rail and built his own railroad spur. He bought a piece of the reservoir land, drained it and began farming it. In 1892 he had a large brick home built at its present location. He made the bricks for the home as well as for another home across the street and other buildings at his tile mill. In the years around 1922-29 he owned a bank in Antwerp. To make the bank solvent during the crash of 1929, he mortgaged much of his land. He died in 1933.

Top: The Harrmann House built from bricks made at the tile factory from Paulding County "jackwax" clay.

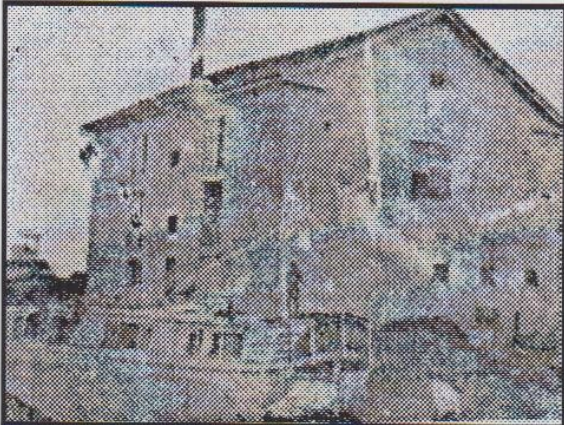
Bottom: The Harrmann Corn Crib Photos by B. & C. Schmidt



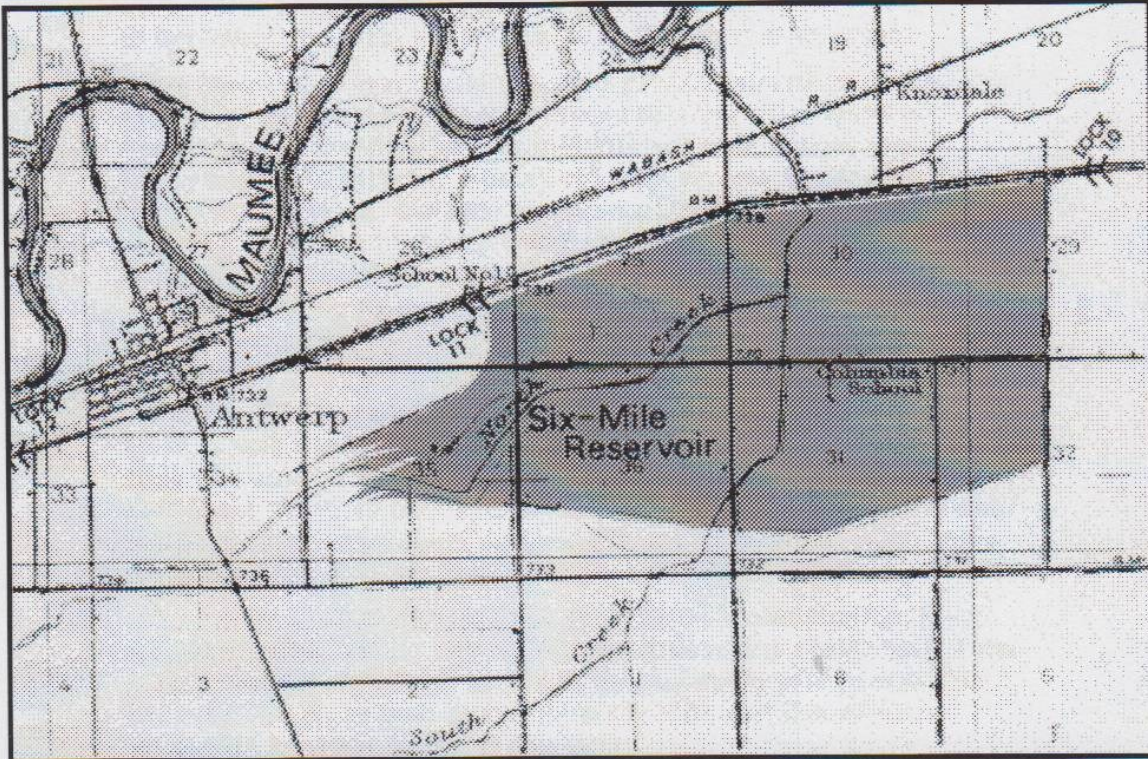
"CANALABRATION" - Fort Wayne, IN to Defiance, OH

HISTORIC PHOTOS AROUND ANTWERP

1. Businesses along the canal looking west from Main Street
2. Warehouse on the canal in Antwerp
3. Col. Humphrey and another boat docked at Antwerp
4. Bee hive kiln being brought wood to turn into charcoal
5. Stacks of timber in front of the old iron furnace in Antwerp
6. Payne Avenue bridge over the W & E Canal



"CANALABRATION" - Fort Wayne, IN to Defiance, OH



SIX MILE RESERVOIR FOR THE WABASH & ERIE CANAL ANTWERP, OHIO

USGS 1948 topographic map with canal features added from *Indiana Waterways*, Ft. Wayne, IN:Dandelion. 1985. Vol. 4 No. 3.

Six-Mile Reservoir and the Reservoir War

Ohio was dragging her feet in the completion of the Six-Mile Reservoir as she was in building the canal. A letter to the editors of the *Journal* was sent from Indianapolis on January 8th, 1841 explaining what work on the canal and reservoir had or had not been done. A portion of this letter follows:

Indianapolis, 8th Jan., 1841

Editors of the *Journal*:

From the Maumee Bay to Providence, 30 miles up the Maumee river, the Wabash and Erie Canal is **finished**—60 feet wide 6 feet deep, and all in all, is one of the most splendid pieces of canal in the world. The water was let in last fall to Maumee city.

2d. From Providence up to Defiance, 28 or 30 miles further, in all say 50 or 60 miles, it is full **half finished**, except the Reservoir near the Indiana line, to cover 2,500 acres of land, which is not **yet commenced** by Ohio.

3d. From the Ohio line west to Lafayette, it is so far finished that boats passed between those points last fall. From the Ohio line to the City of Fort Wayne, it is a large canal 60 feet wide and 6 feet deep. So that all that remains to open, about 250 miles, of the canal from the Steamboat navigation of the Wabash at Lafayette to Lake Erie, is this **reservoir**, and the half of 50 or 60 miles of common canal, all of which, after making a personal examination in September last, our Chief Engineer declares can be completed by Ohio in 12 months, by the adoption of energetic and vigorous measures! Let this be done by Ohio by the 1st of September, 1841, and in twelve months thereafter, Indiana will receive her \$100 to 120,000 of tolls to assist paying the interest on her loans. But the course heretofore pursued by Mr. Dickerson, the Ohio Commissioner in charge, will not effect this object. Some three years will yet be wasted, and as many hundred thousand dollars lost to the Treasury of Indiana if he persists in his former course. Thus, last winter, he pledged himself to our Chief Engineer to **re-let**, in small **jobs** or small **contracts**, all the unfinished work, and the **Reservoir**, in March or April last; yet in

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

September last, when the Engineer visited the lines, he had not even advertised a re-letting! So that no reliance can be placed upon his pledges. And thus was lost one whole season, the most favorable for operations. And as to the **Reservoir**, not one tree was dug up, or a shovel of dirt thrown out the 1st December last, when I was upon the place selected, (except work done on the canal line, forming part of it). Mr. Dickerson now tells our Chief Engineer, that though they have been long delayed "and cursed with **large contracts**, and inefficient contractors," yet he closes his last letter with another fruitful pretext for delay. He says as follows: "We shall be compelled to depend on Indiana to fill our **Reservoir**, and for a supply of water from the **State line, to the junction with the Maumee (Miami) Canal**, some **permanent** arrangement should be entered into upon this subject." This is in his communication of the 31st October last. Our Chief Engineer had before advised him, that he was aware that Ohio relied upon Indiana, to **fill her Reservoir**, and he tells him "to meet this arrangement—we shall at once prepare for increasing the depth of our feeder, (the St. Joseph's feeder) so that on **our part** nothing will be wanting to perfect the communication." But now Mr. Dickerson requires "a **permanent arrangement** not only to fill the Reservoir, but to supply their canal to the Auglaize river, to the junction of the Maumee with the Miami canal; hence, on the 1st December for the most of this "permanent arrangement," nothing was done towards a Reservoir!

Eventually the reservoir was built. The Wabash & Erie Canal needed a constant four foot depth of water to float the canal boats. The St. Joseph Feeder Canal was able to maintain this level to the west until the canal reached Huntington, IN and to the east in Ohio by storing up water sent down the canal during the rainy Spring season in Six-Mile Reservoir just east of Antwerp, Ohio. There it joined other water that was caught and held from Six-Mile Creek in Ohio.

This reservoir was part of the 1826 survey that was done for the canal. However, no work was done on the reservoir until 1842. At that time eight foot tall banks were constructed around its perimeter, which measured about 2½ miles from east to west and about 1½ miles from north to south. It covered 3,600 acres permanently and could, when completely full, cover as much as 14,000 acres.

To construct the banks a layer of oak planking called "sheet piling" was set up edgewise along a line that would be the center of the bank. This rendered the bank watertight and also prevented groundhogs and muskrats from burrowing through the bank causing a breach.

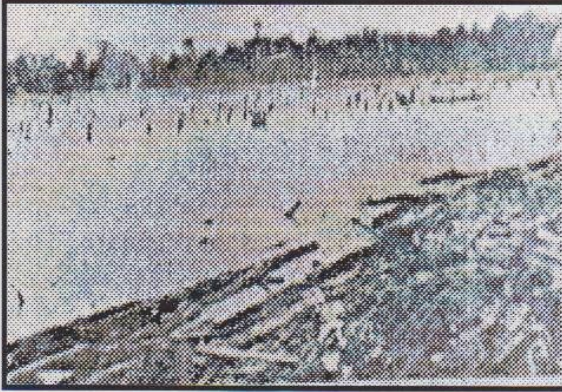
Then earth was carted to both sides of this fence-like structure and dumped against it until the sloped banks were formed. On the slope toward the inside of the reservoir a layer of clay mixed with water was placed. Oxen walked back and forth over it until it created a cement-like layer to prevent seepage of water. This type of layer is known as "puddle." This same principal is used today only a "sheep's foot roller" is used instead of oxen. The reservoir was finally completed in 1843.

Six-Mile Reservoir not only kept the canal operating, it also was a haven for animals. Fishermen, hunters and trappers as well as migrating waterfowl stopped at the reservoir. Huge catches of fish were made. It seemed a paradise, but it had its drawbacks as well.

Settlers increased in numbers. They saw the land beneath the reservoir as fertile farmland and wanted it drained. They blamed the reservoir for causing ague, cholera, malaria, typhus and other diseases. They said the swarms of mosquitoes that bred in its stagnant water probably caused malaria. This had not yet been proven.

The bell tolled for the reservoir's future when the Wabash & Erie Canal bed in Fort Wayne was filled by the Nickel-Plate Railroad and tracks were laid. Shipping by canal around Antwerp all but ceased. Finally Antwerp citizens decided to abandon the reservoir and reclaim the land since it no longer provided a source of revenue. In 1886 they sent a petition to the State Capitol at Columbus, which stated their grievances and asked for abandoning the canal from the Indiana/Ohio State Line to Junction, OH including the abandonment of the reservoir. The House of Representative passed the bill, but a large delegation from Defiance, which still rafted logs down the canal to the sawmills, opposed it in the Senate. It was defeated 26-8 in the Senate.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



Trees were left in the reservoir and debris lined it banks. Citizens of Antwerp joined together forming the "Dynamiters" to blow up the reservoir. Historic Photo

Antwerp citizens became so agitated over this turn of events that they had clandestine meetings where everyone was sworn to secrecy. These were held in the back room of Frank Lamb's barber shop, which was above Oliver Applegate's store in Antwerp. The oath of secrecy was taken beneath a black banner,

"NO COMPROMISE— THE RESERVOIR MUST GO."

They planned to drain the reservoir themselves under the assumed name of the "Dynamiters."

Eli Munson either delegated or hired a Mr. Hard to float a dynamite filled bucket that had a long fuse attached into the feeder from the reservoir side. The ensuing explosion and several others like it elsewhere along the reservoir caused some damage.

The breaches were quickly repaired by men from Defiance who wanted to save the reservoir. They also influenced the State of Ohio to place watchmen to guard it. Worden Sperry of Antwerp, one of the guards, received \$1.50 per night's duty. Unfortunately the State did not know he was a "Dynamiter." While on duty he would open the gates that led from the reservoir to the canal letting the water run out.

Then on April 25, 1887 under cover of darkness between 200 to 300 men travelled either on foot, by wagons or by horseback

carrying large amounts of dynamite to various places along the canal and reservoir. They warned people who lived along the canal to vacate. They were masked and toted guns. Part of the group went to the lock at Tate's Landing located part way between Antwerp and Junction, part led by O. S. Applegate went to Junction, OH, part went to the lock at the lower end of the reservoir, and still others dug through the reservoir banks until they were within a few feet of its water and placed dynamite into the holes. When they reached the wooden locks they soaked them with kerosene and placed fifty pounds of dynamite at each end of a lock. All was ready.

Promptly on the stroke of midnight, 100 pounds of dynamite exploded in the direction of Junction. Its roar had just about died down when a similar block blew the lock at Tate's Landing and shook the earth. Then the lock at the lower end of the reservoir and the bank that separated the reservoir from the canal was blown by another several hundred pounds of dynamite lighting up the sky and reflecting in the water of the reservoir. Water gushed into the canal with a mighty roar and then onto the countryside. Some of the dynamiters' horses stood knee deep in water. Seeing their work done, the Dynamiters returned home.

Governor Foraker at Columbus was notified the following morning of the destruction to the State's property. He immediately sent a telegram to Major Bunker, who was stationed at Toledo, ordering fifty men from the 16th Regiment to report for duty in Paulding County. These troops consisting of nine officers and fifty-three men arrived on the evening of April 26, 1887, to protect the reservoir and canal from further damage. They were armed with muskets, 2,000 pounds of ammunition, and some Gatling guns. The latter were mounted on the reservoir banks to rake the east and north banks if necessary. Nothing happened. They did try to repair the banks but did not succeed.

Everything appeared quiet except for the rushing water, until, out of nowhere, rose the Dynamiters. They surrounded and captured the guards at their posts and those not on duty. They did not harm them, but set off another mighty blast of dynamite.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Once again the Dynamiters had quietly exited Antwerp heading for Six-Mile Reservoir. Some had boarded the east-bound train to Knoxdale, a small settlement about a half-mile north of the reservoir, and walked the rest of the way. As the men boarded the train, the conductor was instructed by John Pocock, the agent for the Wabash Railroad, to collect their tickets, pay no attention to them, and let them off at their destination. This wasn't an easy task for Pocock for other passengers had to be told to be quiet when the masked Dynamiters, who were armed with shotguns, rifles and revolvers, were seen. One of the Dynamiters on the train was Worden Sperry. Although masked, Sperry had a gold tooth, which was uncommon at the time, that was seen by one of the captured guards.

Sperry was later arrested, taken to Paulding, OH and placed under bond. Since the size of the bond paper was insufficient to hold all the names of the Antwerp citizens who went to Paulding to place their names on it, Sperry was set free.

Rev. McClusky of Antwerp held "Devine" services the following Sunday at the camp of the soldiers guarding the reservoir. One of the Dynamiters was present. He later said he thought the text was: "The sword of Foraker be upon us and the roaring of mighty waters is heard throughout the land and groans and lamentations riseth up from the city of Defiance."

The soldiers remained on duty for one week at the reservoir. They were treated with respect by those living in the vicinity of Antwerp and even made friends during their stay. The only casualty was a soldier who shot himself by accident on arrival at Cecil.

Ohio sent detectives to locate those guilty. Certain citizens of Antwerp decided to visit friends in other states while the detectives were around. Somehow the Dynamiters headed by O. S. Applegate were tipped off to the arrival time of one of the detectives. They greeted him as he alighted from the train saying they knew his mission, asked him to forget why he was sent and to leave town. Spotting a noose hanging from the arm of Warner Ryel and seeing the faces of the determined group, he said, "Alright

gentlemen, alright. It that's the way you feel about it, I'll bid you good-bye." He quickly started walking in the direction of Hicksville.

Governor Foraker personally visited Antwerp about a month later. A group of citizens met and escorted him to the scene of the destruction. He noted the dilapidated condition of both the reservoir and the canal and the flooded condition of the surrounding country. He made a speech in which he promised that he would do everything in his power to remedy the condition.

A second bill was passed by both houses of the Ohio legislature on May 1888 that called for the formal abandonment of the waterway. This was the end of the Wabash and Erie Canal from the Indiana/Ohio State Line to Junction, OH. The original Wabash and Erie Canal from Junction to the northeast still operated as the Miami & Erie Canal.

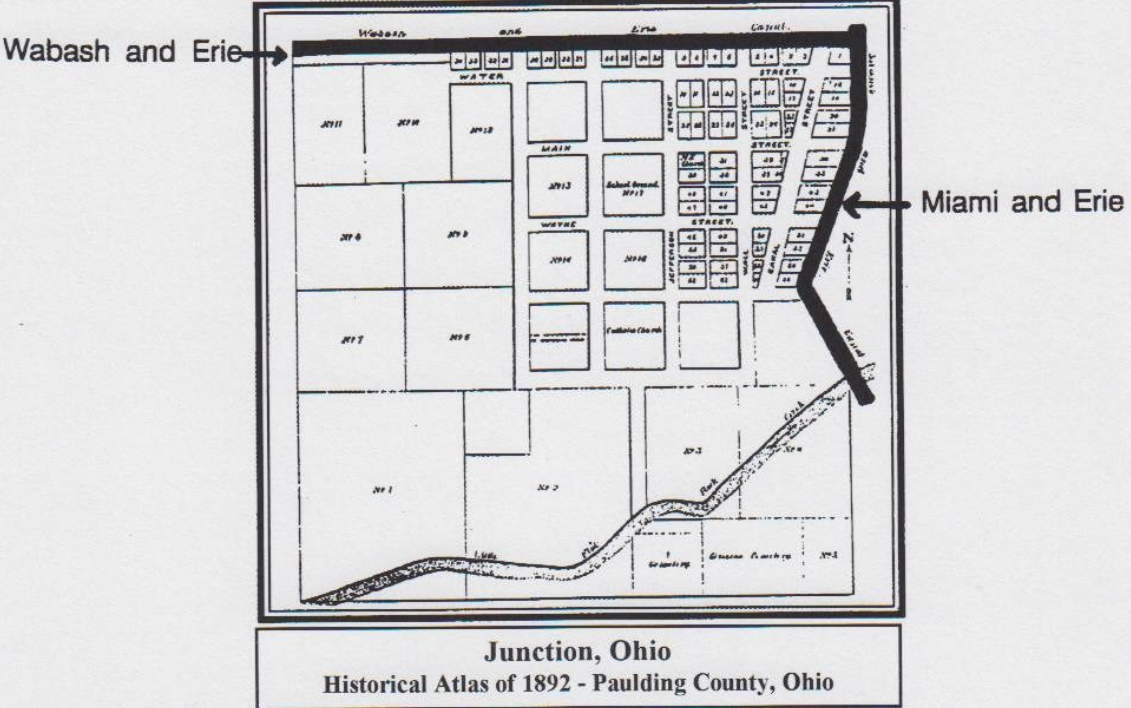


Reservoir east bank or high road today. Photo B. Schmidt

Tate's Landing

Tate's Landing was located at the intersection of C 180 and C 115 in the corners of Section 19, 20, 29 and 30 in Emerald Township at the junction of Emerald Road and the Wabash and Erie Canal. It was named for Lyal Tate, a construction contractor on the Wabash and Erie Canal. The village served as a depot and a transfer point for the merchandise intended for the new county seat of Paulding. It had the usual enterprises of a frontier town - saloons, boarding houses, general stores and homes. Robert Reid secured and established the post office. Therefore the village was called Reids. It disappeared when the railroad came. The only thing remaining to mark the site is an old shed out in the field.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



Junction, Ohio

Junction, Ohio sometimes called Junction City owes its existence to the joining of the Wabash and Erie Canal with the Miami and Erie Canal. It is located in the northeast one-quarter of the northeast one-quarter of Section 25 in Auglaize township of Paulding County at the intersection of State Route 111 and the Canal Road. It was plotted in 1842 by John Mason Sr. and Nathan Shirley. Shortly thereafter John Mason became the first postmaster of the first post office in Auglaize Township at Junction.

Canal promoters anticipated that a major city would develop at the juncture of these two canals. Important businessmen from Fort Wayne such as Dana Columbia thought it promised to be even larger than Fort Wayne. Columbia, an engineer and canal boat captain, sold his business in the 1840s, moved to Junction, and set up a grocery business. Junction became a bustling town very quickly.

In 1846 the Native Americans were removed from Peru, Wabash, Huntington, and other towns in Indiana to the east via the Wabash and Erie Canal to Junction and taken

down the Miami and Erie Canal to the Ohio River. There they were put aboard riverboats. These boats took them down the Ohio to the Mississippi and up the Mississippi to Kansas Territory. The soldiers and supplies going to the Mexican War also were transported southward by the government on these canals. This was the route Rev. Walther followed, only in the opposite direction, when coming to Ft. Wayne. The following chronicles his journey:

One hundred fifty years ago, leaders of the German Lutheran Emigrants, in what was then the western states, had been corresponding with each other in regard to the formation of a synod for the new congregations being formed in the Fort Wayne area. The Reverend F. A. Craemer from Frankenmuth, Michigan had crossed Lake Erie by steamboat from Detroit to Toledo, and was now traveling westward on the Wabash and Erie Canal. The Reverend C. F. W. Walther had gone from St. Louis down the Mississippi to the Ohio River, then up the Ohio to Cincinnati by steamboat, and then northward on the Miami and Erie Canal. These canals joined at the tiny village of "Junction," and it was here that by careful planning or incredible good fortune, that these two giants of the early Lutheran church in mid-America met for the first time.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

The Reverends Craemer and Walther now used the time on the canal trip to Fort Wayne to become acquainted, and this personal and professional relationship served them well for the rest of their lives. This meeting in Fort Wayne laid the groundwork for the formation of the Missouri Synod in the following year of 1847.

Junction soon had a number of churches. The first church was the Christian Church, which was organized in 1849. The Methodist Episcopal Church was built in 1857. These were followed by the United Brethren, German Reformed and Roman Catholic making a total of five churches. Later the United Brethren moved into the first public school built in 1854 when a new two-story brick school was opened.

The new school opened in 1876 and cost \$2,500 to build. Another one-story frame school building was built in the 1900s and was used until 1951. At that time the pupils were transferred to a school in Oakwood.

At one time Junction had a population of around 300 people. It had five groceries, several well stocked dry goods stores, a saw mill, a flour mill, two blacksmith shops, a hoop shop, a distillery, a brewery, three hotels, three grain warehouses, and about 6 saloons, which sold whiskey at 65 cents per gallon. Two of the saloons also sold groceries. The hoop shop operated by William H. Dotterer employed ten men.

Since the two canals met at this spot, it was natural to locate the canal collector's office there. The wharves were constantly lined with all types of canal boats. The daily packet boats operated by Doyle and Dickey, the best packet line, and by others carried passengers and mail through Junction. They were pulled by horses. One day when a packet line driver left his horses hitched to the boat while obtaining his dinner, the horses were stolen. After discovering the theft, he had to quickly purchase another team so that there would only be a short interruption of the boat service to the passengers and the mail.

An "oil boom" occurred in Junction during the canal era. Some slick operator drilled

for oil. Quite a sensation was created until the man's trickery was discovered. He had brought in several barrels of crude oil and poured it down the hole he was drilling.

After about 12 glorious years for the canal, canal traffic began to decline. The through packets were removed in 1852. By 1870 Junction's heyday was over. After the "Reservoir War" the Wabash and Erie was only used to raft wood or timber. There was a little traffic on the Miami and Erie through the 1890s. The last boat seen passing through Paulding County was in 1909.

An article written by Mrs. Henry J. Gray, who was born in Junction in 1870, moved away, and returned in 1880 to 1900, recalled life in Junction. The Brewery burned down in 1869-70. It was located on the northeast corner of Canal and Water Street. Across from it on the northwest corner was a large warehouse where the canal boats took on material for other places. On the southwest corner of Main and Canal Street was the post office. The mail arrived at the post office three times a week: Monday, Wednesday, and Friday evenings. It was carried on the packet. People would crowd into Dotterer's store anxiously waiting for the mail to arrive. They visited with one another while waiting for it.

The canal workers and contractors settled on farms in the Junction area as canal transportation declined. The grain warehouses and flour mill burned. The timber industries were closed. The stores and hotels fell into disrepair, burned, or slowly crumbled away. The few houses that remain were in a very sorry state in the 1990s. Junk cars filled the vacant lots of a town that once held promise.

At the east side of Junction is Little Flat Rock Creek Culvert on the Miami and Erie Canal. It is still in good condition and worthy of a stop to see. It is the best reminder of what was for over thirty years the junction of two mighty canals and a busy bustling town. Today narrow ditches covered with grass and wildflowers mark the spot where the two major canals met. The town appears to be trying to fix itself up.

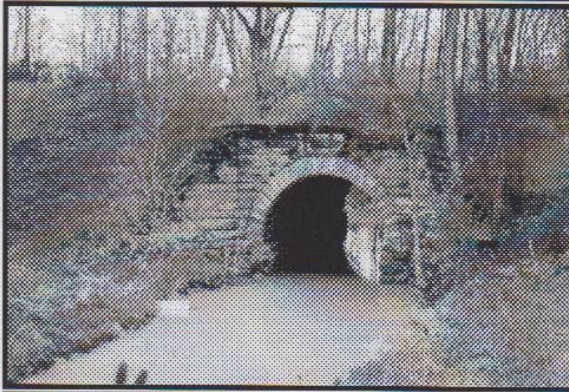
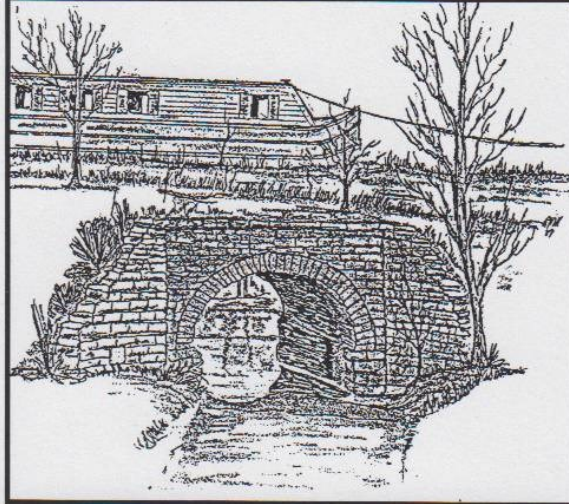
"CANALABRATION" - Fort Wayne, IN to Defiance, OH

In his memoirs, Edwin Phelps, a resident of Defiance, Ohio who was appointed Clerk of Courts for Williams County, Ohio, elected Justice of the Peace of Defiance Township, farmed, practiced law, and was involved with both the Wabash & Erie and the Miami & Erie Canals, wrote the following comments about the latter:

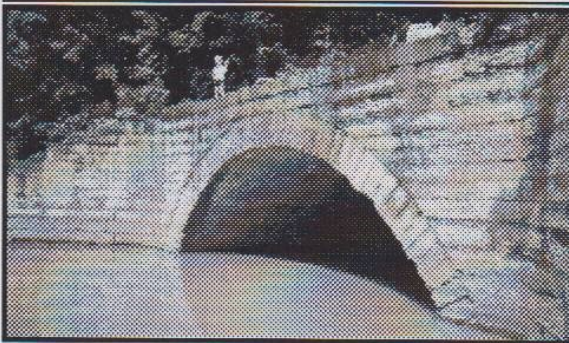
"The canal was being constructed at that time, [1839] which made considerable legal business. In the month of September, William Semans, my preceptor, at the instigation of his client had three stalwart Irishmen arrested for riot and for some reason they employed me to defend them, which I did and got them clear, for which they paid me \$10, which rather nettled Mr. Semans, as his client failed to pay him anything or very little. I think he got \$1 or perhaps \$2. I was proud of earning this \$10.

"...I was also a contractor on the Wabash & Erie Canal, Section 103...and did several hundred dollars worth of work at a great disadvantage as Ohio State checks were worth only 50 cents on the dollar. The contract commenced about six miles from Defiance and I was up there considerably and frequently left there after the men quit work and came home. I was justice of the peace which required considerable time and I had quite a large collection of canal claims. Together with my law practice I was a pretty busy man. I finished up my contract on the canal during this year and got the checks but it was a pretty hard time to get the money. Checks sold as low as 45 cents on the dollar the last of the year..."

"...in 1850...I went to Columbus to see about leasing the water for a sawmill at the 6th lock above Defiance (Papermill Lock) ...Maria Welles, daughter of Woolsey Welles, went with me to visit Alfred Kelley, one of the canal commissioners. I see it cost then to go to Columbus \$8.12 and took about three days. We went by canal to Dayton, R. R. Dayton to Xenia and by rail from there to Columbus. Although they were originally built in 1840 they had to be rebuilt in the winter of 1850 & 1851 and I built the sawmill and sawed the timber and plank for the locks and I had to get out most of the logs myself and I went into the woods above the Junction on the Miami canal between the canal and river and got most of the logs working with the men until I got enough to raft, then rafted them and a boy and I brought them down to the mill. I got the mill in operation and sawed the timber and plank before the close of navigation, as the water had to be drawn off the canal to put in the locks. It kept me pretty busy all the summer and fall getting the logs and attending to the sawing of them. I built a basin at the mill in which to run the logs and I had considerable



The culvert at Junction let the water of Little Flat Rock Creek flow to the Auglaize River while the Miami and Erie Canal passed over the top of it. Photo by Brian Migliore



Six-Mile Creek Culvert carried the (Miami) Wabash & Erie **Twin Canal** over Six-Mile Creek. Today a highway crosses the cut stone culvert and the prism of the canal is easily seen on top. Foundation timbers were laid in the creek bed, falsework (a wooden frame) was built, stone was laid up until the keystone was dropped in place, the culvert's face and wing walls were built, and the falsework was removed. Photo by Bob Schmidt

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

trouble to get the banks to stand and had a good many breaks which caused me considerable hard work.

"In the winter of 1850 & 1851 I went to Columbus and I spent considerable time there trying to get appointed collector of canal tolls at the Junction, a pretty important office the salary of which was \$800 per year with an allowance of \$600 for clerk hire, making over \$1,400 per year of about 8 months. I succeeded in getting the appointment and at the opening of navigation in the spring of 1851 I took charge of the office and went to the junction.

"While in charge of the collector's office I dabbled considerably in other matters. I had to keep a clerk and in company with Dana Columbia, who kept a hotel at the Junction and with whom I boarded, I made a contract with R. R. Dickey of Dayton, Ohio to furnish stone on the bank of the canal. Dickey had his own boats and we quarried the stone during low water in the bed of the Auglaize River and worked quite a number of men and made a little money...

"This was a very good year for the canal, the receipts at the Junction office amounting to about \$105,000. I cleared boats in the fall of 1851 up to the 4th day of December, 1851, and was glad when the season was over. It was slavish work, as I was compelled to get up at all time in the night to clear boats and sometimes in case of a break in the canal west of Junction I would have to be up all night. On the 20th day of November, 1851, I had on hand \$13,000 and my bond was only \$10,000. Still it was not temptation to me to run away.

"In the winter of 1852 & 1853 I spent some time in Columbus and while there I got a contract with R. R. Dickey, of Dayton, to furnish stone on the bank of the canal near the Junction in Paulding County, Ohio. Dana Columbia who claimed to own some land on the Auglaize river just below the present bridge across the Auglaize and I got out the stone in partnership. He furnished the stone and during the summer of 1852 we expended over a thousand dollars; wages were 50 cents per day and board for men and \$2 per day for men and teams and board.

"February, 1853, I made a contract with the Findlay, Gilboa & Defiance Plank Road Company to build a plank road for them for the corner of Fifth street and Clinton street in the town of Defiance to Ayersville, 5 miles and 134 rods at \$1,600 per mile, of \$5 per rod....I bought about 250 acres of timber land ...in Paulding county and contracted with Nick Guiot to cut the logs and raft them up to my sawmill at the 6th lock from the river, where I sawed the plank and stringers, and I would have made pretty well on the contract if I had received my pay....I lost about \$2,500...

Doyle & Dickey Daily Packet Line

Although Junction was a busy port on the canal, the company that probably ran the most boats through it was the Doyle & Dickey Line. The Dickeys and their relative Doyle organized the finest and fastest packet line ever to ply the canal.

Adam Dickey arrived from Ireland in 1801. In 1805 he purchased approximately 500 acres of land. His four sons helped build the Miami and Erie Canal. When bids were opened for the canal his son William obtained a contract within the first section. William hired his brothers, John and Joseph and a gang of others to construct the prism. He also hired his brother Robert to drive the ox team. Upon the completion of this section he bid for another section north of Middletown. Later he held contracts on sections of the Wabash & Erie and the Ohio & Erie Canals.

William's brothers became contractors on canals. The Dickey boys were in canal construction for fifteen years. Robert, the youngest, was superintendent of construction of the reservoir locks at St. Mary's and the locks at Delphos. Later Robert and William moved to Dayton where they operated a stone quarry that produced the cut stone used in canal locks and abutments. They were assisted by three other brothers and their cousin Doyle. Samuel, another brother, erected a large flouring mill in Amanda, a town his father platted along the canal in 1828. The mill was powered by the water from the lock. He also operated a distillery using the canal to ship his whiskey and flour to market.

Doyle, along with William and Robert Dickey, decided to establish a line of packet boats. These boats made about 100 miles every 24 hours running day and night and were fitted with berths for passengers. Once the Miami and Erie Canal was opened from Cincinnati, the largest city in the West at the time, to Toledo, their boat "Banner" was the first to make the entire trip.

The "Banner" left Cincinnati on Tuesday, June 24, 1845 at 2:30 P.M. with Samuel Forrer, Canal Commissioner, and other canal officials on board. It passed through Middletown early the next morning. They passed through Junction

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

and arrived at Toledo on Lake Erie on June 27, 1845. The **Toledo Blade** reported the event as follows:

"The splendid packet boat, *Banner*,...of Doyle and Dickey's line...had the honor of being the first boat to pass through the Miami Canal from Cincinnati to Toledo. She was welcomed by such demonstrations as the short notice of her coming enabled us to make. The long delayed day of the consummation of this great work has arrived, and it well becomes us of Western Ohio to rejoice over it..."

The boat to make the first southbound trip down the Miami and Erie was the *Rose* under Captain Denver. The first round trip was made by the **Alfred Ely**.

The **Hamilton Intelligencer** reprinted an article in the **Toledo Blade** on August 1, 1845 by W.H. S., a passenger on the *Banner's* return trip, who described the boat on July 5, 1845 as follows:

"...The *Banner*, one of the best of Doyle & Dickey's fine line of packets, has few superiors for commodiousness of cabins, richness and variety of fare prepared by the best and most obliging of stewards, and the quiet behavior of the men employed. The line is well supplied with good horses there being forty relays through the route, and there are now 100 men engaged. Upon the whole...there can be no fault in the plan of operation."

W.H.S. also noted that Junction had about a dozen dwellings, two taverns and was without roads leading to it in a thick forest. He said that St. Mary's, 114 miles from Toledo, had 300-400 inhabitants and a flouring mill. Between Junction and St. Mary's was dense forest and the number of locks indicated that it was not all flat land. Newport was merely two or three dwellings and a tavern. He continued his appraisal of the towns along the waterway.

The Doyle and Dickey Line operated five other packets known as the **Tempest**, **Fashion**, **Neptune**, **Ocean** and **Laurel**. These line boats left either Cincinnati or Toledo every day at 2:30 P.M. and charged \$9 for a one-way fare including first-class meals and sleeping accommodations on board. They picked up passengers at either port, from or to their homes or to other

connections. A one-way trip covered 247 miles in 64 hours or about 100 miles every 24 hours.

When railroads started to replace packet passenger service, Doyle & Dickey tried to speed up their boats using steam power. They powered the packet *Niagara* using a 10-horsepower engine placed in the hold. On August 14, 1849 at Miamisburg, Ohio, dignitaries, a 20-piece brass band and a heavy gun to fire a salute were on board. The engine was started but only produced about 1 horsepower. Its maiden voyage was so slow that three freighters passed it during its 30 hour trip from Miamisburg to Dayton. That was its first and last voyage.

Steam propelled, and the later gasoline-propelled, boats produced so much wake that they undermined the fragile canal banks, which caved in under the pressure. Even a locomotive-type engine propelled by electricity and put on rails tore up the banks between Hamilton and Middletown, so the "electric mule" never replaced the real thing.

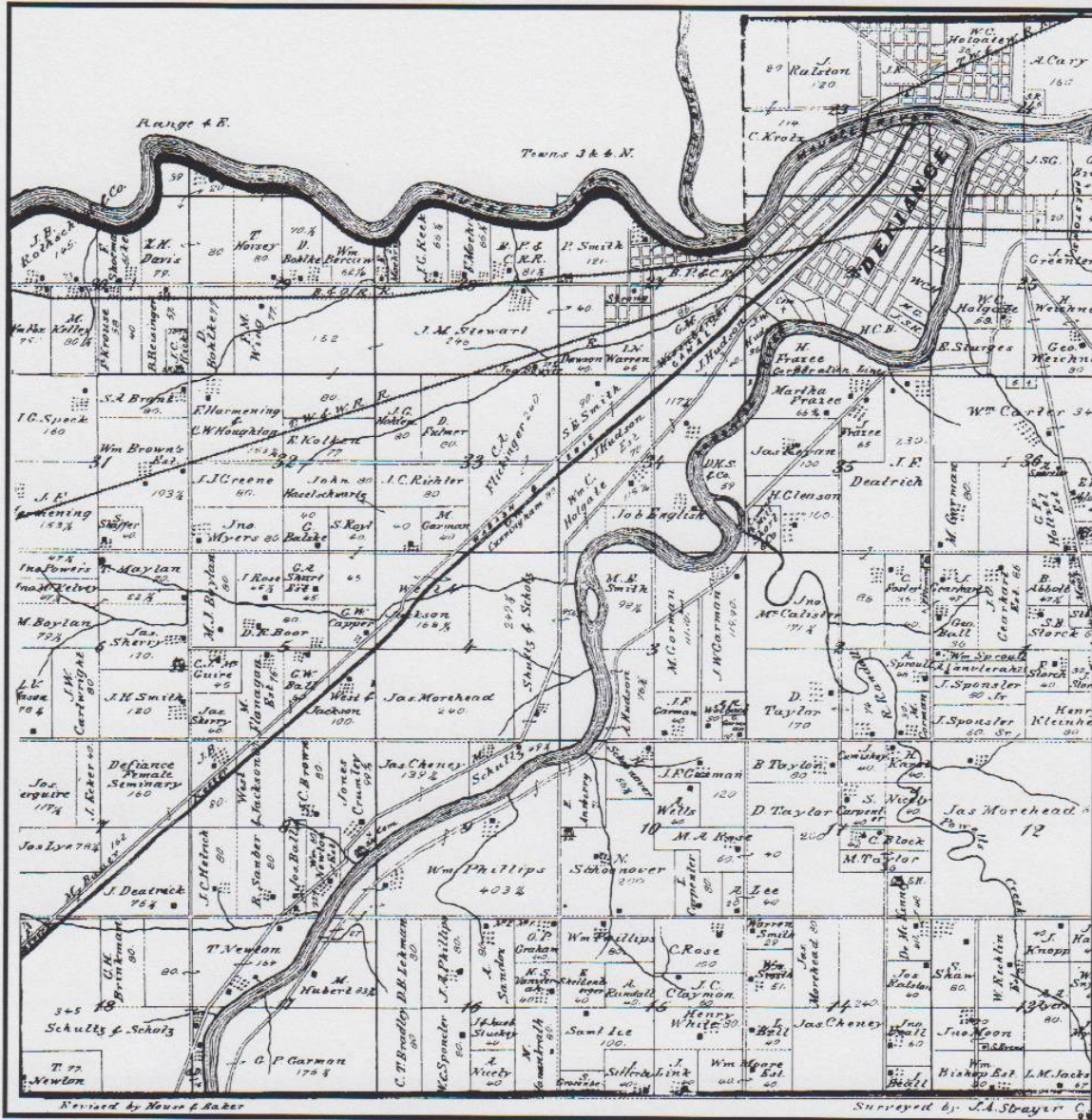
The Dickeys went on to become builders of turnpikes and railroads. They put their engineering skills to good use. For a time they had their place in the sun with their Doyle and Dickey Daily Packet Line.

-O-

The Miami and Erie Canal started at Cincinnati and extended north to Toledo on Lake Erie. That portion from Junction, OH to Toledo was a Twin Canal with the Wabash and Erie Canal.



"CANALABRATION" - Fort Wayne, IN to Defiance, OH



DEFIANCE TOWNSHIP DEFIANCE COUNTY DEFIANCE, OHIO

Near Antwerp, Ohio the Wabash & Erie left the banks of the Maumee River to go to Six Mile Reservoir at Six Mile Creek, then to Junction and then on to Defiance. At Defiance the canal descended through a series of locks into the pooled waters of the Maumee and Auglaize Rivers that was created when the Maumee was dammed at Independence Dam. The boats traveled down this slackwater pool and re-entered the canal on the north side of the river just above the dam. This map was made before this part of the canal became the (Miami) Wabash & Erie Canal.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



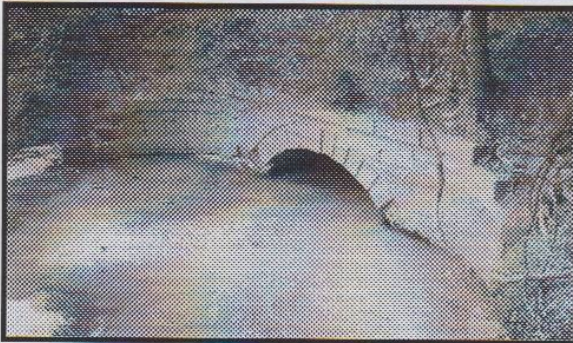
However, by 1766, he signed a treaty with them. He later moved west and was killed by a hired assassin.

When Anthony Wayne came to the confluence of the rivers on August 6, 1794 he called it "The grand emporium of the hostile Indians of the West." He erected Fort Defiance and said, "I defy the British, the Indians, and all the devils in hell to take it." A few months later on August 20, 1794 he defeated the Native Americans at the Battle of Fallen Timbers.



By the time Gen. William Henry Harrison and his troops arrived during the War of 1812, the old fort was in ruins. He erected Fort Winchester on the Auglaize River. But it was Wayne's victory over the British at the Battle of the Thames in Canada that eventually ended the conflict.

Although Defiance was platted in 1822, Defiance County was not created until 1845. At that time Defiance became the county seat.



Once the Wabash & Erie Canal was joined to the Miami and Erie Canal just below Defiance at Junction, OH, the community boomed. From Junction to the Maumee River at Defiance, the twin canal dropped fifty-five feet through seven locks before entering the slackwater created by Independence Dam. Boats traversed the four and a half miles of slack water to re-enter the canal just above the dam. It took time to pass through all the locks. This gave passengers and boatmen time to eat, drink, shop, and even spend the night if they wished. This undoubtedly helped Defiance grow to be a modern city.

1. The timber foundation of Five-Mile Culvert is seen in this picture. Today it serves as a road bridge.
2. Schooley's Lock 20 (33) is covered with brush.
3. Three-Mile Culvert is shown here with ice on the creek. Today it serves as a road bridge. Photos Bob Schmidt

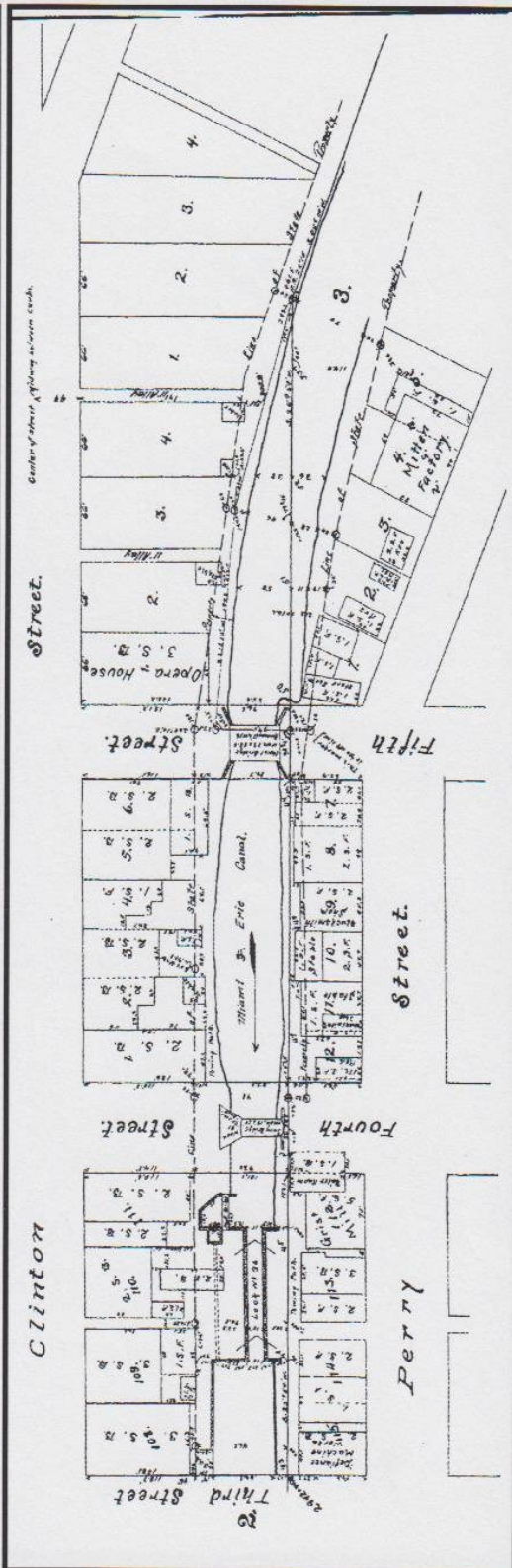
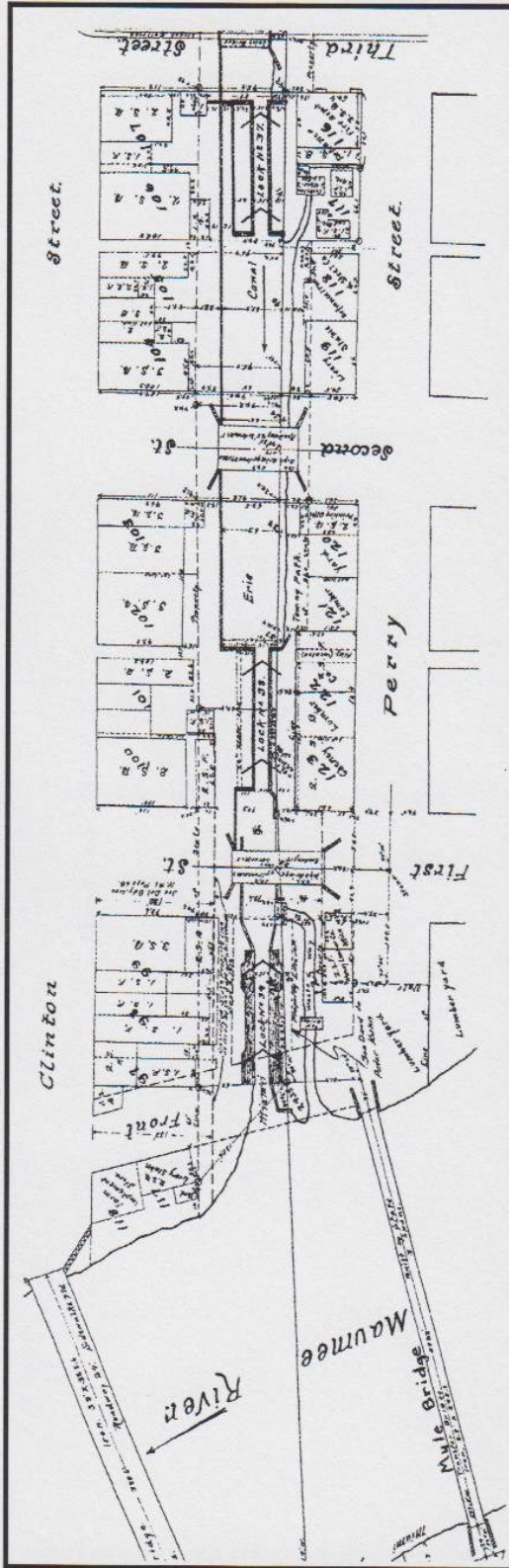
Defiance, Ohio

Pontiac (1720-1769), Chief of the Ojibwa, Ottawa and Potawatomi was probably born on the Maumee River across from the future site of Fort Defiance. By 1760 French traders were at the confluence of the Maumee and Auglaize Rivers. They urged Pontiac to make war against the English that were encroaching on Native American land. Between 1763-64 Pontiac captured nine out of twelve English forts. This was known as the Pontiac Conspiracy.

Today two old cannons in Fort Defiance City Park mark the site of Fort Defiance. Nearby is the Defiance Public Library where artifacts, old maps, paintings, photographs, newspapers, and other fort materials can be found.

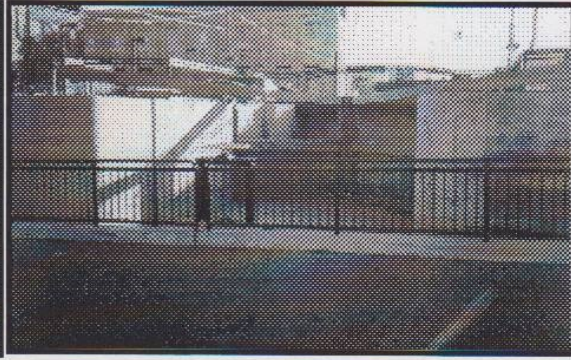
Pontiac City Park, where Pontiac was supposedly born, has a marker honoring the French-Indian apple tree. Apple trees were planted in the area by French traders, missionaries, and Johnny Appleseed. These trees were huge and had apples of the highest quality.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



Plat No. 2 Miami and Erie Canal Defiance, Ohio Ohio's Dept. of Natural Resource Map by H. E. Whitlock Oct. 16, 1918.
 Top: Map shows canal, locks and mule bridge from Maumee River to Third Street. Bottom: Map shows from Third Street past Fifth

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



1. Paper Mill Lock 19 (34) is located in a Defiance park by a ball field.
2. Palamo/Erie Mill Lock 18 (35) was mis-numbered on a sign that has been removed since this photo was taken. It is in a Defiance park. Photos by Bob Schmidt

1. A portion of City Block Lock 16 (37) has been reconstructed in Lock 37 P ark. Photos by Bob Schmidt
2. An amphitheater has been built in Lock 37 Park for community events. Nearby a sign explains how the canal was built and how the lock operated.

A portion of Lock 16 (37) of the Twin (Miami) Wabash & Erie Canal in Defiance has been restored to look somewhat like it did when the canal was in operation. The lower gate closest to the Maumee River has been reconstructed of wood. It includes the two gate sides which form the mitre gate and two balance beams to open the gate. There are no wickets in the gate nor is there a mitre sill. The gate points correctly upstream to the canal. The entrance to the lock and the gate recess, and a wall that crosses the lock just feet beyond the gate are of poured concrete. The lock when first built was a timber lock, but it was replaced with concrete toward the end of the canal era so in that context it is correct. A pedestrian bridge crosses the lock just in front of the wall that closes off the lock from a parking lot. It is level with the lock thus no boat could even have passed beneath it. Boats need at least a ten foot clearance.

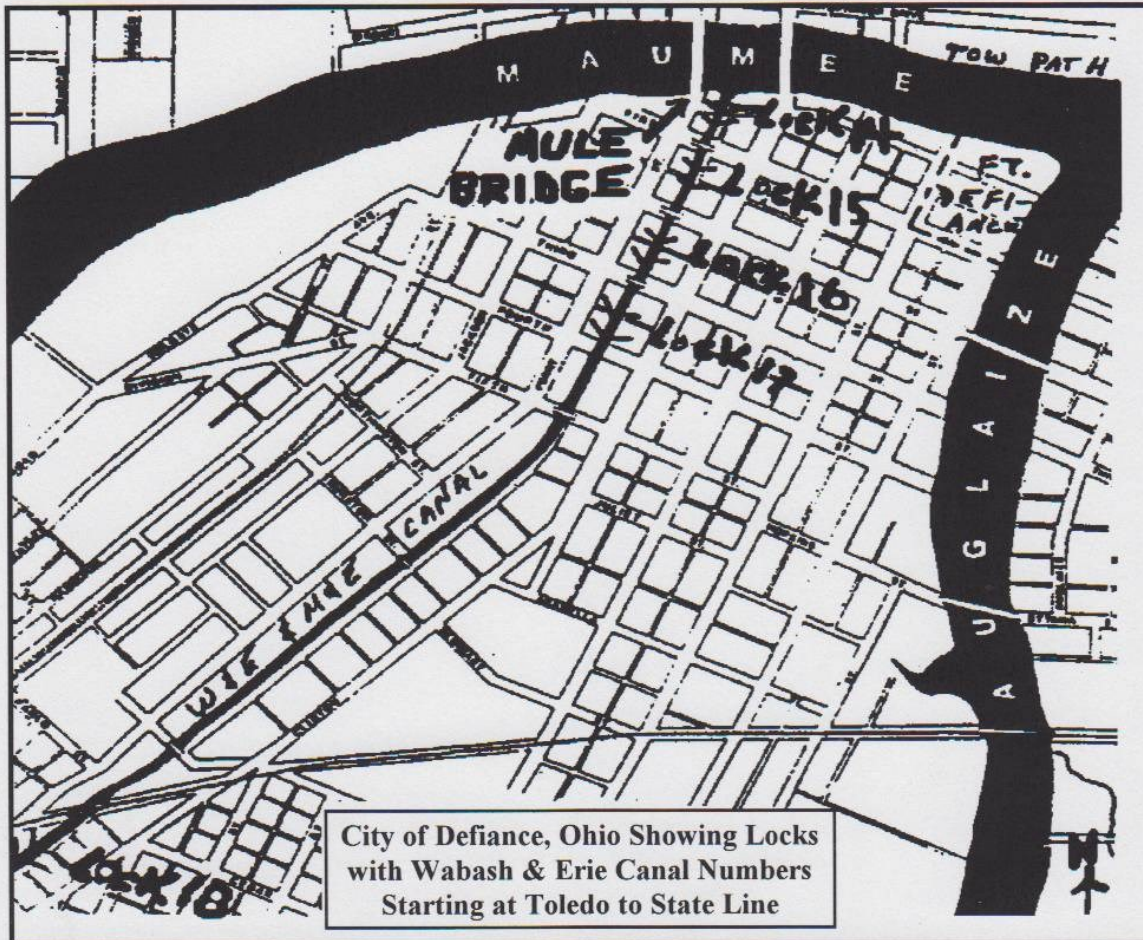
The entire concrete structure may be

partially filled through the use of a valve that can be opened to let water in or out of the enclosure. However, when the pictures were taken it was dry.

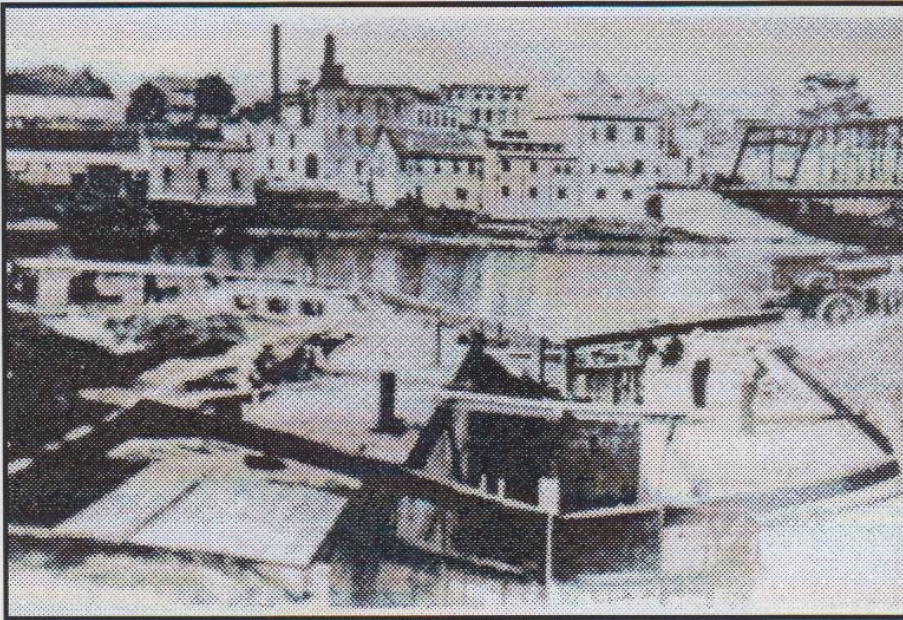
Adjacent to the canal lock is an outdoor amphitheater with concrete bleachers and a brick stage. This park area is behind the main shopping area of downtown Defiance. The backs of the stores along the park have been updated and allow entry from the parking lot. This is certainly an attractive and educational addition to the town and hopefully it will attract more shoppers and encourage renovation of other buildings nearby.

Locks 14, 15, 16, 17, & 18 in Defiance, lock 19 one mile farther and lock 20 being one and three-fourths mile distant were all originally constructed of wood. At the time the canal was built there was difficulty in transporting stone. Timber was cheap and abundant.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



City of Defiance, Ohio Showing Locks with Wabash & Erie Canal Numbers Starting at Toledo to State Line



Lock 14 (39) at the Maumee River and Lock 15 (38) between 1st and 2nd Streets in Defiance, OH 1906 View

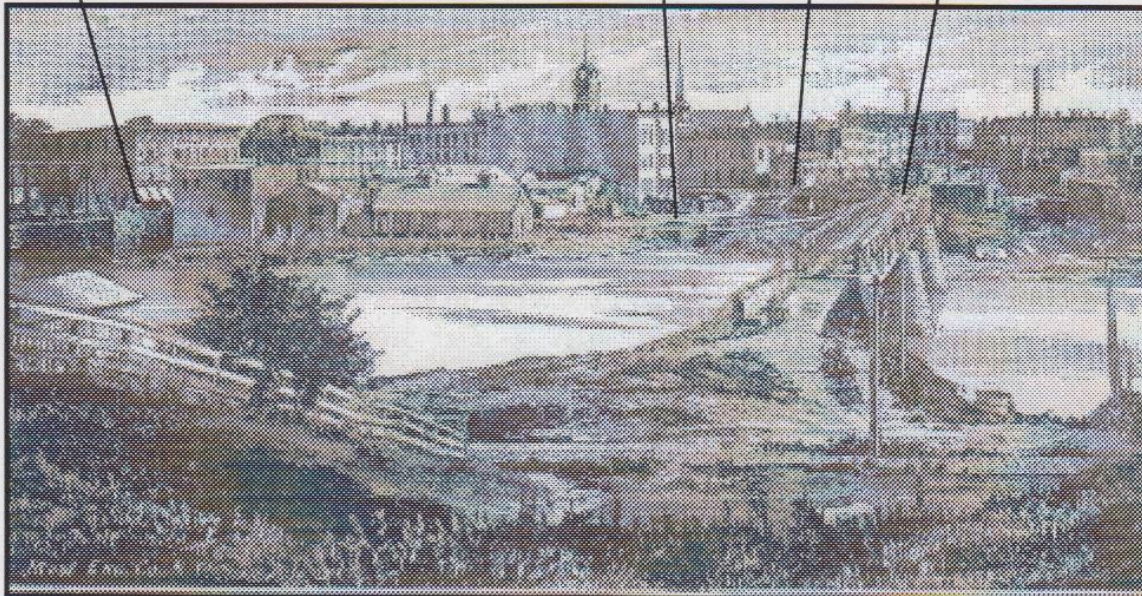
These were wooden locks that were about a block apart. The balance beams for Lock 14 can be seen at the river. There is a foot bridge across Lock 15.

Courtesy Defiance Public Library

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Clinton Street

Lock 14 (39) Lock 15 (38) Mule Bridge



NEAR VIEW OF DEFIANCE FROM THE NORTH BANK OF THE MAUMEE
L. E. BEARDSLEY, DEFIANCE 1887

Below Lock 37 Park there are no remnants of Lock 15 (38) or River Lock 14 (39). While locking from Lock 21 to Lock 14 at the river, the boats descended fifty-seven feet in four and one-half miles. Water passing through these locks and tumbling around them was the source of power for many mills.

To the left of the parking lot behind buildings on Clinton Street at the Maumee River there still stands the stone abutment for the mule bridge over which the mules walked after being unhitched from the towline. Sometimes at low water, the foundations for the piers are seen in bed of the river.



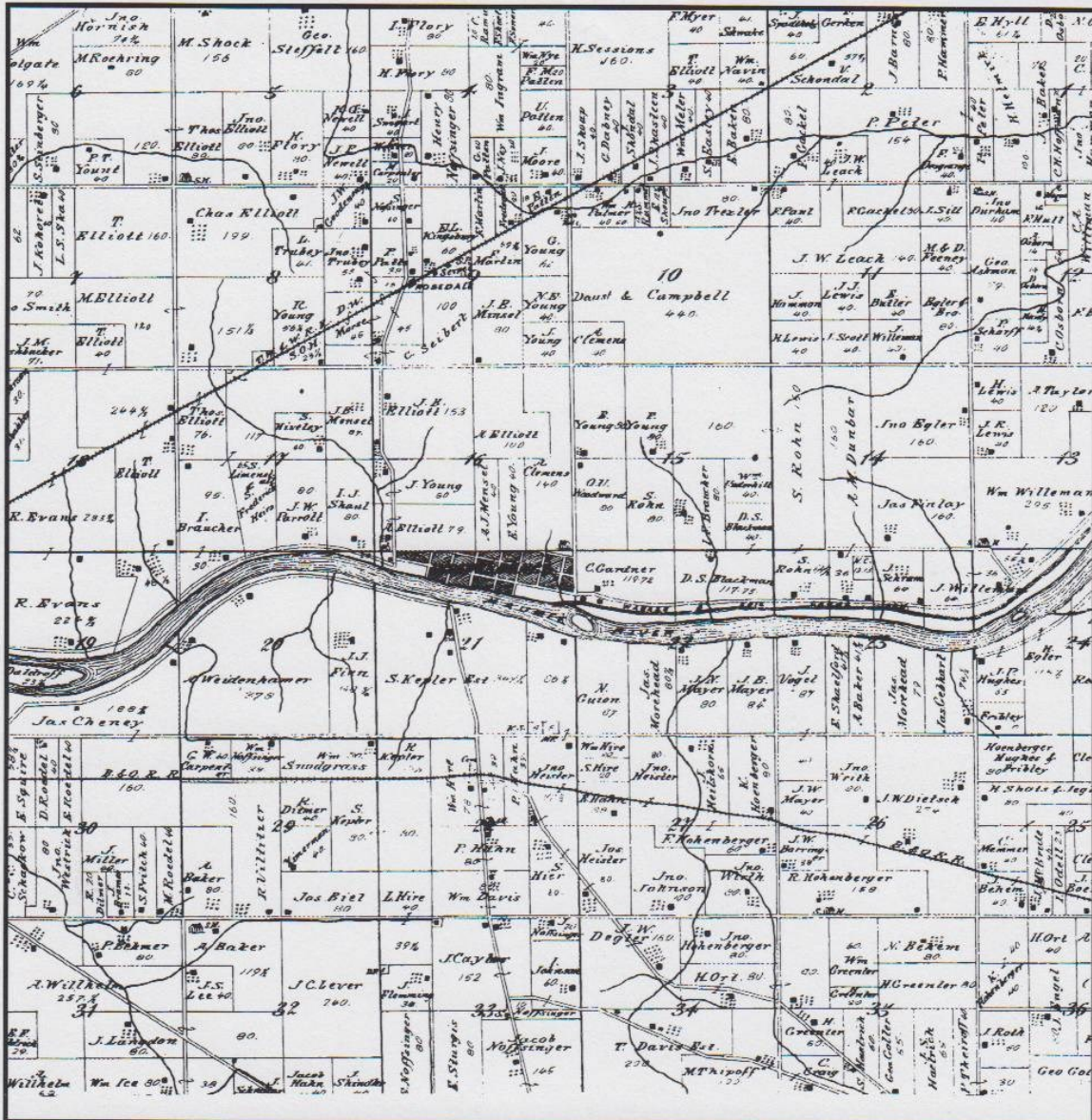
The canal boats were lowered into the slackwater pool through the River Lock 14 and were poled to the other side of the river where the mules were once again hitched to the towline. They were pulled downstream for approximately 4½ miles before re-entering the canal through the cut stone guard lock on the north bank of the Maumee River at Independence, OH.

These timber locks often needed repairing. Once the Wabash and Erie Canal closed in Indiana, the (Miami) Wabash and Erie lingered but was rapidly deteriorating. Between 1906-1909 major repairs, such as rebuilding the locks of concrete, were made. The flood of 1913 destroyed most of the repairs. The remnants of these concrete structures are still seen today in parks behind homes in Defiance. By 1917 most of the bridges across the canal in the city were removed and the canal bed filled. The sound of the canal boat horn has not been heard for years.

This abutment on the south bank of the Maumee River supported the mule bridge for the (Miami) Wabash and Erie Canal. The mules walked across the bridge and were re-hitched to the towline on the north bank of the river.

Photo by Bob Schmidt

"CANALABRATION" - Fort Wayne, IN to Defiance, OH



RICHLAND TOWNSHIP DEFIANCE COUNTY INDEPENDENCE, OHIO

This map shows the Wabash & Erie Canal along the Maumee River at Independence, Ohio. The canal boats, which had come down the pooled water in the Maumee River from Defiance, crossed the river and re-entered the canal just west of Independence Dam. Unfortunately this map does not show the dam. The boats came off the slackwater into the entrance of the canal, were locked through the guard lock (Lock #13) and proceeded down the canal to Napoleon. The dam would have been located very near the center island.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Independence and Independence Dam State Park

Independence Dam is a small town that grew next to the dam across the Maumee River that was built to pool water and feed the Wabash & Erie Canal. It is about 3 miles east of Defiance. It was a bustling little town with its business district a mile long in 1850. When the canal fell into disuse due to the railroad, the town just about disappeared.

Today Independence Dam State Park is about all that remains. The 1800s wooden dam that fed the canal was replaced by a concrete dam in 1924. The park is located between the river and the canal where the towpath once was located. To enter the park, the road crosses the ruins of Lock #13, the guard lock where canal boats left the slackwater pool and re-entered the canal.



1. Just beyond this entrance sign to Independence Dam State Park the road crosses the center of Lock 13 (40) of the (Miami) Wabash & Erie Canal.
2. Lock 13 (40) is a cut stone guard lock where canal boats left the slackwater pool of the Maumee River and re-entered the (Miami) Wabash & Erie Canal.

Photos by Bob Schmidt



This concrete dam replaced the original wooden dam at Independence. It pooled water in the Maumee River so that canal boats could travel from Defiance to Independence in the slackwater of the river. P - B. Schmidt

Napoleon

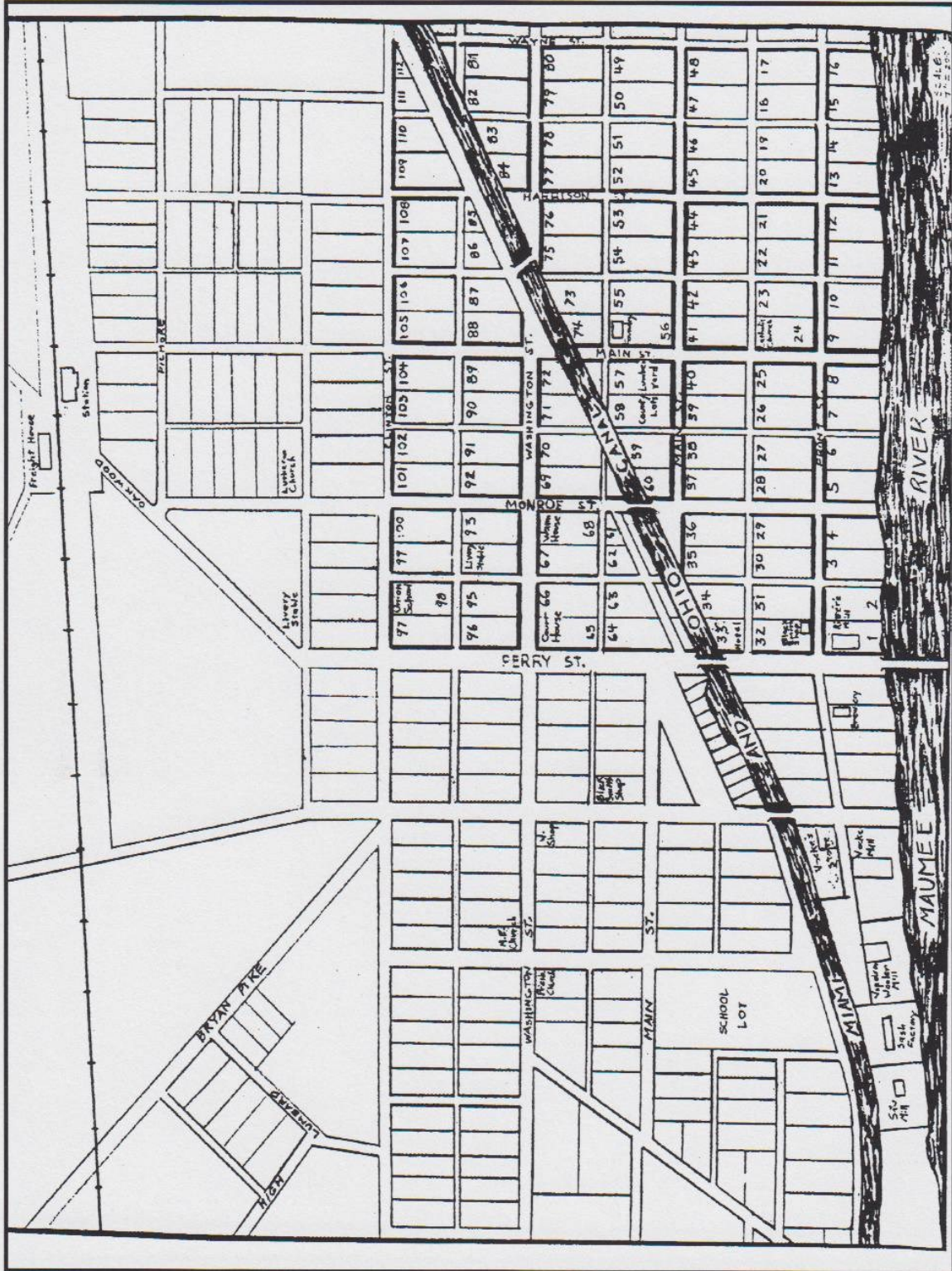
Following the War of 1812, the area around present Napoleon saw an increasing number of settlers, trappers and traders. The town was established in 1832 by either Mr. Huston or Amos Andrews, who built its first log cabin.

George Stout built the first two-story building in Napoleon in 1834. A battle over the name of the town either staying Napoleon or becoming Henry, since it was the Henry County seat, began in 1835 and wasn't settled until the town was incorporated in 1845.

When the Wabash & Erie Canal opened through the area in 1843 it stimulated population growth and industrial expansion. A wooden court house was built around 1844 but was destroyed by fire in 1847. It was replaced by a brick structure, which also burned down (1879) and was replaced by the present building.

Although a saw mill was built there in 1843, other businesses sprang to life near the canal. The first flour mill, opened in 1850 by John Ritter, grew to be Koller's Flouring Mill. It was powered by water from the canal. The Napoleon Flouring Mill was built in 1856 by Augustin Pilliod. He sold it to John H. Vocke in 1854. It stood at the north end of the river bridge until 1973 when it was razed. There was a water tunnel for the mill race that supplied power for the mill as canal water turned a water wheel as it ran down into the Maumee River. The tunnel

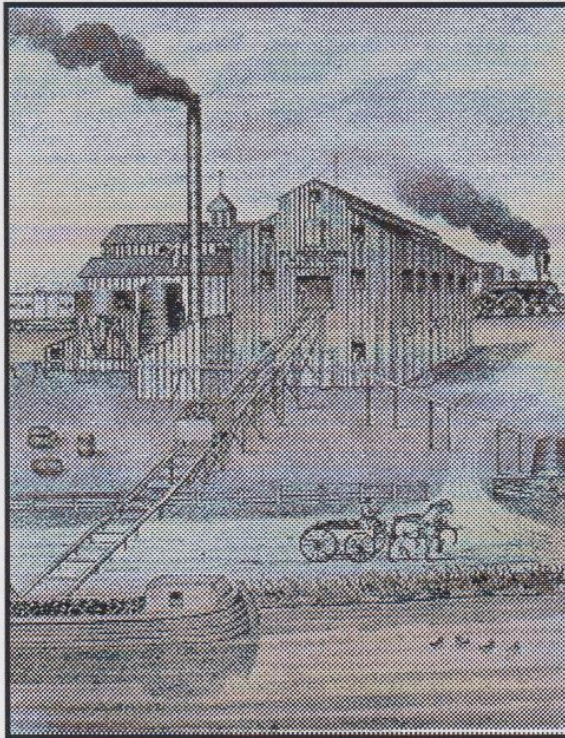
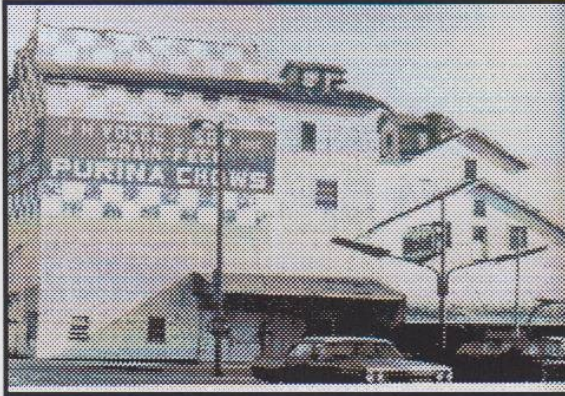
"CANALABRATION" - Fort Wayne, IN to Defiance, OH



NAPOLEON, OHIO in 1869

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

ran from U. S. 24 underground in front of Snyder's Chevrolet underneath the former Henry County Hardward and Marine and jogged a little to the left as it crossed Front Street. The tunnel reached the river at the rear of Vocke's Mill. Vocke's Distillery was another of the Vocke's enterprises. It was located on the canal.



1. J. H. Vocke's Flouring Mill was one of Napoleon's first industries.
2. Vocke's Distillery was located on and received raw products by canal.

Above right: The fire station ladder wagon turned over at the canal swing bridge in Napoleon.

Photos and drawing courtesy Napoleon Public Library

The Napoleon Woolen Mill founded in 1863 was run by Jacob Augenstein. An 1881 newspaper reported: "Miss Dell Hess, employed in Napoleon Woolen Mill as a weaver, made 630 yards of cloth last week. This breaks the record for cloth production in this mill. Her week of work netted her \$8.00."

A huge brick carriage works was built along the canal in 1884 by Joseph Shaff. There he manufactured wagons, buggies, carriages and phaetons. He also did blacksmith work.

Today the Campbell Soup Company has two huge plants at Napoleon. One is the main plant and the other the V-8 plant.

Other early industries included a sawmill, brewery, hoop factory, planing mills, foundry, tile and brick works, machine works, oar factory, and cigar factory. There were also the usual businesses such as groceries, dry goods, druggists, taverns, etc.

Once there was a fire at Brunner's Hoop Factory. The fire station was notified. The horses sprang out of the building and raced down the brick street. The horses were accustomed to turning right when they reached the canal swing bridge, but the hoop mill was to the left. Although the driver urged them to go left toward the fire, they refused his orders. The ladder wagon turned over in the canal and a horse that was caught under the swinging bridge was killed.



Huge stone culverts were built in and around Napoleon to carry the (Miami) Wabash and Erie Canal across streams that fed the Maumee River. Today these wonderful arches support roads and are crossed by hundreds of vehicles each day. The stone arch over Garrett Creek was damaged by the river over the years.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

After letters from the Canal Society of Indiana, citizens of Napoleon, the Maumee Valley Heritage Corridor, and others with concern for the structure, it has been repaired. The stones that had deteriorated were removed and replaced. A retaining wall was built above the culvert. An old stone wall was replaced with a new wall of concrete landscaping stones.

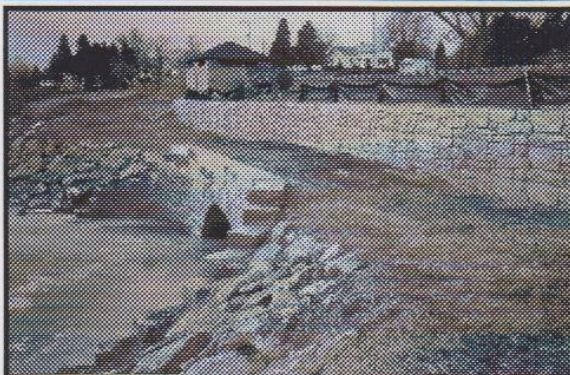
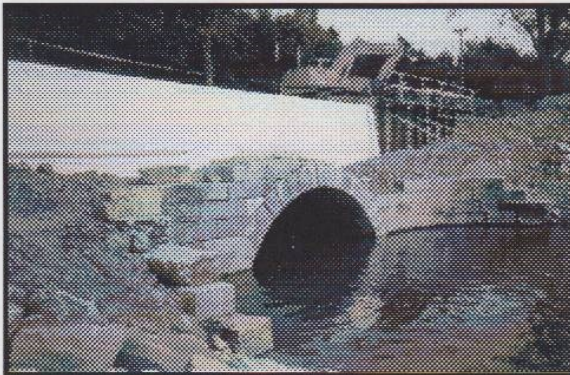
A newspaper article entitled "Canal Days—An Era Stretching Thru Decades" described the building of Turkeyfoot Culvert, a culvert similar to that of Garrett Creek, which is about 9 miles northeast of Napoleon, as follows:

"In the 1840s stone quarried in Grand Rapids was loaded on flat boats and poled up the Maumee River and Creek as far as the depths of the streams permitted. From there, horses hauled the rough stone to the site. Under the leadership of Engineer Durbin, a heavy arched timber form 10 to 12 feet wide was first placed over the water (timber foundation) fastened together by heavy removable wooden pins.

"The men would then lay 2 or 3 rows of stones over the frame until the keystone was set. The stones were chiseled so well that no mortar was used and they fit so tightly that very little water dripped through the culvert.

"After the men knocked out the wooden pins, they reassembled the timber frame and started the next row.

"Above the culvert the canal bank extended upward some 12 feet allowing 7 feet of depth for the canal boats. These banks were bulldozed down when the highway was put in."



1. A retaining wall was built above Garrett Cr. Culvert.
2. The wall was made to look like stone. The broken culvert stones were replaced.
3. A fabricated concrete block wall was placed near the road in front of the old stone wall. Photo Bob Schmidt

To the east of Garrett Creek Culvert in Napoleon is Oberhauser Creek Culvert. An iron railing over the culvert prevents modern day vehicles from falling into the creek.



Oberhauser Creek Culvert carries the highway over the creek. It needs some repair. Photo by Bob Schmidt

The (Miami) Wabash and Erie Canal continues to the northeast and Lake Erie. This portion of the canal will be covered in another book when a tour is taken of that area.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Girty's Island, In The Maumee,
Has Colorful History
By Cynthia Powers

About 5 miles west of Napoleon, the Maumee makes about a 90 degree bend to the north. At this point, just south of the old canal bed, is an island of about 40 acres which once was a hideout for a notorious renegade, Simon Girty. Although Girty died in 1813, before canal days, there is a canal connection to Girty's Island. Early in the 20th Century it became a resort and amusement park. Visitors arrived on a steamboat named Goldie. Every September, Goldie would be taken down-river to Grand Rapids, through the locks, into the canal and up to Toledo where it would be dry-docked for the winter.

On July 4, 1918, the island had its biggest crowd ever: over 1000 people. It was also the first day beer was sold—and also the last. Two men got into a fight that day which frightened visitors. Repeated flood damage also helped seal the fate of the park. Later it was used as a Jewish summer retreat, and then leased as farmland.

Now back over a hundred years to the days of Simon Girty, who was a white man, the son of a drunken father, who at age 15 had watched his stepfather killed by the Indians. He and his two younger brothers were taken by three different tribes. All grew up to be violent alcoholics. Simon impressed his captors, the Senecas, partly by his great cruelty, although there are equally compelling legends about he sometimes was merciful to captives, and was scrupulous about paying his debts. Nevertheless, his name struck fear into the hearts of white women and children on the frontier. He fought with the Shawnees at St. Clair's Defeat, and in 1777 led the attack on Fort Henry in Wheeling, West Virginia.

Simon's brother James had a trading post at Girty's Point on the Maumee opposite the island. Simon could hide in the island's dense forest when threatened by attackers. Legend has it that his cannon was sunk in the river somewhere near the island, but it has never been found.

Henry County History Vol 2. 1976 pp. 110-115.

A Canal Era Murder
Took Place Near Napoleon
By Cynthia Powers

In the early days of Henry County, a group of Indians was murdered, and the culprits were jailed in Napoleon—until they escaped! Here is how Vol. 2 of the Henry County History describes what happened.

In either 1841 or 1845 (accounts do not agree), a Wyandot named Summudewat, along with his wife, Nancy and a nephew, were hunting raccoons as they did every fall. They had along seven ponies, two colts and five dogs, including two excellent coon dogs. When they stopped at Jacob Eberly's blacksmith shop on the Portage River to get a knife and a hatchet made and a gun sight repaired, these dogs caught the attention of Eberly's employee, John Anderson. Later Anderson and his disreputable friend, James Lyons, visited the Native American's camp and tried to buy or trade for the dogs, but Summudewat would not sell. It also came to light that the Native Americans had some money.

A few days later one of the men was noticed with one of the coon dogs. This was unusual, because no Native American would sell his dogs before the hunting season was over.

Summudewat was a member of the Indian Mission Church at Upper Sandusky and had traveled through the Black Swamp as a preacher. Hence he was well known and respected by many of the white settlers.

Hearing a rumor that Summudewat was missing, a group of Native Americans led by their chief, Snake-bones, followed his trail. They saw blood at his abandoned camp and found the bodies hidden under some logs. The next Sunday, they surrounded the whites at the log church in Portage, and pointed to Anderson (who was pale and shaking) as the guilty man. The whites, disgusted when they heard of the cruel tragedy, and also fearing the Native American's revenge, helped seize Anderson and turn him over to the law.

On the same day, Lyons was back at the blacksmith shop trying to get new shoes put on

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

his racing mare. However Mr. Eberly did not want to work on Sunday, so Lyons was out of luck. Snake-bones' group found Lyons' house, with the stolen furs and the ponies nearby. When Lyons came home he was captured, bound hand and foot and taken to jail in Napoleon along with Anderson.

Anderson confessed to killing Summandewat's nephew; he said Lyons had killed Summandewat and his wife, Nancy, after she begged for mercy and Anderson could not bring himself to do it. Another accomplice, Ellsworth, had taken all the money, promising to count and divide it later. However he took the money and escaped out West. After rewards were posted he was arrested, but never convicted.

Lyons and Anderson escaped from the

jail in Napoleon, with the possible connivance of the jailer. Anderson was last heard from in Indiana, and Lyons was hanged much later, in California, after confessing to 8 more murders!

Summandewat was well known to the editor of the **Henry County Signal**, who described him as "one of the most enlightened and noble chiefs of the Wyandot Nation....he was a leading member of the Methodist Church.....and was a firm friend of the whites...(he tried) to maintain peace and friendly relations between his people and the "Pale Faces."

The tragedy "produced a state of excitement never equalled before in the Black Swamp." And so it is that a senseless act of terrorism can undo many years of peace.

SEPTEMBER 26, 1846

FORT WAYNE SENTINEL

RATE OF TOLL FOR THE WABASH & ERIE CANAL, IN THE STATES OF OHIO AND INDIANA, FROM AND AFTER THE 10TH OF SEPTEMBER, 1846.

ON EACH 1,000 POUNDS, AND IN THE SAME PROPORTION FOR A GREATER OR LESSER WEIGHT:

1. Of ale, agricultural implements, animals (domestic,) beans, bread, beer, beeswax, bristles, cheese, crackers, cotton bagging, cordage, cotton in bales, coopers' ware, carpenters' and joiners' work, carriages, candles (or tallow or lard,) eggs, flax, fruit (dried U. S.,) ginseng, hemp, hides, horns and tips, hair, hams, lime (hydraulic,) manila, malt, marble dust, nuts (U.S.,) oil (of western lard,) peas, provisions (salt and fresh,) pot and pearl ashes, porter, palm leaf, potters' ware, pitch, rosin, rags, seeds (domestic,) saleratus (western,) salts of ley (black and white,) sumac, skins of domestic animals, sleds and sleighs, saddletrees, starch (western,) tallow, tails (cattle,) tar, vinegar, wool, woodward (western) wagons:

For each mile not exceeding 100, 8 mills

For each mile in addition 6 mills

2. Beef, butter, bacon, brooms, broom handles, broom corn, barley, flour, lard, pork, soap, tobacco (not manufactured,) wheat, whiskey, and high wines:

For each mile not exceeding 100 7 mills

For each mile in addition 6 mills

3. ___ blooms, clocks, leathers, flags (for chair bottoms,) hops (western), household furniture (accompanied by and belonging to families emigrating,) iron (wrought or cast,) iron tools (weighing over five lbs. each,) leather (sole or unfinished,) marble (wrought,) machinery, mechanics' tools, nails, paper (western,) powder (western,) spikes:

For each mile not exceeding 100 15 mills

For each mile in addition 10 mills

4. Fresh water fish and salt:

For each mile not exceeding 100 7 1/2 mills

For each mile in addition 5 mills

5. Baggage, domestic spirits (other than whiskey,) furniture (household,) furs and peltries (including deer, buffalo and bear,) lead (in pigs or bars,) merchandise (including Dry Goods,) hardware, cutlery, crockery, groceries (not otherwise enumerated and all articles not specified,) shot and steel:

For each mile not exceeding 100 20 mills

For each mile in addition 15 mills

6. Buckwheat, barrels (empty,) cider, fruit (fresh U.S.,) grindstones, gypsum grease, iron (pig or serup,) meat, oats, potatoes and other vegetables, rye, shorts and ship stuffs, screenings, tombstones (not marble,) trees, shrubs, and plants (living,):

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

For each mile not exceeding 100	6 mills
For each mile in addition	4 mills
7. Burr locks and millstones, oil, (linseed and corn,)	
For each mile not exceeding 100	12 mills
For each mile in addition	6 mills
8. Crockery (western:)	
For each mile not exceeding 100	10 mills
For each mile in addition	5 mills
9. Salt (coarse or rock:)	
For each mile not exceeding 100	5 mills
For each mile in addition	2 1/2 mills
10. Corn in Indiana	3 mills
Not to exceed for any distance in Ohio	25 cents
11. Coffee, crockery (in crates,) glass and glassware, molasses and sugar (in hhd's or bbls,) tobacco (manufactures,) wire lead, and West India Fruits:	
For each mile not exceeding 50	20 mills
For each mile in addition	10 mills

All articles enumerated in the Ohio and Indiana Toll sheets, which are not provided for in this, to be left to the control of the Commissioners or Superintendents of their respective States—

Provided, That the foregoing rates of Toll are to be charged only on articles cleared in one State and transported into the other, and it shall be the duty of the Masters of Boats to leave copies of their clearances with the nearest Collector after crossing the State line, such copies to be obtained at the nearest office previous to crossing the State line. In determining the distance by which the rates of toll per mile shall be ascertained, the computation shall be made from the office at which each article is entered and cleared.

All articles entered and cleared at Fort Wayne, for the East end of the canal in Ohio, or which shall arrive at Fort Wayne from the Ohio, Wabash and Erie, shall be charged at the rates of toll chargeable on the first 100 miles for the whole distance.

Articles embraced in the second section if entered and cleared at Lafayette, or at any office on the Wabash and Erie canal South of Lafayette, between January and the last of June, shall be entitled to a reduction of 10 per cent on the foregoing rates.

Adopted on the part of Indiana. S. FISHER General Superintendent. September 13, 1846

DATE UNKNOWN

NEWSPAPER UNKNOWN

Prices have still a downward tendency, the extortionate rates demanded for freight, and the fact that all wheat purchased now will have to remain on hand until next spring, deter buyers from giving as much as it would otherwise be worth. Wheat this week only commands 56¢ and we should not be surprised if in another week or two it would be down to 50¢.

That the farmers may fully understand the cause of this decline we give a statement of the cost of transporting a bbl. of flour and bushel of wheat to New York.

	Wheat	Flour
Freight to Toledo		
From _____ to Buffalo	12¢	28¢
Buffalo to New York	13¢	1.06
From Fort Wayne to New York	64¢	1.90

To this must be added wharfage, storage, _ c.a. Toledo, Buffalo and Albany, and storage and commission at New York. Flour has been carried from here to New York for 95 cents per bbl; the present charges of transportation therefore are in effect the same as taking one dollar for every barrel shipped, out of the pockets of the farmers and putting it into those of the transportation companies.

Flour, country, per bbl	\$3.25
Wheat per bushel	56
Corn, new	20
old shelled	25
Oats	18 & 20
Rye	28
Barley	62
White Beans	62

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

BIBLIOGRAPHY

Many thanks to:

Scott Bieszcjad who provided period maps from the Paulding County Engineer and the actual transit book entries from a survey taken in 1888 that was probably made because the original plat maps were either destroyed or lost. He plotted the locks on Deloreme's Topo Maps to show the location. He also sent Ohio Department of Natural Resources Maps of the Miami & Erie Canal in Defiance County. These documents helped in naming and locating canal structures in Ohio.

Jim Ellis who provided his newspaper clippings from Fort Wayne newspapers over the years. Many sources which probably would not have been found have been used. Unfortunately not all the clippings had dates or names of the newspaper from which they were cut still on them. Because of time limitations when compiling this book, the articles were used without locating all the source information.

Terry Pepper who has compiled a Huntington canal webpage, which provided canal boat information.

A Century of Progress Antwerp, Ohio 1841-1941.

"Aboite Creek Aqueduct." **Indiana Waterways.** Fort Wayne, IN: Canal Society of Indiana. 1988. Vol. 5 No. 4.

"Anti-Reservoir Meeting." **Fort Wayne Times and People's Press.** 15 November 1845.

Antwerp Chautauqua Heritage Revue. Antwerp, OH: Antwerp Preservation Society.. 1992.

"As Boats, Came, West...Fashion Once Paraded Along Old Waterfront." **Fort Wayne Newspapers** 29 January 1967.

"As I Remember." Fort Wayne, IN: Allen County Fort Wayne Public Library, 1960.

Ankenbruch, John. **Twentieth Century History of Fort Wayne.** Fort Wayne, IN: Twentieth Century

Historical Fort Wayne, Inc., 1975.

Bates, Roy M. and Kenneth B. Keller. **The Columbia Street Story.** Fort Wayne, IN: Fort Wayne Public Library, 1975.

Bensheimer, Virginia. "Stonemason's Home Lasts 124 Years." **Fort Wayne Journal Gazette** 29 December 1975.

Bermudez, Caroline. "Usefulness Restored to Historic Edsall House." **Fort Wayne Journal Gazette.** 15 November 1987.

"Boat Building." **Fort Wayne Sentinel.** 22 April 1837.

Burger, Eugene and Marty Burger. "Krudops Bought City's First Steam Engine." **Fort Wayne News Sentinel** 7 July 1993.

Burr, D., Saml. Lewis and J.B. Johnson **1853 Wabash & Erie Commissioners Report to the General Assembly.** Indianapolis. 19 December 1853.

Burns, Susan. "Cityscape." **Fort Wayne Journal Gazette** 14 October 1976.

Campbell, Cheryl. "Canal Days." **Fort Wayne News Sentinel Neighbors.**

Cass County Times. 2 March 1832.

Castaldi, Thomas E. **Wabash & Erie Canal Notebook: Allen and Huntington Counties.** Fort Wayne, IN: Graphik Mechanix, 1995.

Celley, Albert and Daniel Perch. "The Junction of Two Historic Waterways in the Early History of Ohio and Indiana." **Towpaths.** Cleveland, OH: Canal Society of Ohio. 1988. Vol. XXVI No. 4.

Clark, George P. **Into the Old Northwest: Journeys with Charles H. Titus 1841-1846.** East

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

- Lansing, MI:Michigan State University Press, 1994. "Five Blocks Long, 140 Years Old: Columbia Called 'Most Vital Street in City's Development.'" **Fort Wayne Journal Gazette.**
- Commager, Henry Steele. **Documents of American History.** New York, NY:Appleton Century Crafts, Inc. 1949. Fort Wayne/Allen County Public Library Staff. **Canal Celebrations in Old Fort Wayne.** Fort Wayne, IN:Fort Wayne/Allen County Public Library, 1953.
- Conner, Dorothy. "A Dip into the Old Aqueduct's Past." **Fort Wayne Journal Gazette.** 27 February. **Fort Wayne Daily Sentinel.** 10 July 1874.
- Deinzer, Lou. "Old Erie Canal Bridge Unearthed At Barr St." **Fort Wayne Newspapers** 1954. "Fort Wayne...Did You Know That..." **Fort Wayne Newspapers.** 6-9 March 1986, sec. Glenbrook Square Ad.
- Discover Defiance Ohio, Defiance, OH:The Greater Defiance Area Tourism & Visitors' Bureau, Inc. "Digging Up The Past." **Fort Wayne News Sentinel.** 1 December 1975. **Fort Wayne Sentinel.** 29, March 1845.
- "Diversified Fort Wayne Shipyards Once Lined Old Canal." **Fort Wayne Journal Gazette Sunday Magazine.** "Fun Facts About the Summit City." **Fort Wayne News Sentinel.** 20 October 1992.
- Doughty, Howard. **Evolution On East Main.** Fort Wayne, IN:Fort Wayne Civic Improvement. 25 March 1979. Guckenberg, Susan. "Maine Men." **Fort Wayne News Sentinel.** 2 December 1988.
- Drury, David L. **Praying Grounds and Pleading Terms: The Letters of Lewis G. and Wilson L. Thompson, 1837-1844.** Fort Wayne, IN:Allen County Fort Wayne Historical Society 1969. "Gronauer Lock #2: Wabash and Erie Canal." **Canal Society of Indiana Newsletter.** 4 June 1991.
- "Dying Legend Beclouds Soap Factory On Canal," **Fort Wayne Newspapers.** Hanna, Samuel. "Extensive Sale of Real Estate at Fort Wayne, In." **Fort Wayne Sentinel.** 22 April 1837.
- "Early Recollections of the Hon. J. L. Willaims of Fort Wayne." **Fort Wayne Daily Sentinel.** 8 June 1874. Hawfield, Michael. "Behind Monument Lies Story of Bygone Era in City's History." **Fort Wayne News Sentinel.** 13 August 1983.
- Ehrhart, Otto E. "The Six-Mile Reservoir." **Indiana Waterways.** Ft. Wayne, IN:Dandelion Press. 1985. Vol. 4 No. 3. pp. 1-5. Hawfield, Michael. "Downtown's Gem: The Edsall House." **Fort Wayne News Sentinel.** 2 July 1984.
- "Feeder Canal Fed a Waterway." **Fort Wayne Newspapers.** Hawfield, Michael. "Edsall House Endured Many Changes." **Fort Wayne News Sentinel.** 2 November 1983.
- Ferguson, William, "City Receives Canal Building for Museum." **Fort Wayne Newspapers.** Hawfield, Michael. "Estate Home of Influential Intellectuals." **Fort Wayne News Sentinel.** 24 September 1983.
- Hawfield, Michael. "Ewing Family Played Key Early Role." **Fort Wayne News Sentinel.** 18 February 1984.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

- Hawfield, Michael. **Here's Fort Wayne Past & Present.** Ft. Wayne, IN: SRS Publications, Inc. 1992.
- Hawfield, Michael. "Scarred Manse Once Estate of National Leader Hugh McCulloch." **Fort Wayne News Sentinel.** 16 December 1963.
- Hawfield, Michael. "Seeing Our Past Via the Canal House Door." **Fort Wayne News Sentinel.** 10 September 1983.
- Hawfield, Michael. "Summit City Grew With Canal." **Fort Wayne News Sentinel.** 26 May 1984.
- Hawfield, Michael. "The Flamboyant R. T. McDonald, Sold 'Light' To City." **Fort Wayne News Sentinel.** 19 November 1983.
- Hawfield, Michael. "William Edsall: The Man Behind the Man." **Fort Wayne News Sentinel.** 2 July 1984.
- Henry County Ohio.** Dallas, Tx: Taylor Publishing Co. 1976. Vol. 2.
- "History's Child: A Club Dies to Live Again." **Fort Wayne Newspapers.**
- Helmke, Mark. "ARCH Plans 'Reuse' of Historic Home." **Fort Wayne Journal Gazette.** 1976.
- Howe, Henry. **Historical Collections of Ohio.** Cincinnati, OH: C. J. Krehbiel & Co. 1888.
- "'Iron Horse' Was Canal's Downfall." **Fort Wayne Journal Gazette.** 2 October 1964.
- "Junction - What's Your Function?" **Canal Society of Indiana Newsletter.** Fort Wayne, IN: Canal Society of Indiana. 1997. Vol. 11 No. 3.
- Jones, Charles H. **Historical Atlas of Defiance County Ohio 1876.** Chicago, IL: H. H. Hardesty & Co. Publishers. 1876.
- Keller, Kenneth B. "No Time For Today: City's Oldest Quarter Offers Something New!" **Fort Wayne Newspaper Sunday Magazine.**
- Keller, Kenneth. "Swinney Manse Hosted Some Elegant Affairs." **Fort Wayne Journal Gazette.** 30 November 1975.
- Kilbane, Kevin. "This Old House: The Historic McCulloch House, with Its New Old Look and a New Lease on Life, is Featured in ARCH Inc's Annual Holiday Open House." **Fort Wayne News Sentinel.** 2 December 1988.
- King, Rod. "Heritage Flows Deep in Canal." **Fort Wayne Newspapers.**
- Krueger, Curtis. "Old Home to House Group." **Fort Wayne Journal Gazette.** 10 August 1986.
- Lewis, Samuel. Notice To Contractors. 15 April 1837.
- "Like an Old Shoe: Old Canal Best Fits History of Progress." **Fort Wayne Newspapers.** 9 October 1966.
- Leininger, Kevin. "Historic Group Nears Deal to Sell McCulloch House." **Fort Wayne News Sentinel.**
- Leininger, Kevin. "Waterway Bankrupted State: Canal 'Flop' Made City Accessible." **Fort Wayne News Sentinel.** 27 April 1981.
- Leonard, Craig. **Gronauer Lock Prospectus.** New Haven, IN: City of New Haven, 1995.
- Lewis, Samuel. "Wabash and Erie Canal East of Fort Wayne." **Fort Wayne Sentinel.** 22 April 1837.
- Linkous, Clovis E. **General Electric At Fort Wayne, Indiana: A 110 Year History.** Baltimore, MD: Gateway Press, Inc. 1994.
- "Lock I#37 New Attraction in Defiance." **Canal Society of Indiana Newsletter.** Fort Wayne, IN: Canal Society of Indiana. 1999. Vol. 13 no. 1.
- Loveland, John E. **The Wabash-Erie Canal: Men Who Came to Build Canals Stayed to Build a State!** Fort Wayne 1977.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

- Lulzadder, Dan. "Edsall House Renovation Gets OK: Groundbreaking Set." **Fort Wayne News Sentinel**. 20 September 1977.
- "McCulloch Manse: Historical Shrine Saved by Electrical Workers." **Fort Wayne Journal Gazette**. 11 January 1970.
- McCulloch, Susan. "Recollections." 1895-96.
- Meekison, Mary Fran. "**Canal Days to Modern Ways Revisited.**" Defiance, OH: The Hubbard Company. 1984 reprinted.
- "Memoirs of Edwin Phelps." **Northwest Ohio Quarterly**. Maumee, Ohio: Maumee Valley Historical Society. 1992. Vol. XXX No. 3.
- "Modern Inventory: City Contributed To Dramatic Era." **Fort Wayne Journal Gazette**.
- "Mrs. Joseph Gronauer" **New Haven News**. 2 January 1896..
- "New Boat Yard." **Fort Wayne Times**. 29 March 1849.
- "Old Bricks Restore Canal House Profile." **Fort Wayne Newspapers**.
- Old Fort News**. Ft. Wayne, IN: Allen County Ft. Wayne Historical Society 1982 vol 45 no 3.
- "Old Medical College Proved Its Compassion." **Fort Wayne Journal Gazette**. 18 January 1970.
- Outline of Fort Wayne History 1750-1860**. Fort Wayne, IN: Allen County Fort Wayne Public Library 1956.
- Pauling County Retired Teachers Association and Bicentennial Commission. **History of Paulding County Towns**. 1976.
- Paulison, Arthur M. "The Lindenwood Story." **Old Fort News**. Fort Wayne, IN: Allen County Fort Wayne Historical Society 1979, vol 42 no 3.
- Pioneers Resting in Historic Lindenwood**. Fort Wayne, IN: Lindenwood Historical Foundation, 1989.
- Poinsatte, Charles R. **Fort Wayne During the Canal Era 1828-1855**. Indianapolis, IN: Indiana Historical Bureau, 1969.
- Railroad**. Roanoke, IN: Allen County Ft. Wayne Historical Society, 1967.
- Reminiscences of Old Fort Wayne**. Fort Wayne, IN: Allen County Fort Wayne Public Library 1906.
- "St. Mary's Feeder" **Fort Wayne Times & Press**. 22 August 1846.
- Schmidt, Robert F. and Carolyn I. Schmidt. **Indiana's Canal Era**. Fort Wayne, IN: Canal Society of Indiana, 1996.
- "Seabee Sortie: House Weather Tight." **Fort Wayne Newspapers**.
- Slocum, Charles E. **History of the Maumee River Basin**. 1905.
- Sowards, Neil and Lynne Shuman. **A Guide to Three Rivers Region, Fort Wayne, and Northeast Indiana**. Fort Wayne, IN, 1982.
- Taylor, Robert N. et. al. **Indiana: A New Historical Guide**. Indianapolis, IN: Indiana Historical Society, 1989.
- Temple, Sandra Kay. **Historic Antwerp**. Antwerp, OH: Antwerp Bee-Argus. 30 July 1966.
- "The Canal." **Fort Wayne Sentinel**. 23 August 1845.
- "The Old Canal." **Fort Wayne Daily News**. 2 June 1882,
- "The Specie Circular" **American State Papers, Public Lands**. 11 July 1836. Vol VIII p. 910
- "The Lights." **Old Fort News**. Summer 1921.
- "30 Men Have Occupied Chair of Mayor." **Fort**

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Wayne News Sentinel. 30 October 1971.

Thompson, Jerry. "City Mills." **Indiana Canals.**

Thompson, Lewis G. and Wilson L. Thompson. "Praying Grounds and Pleading Terms." **Old Fort News.** Spring 1969.

Vendrey, Nancy. "Bits and Pieces: Parks Plats, Monkey Business." **Fort Wayne Newspapers People Southwest.** 18 July 1995.

Vendrey, Nancy. "City's History Memorialized in Cemetery Tour Saturday." **Fort Wayne Newspapers People Southwest.** 17 October 1995.

Walker, Karen. "Canal House Restoration on Schedule." **Fort Wayne Newspapers.**

Welcome To the Museum. Fort Wayne, IN: Allen County/Fort Wayne Historical Society.

"Who Was Samuel Hanna?" **Fort Wayne News Sentinel.** 11 April 1970.

"Who Was Col. Thomas Swinney?" **Fort Wayne News Sentinel.** 14 February 1970.

"Who Were the Edsalls?" **Fort Wayne News Sentinel.** 16 May 1970.

"Who Were the Ewings?" **Fort Wayne News Sentinel.** 2 May 1970.

Williams, Jesse L. "1833 Report to the Canal Commissioners."

Williams, Jesse L. "1844 Report of the General Superintendent of W & E to General Assembly."

Williams, Jesse L. "1847 Chief Engineer's Report on Canal Structures in Allen County Indiana."

Williams, Jesse L. "1853 Report to the Board of Canal Commissioners." December 1835.

Williams, Jesse L. "To the Editor of the Gazette." **Fort Wayne Gazette.** 5 December 1873.

Writer's Program of the W.P.A. **Indiana: A Guide to the Hoosier State.** New York: Oxford University Press, 1941.

Zedaker, Ollie. "History of Antwerp Village."

Zlatos, Bill. "Homebuilders Association Plans Winter Move into Edsall House." **Fort Wayne News Sentinel.** 1 August 1986.

Zuber, Connie Haas, "Breathing Some New Life Into Old Buildings." **Fort Wayne News Sentinel.** September 1988.

Diagrams, Maps & Pictures

Diagrams/Drawings:

Baudendistel, Paul
Bert J. Griswold
Craig Leonard
Tom Meek
Nate Tagmeyer.

Maps:

Ball State University Cartographic Services
Department of Geography 1998
Thomas E. Castaldi
Carl A. Hofer

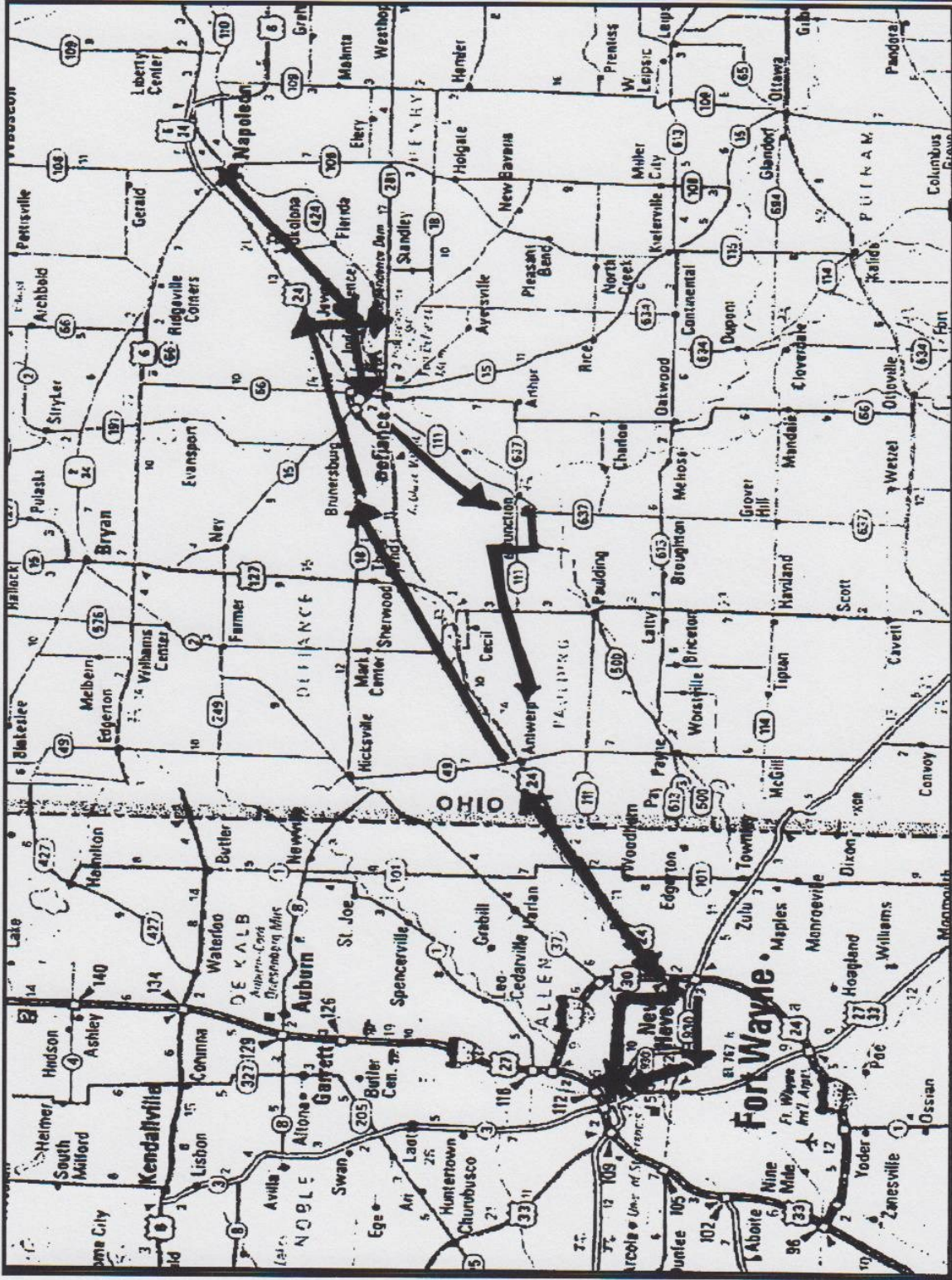
Illustrated Historical Atlas of the State of Indiana 1876. Chicago: Baskin Forester & Co., 1876.
Neil Sowards
N.Y.C. & St. L. R.R. to P. Ft. W. & C.R.R.

Photographs/Post Cards:

Allen County/Fort Wayne Historical Society
Allen County/Fort Wayne Public Library
Thomas E. Castaldi
Patricia Derrow
Jim Ellis
Mel Gronauer
Brian Migliore
Fort Wayne Newspapers
Gene Paschka
Carolyn Schmidt
Robert F. Schmidt
Allen E. Vincent.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Saturday Tour Route - Ft. Wayne, IN to Napoleon, OH



"CANALABRATION" - Fort Wayne, IN to Defiance, OH

SATURDAY BUS TOUR ROUTE

This route is written in the following manner. The direction of the turn is given first. The abbreviations are as follows:

R = Right
 L = Left
 I = Interstate
 US = Federal Highway
 SR = State Road
 CR = County Road
 Ave. = Avenue
 Bus. = Business
 Rd. = Road
 St. = Street
 N = North S = South E = East W = West

RESTROOMS on bus or where indicated

Baymont Inn Parking Lot

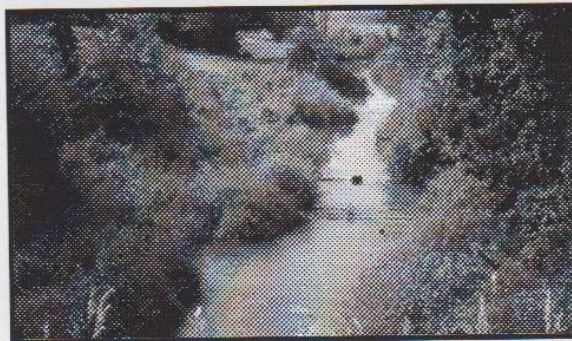
R on Washington Center Rd. to exit lot
 R at Meijer's Sign onto Meijer Rd.
 R on Stellhorn - SR 37
 L on Maysville (This is the beach head for the glacial lake once located here)
 L on Landin Rd - See Canal Landing Park



L on Main St.
 L on Henry
 R on Bell Ave. - See Wabash & Erie Canal prism behind Cape Cod style home
 L on Green St.
 R on US 24 - See site of Gronauer Lock
 R on Berthand Rd.

STOP 1 Garr Creek (Spelling according to Jesse L. Williams report)

A short hike over property owned by the Meyer family will take us to the remains of a wooden box culvert. Note bottom timbers and sheet piling in the creek bed.



Buses drop us off, proceed down road, turn around in Gar Creek St. Paul's Lutheran Church parking lot on right, return down road to await re-boarding.

R on US 24
 Straight ahead into old road to Blue Cast Springs just before SR 101 now private drive - permission Ken Derrick - to see canal prism

R on SR 101
 L on US 24 past Antwerp and Defiance
 R on CR 185 Independence Rd. to Jewell, OH
 L on 10 and cross 424 straight into Independence Dam State Park (Miami) Wabash & Erie Canal

STOP 2 Entrance to Independence Dam S.P. Walk down berm path to entrance of Maumee River water from slackwater pool created by the dam. See the guard lock. Walk down towpath to Independence Dam. Pick up lunch and use RESTROOMS in park. Buses drop us off and proceed into park. Turn around in parking lot by first shelter house. Await re-boarding.

R on 424
 L on Glenwood
 R on Park
 R on Sheffield

R on Riverview to enter Ritter Park on Maumee R.

STOP 3 Garrett Creek Culvert - See restoration work done on the face of the stone arch culvert of (Miami) Wabash & Erie Canal RESTROOMS

Buses drop us off in parking lot and turn around to await re-boarding.

R on Riverview
 L on Glenwood
 R on Park
 R on Sheffield
 R on Riverview or 424 past Independence Dam

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

L on 15 N. Clinton
R on Third St. to Lock 37 Park (Miami) Wabash & Erie Canal

STOP 4 Lock 37 Park and Group Photo - Go directly to the amphitheater to have group photos taken before viewing park. One end of the lock has been reconstructed with signage nearby to explain how it once operated. We will then walk down the alley toward the river to see other lock sites and mule bridge abutments.

Buses drop us off on Third St. Proceed to parking lot behind buildings on Clinton St. turn around and await re-boarding.

R on Perry
R on First St.

L into lot before Clinton St.

STOP 5 Lock 39 and mule bridge site of (Miami) Wabash & Erie Canal

R on First

L on Perry

R on Kahlo (This is to avoid too low underpass)

L on Jackson

L on Gorman

L on Perry

STOP 6 Lock 35 Park - See 1907-8 rebuild of 1843 lock (Miami) Wabash & Erie Canal
Buses turn around in parking lot on right.

L on Perry

R on Deatrick

L on Jackson Ave.

L into Lock 35 Park

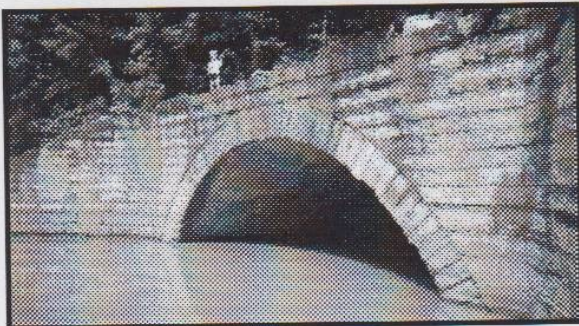
STOP 7 See Lock 34 and tumble - reconstructed on (Miami) Wabash & Erie Canal
Buses unload and await reloading in park drive.

Continue on Jackson

R on Krause Rd 146

L on Powers R 29

L on CR 153



STOP 8 Six Mile Culvert - Hike towpath to see

massive stone arch culvert over Six Mile Creek with road and canal prism over it. (Miami) Wabash & Erie Canal
Refreshments

Buses drop us off to walk towpath and park in grassy area along road beyond culvert to await re-boarding.

Continue on CR 153

Cross to Junction, OH - See where the Miami and Erie Canal joined the original Wabash and Erie Canal

L on 163

STOP 9 Little Flatrock Creek Culvert - See culvert at creek level - Miami & Erie Canal passed over the top

Buses park along side of little traveled road.

Continue on 163

R on 176

R on 47 to 111

L on 111

L on 163

L on 77 Cross top of dam for Six Mile Reservoir of Wabash & Erie Canal

R on 176 Pass through center of reservoir

R on 43 S. Harriman - Canal era home and corncrib

L on W. Canal

R on Wentworth

L on US 24 to Gronauer Lock Site

L on Doyle Rd.

R on Harper Rd.

STOP 10 See Gronauer Lock Site from bus
Buses park along side of road.

L on US 24 and continue straight ahead at turn

L on Estella Ave. to follow canal route

R on US 24

R on Glasgow

L on Wayne - Moots lock is buried under railroad tracks behind the Deister building on right

R on Anthony

L on Berry - Note Hosey Roller Dam on Maumee River

R on Clay - Note 2nd American Fort marker

L on Main - Water Bucket at 1st A. Wayne Fort

R on Lafayette road divides -curve

L on Coldwater Rd.

L on Washington Center Rd.

L into Baymont Inn lot

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

SUNDAY CAR CARAVAN ROUTE

R on Washington Center Road from Baymont Inn
R at 2nd light Coldwater Rd.

L at 6th light - sign says to Clinton Street
Downtown - Shortly after the road splits
by Burger King. The old Centlivre
Brewery was on the left side of the road.
Page 25 tour guide book

Cross St. Mary's River

R on Superior at Bus Transfer Station Page 54
City Mills once stood on this site. The
Old Stone Canal House is next to it.

L in Building Dept./Highway Dept. parking lot
STOP 1 Walk to Old Stone Canal House Page 59,
up Calhoun Street,
across Columbia Street Page 51
and The Landing Page 57,
down Harrison Street where the
Orbison Basin was located Page
51 & 58,
back to caravan

L on Superior

L on Fulton into parking lot - The large gray home
was the McCulloch mansion. Page 45

L on Fulton

L on Superior

L on Van Buren - The railroad tracks are atop the
old Wabash & Erie Canal bed

L on Main - After third light is the Edsall House,
the oldest building in central Fort Wayne.
Page 48

R on Harrison - Note the statue of Abraham
Lincoln at the Lincoln Life Building on the
left and the Pennsylvania Station on the
right as we pass them.

Pass under railroad tracks. Go by St. Patrick's
Catholic Church and by Williams Street
named for Jesse Lynch Williams.

R on West Creighton - Cross Fairfield named for
canal captain Asa Fairfield. Cross Fox
Street. The third house on the left was
Fairfield's home. It is taupe colored with
blue trim. Page 63

R on Broadway - Just before General Electric on
the right is McCulloch Park, which was
once the city cemetery. The only
remaining grave by the fence is that of
Governor Samuel Bigger.

Cross Jefferson Blvd.

L on Washington Blvd. - We will see the Swinney
Homestead and curve around it. Page 44

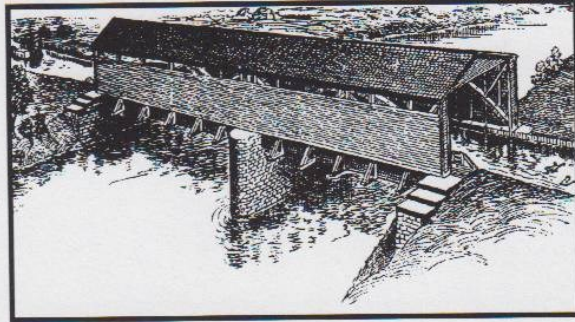
L on Jefferson Blvd. - Around Swinney Home

L at second light Van Buren St.

Cross Washington - Behind the blue house on
the left is the Van Buren House. Page 50
Turn left and go down alley beside the Van Buren
House

R on Jackson

L on Main and straight into parking lot



STOP 2 Talk about Wabash & Erie Canal
St. Mary's Aqueduct Page 42
Let's Go Swimming Statue Page 43
Canal Basin
Edsall's Mill
Carol Lombard's home before the bridge
has candles in windows.
Back to caravan

R on Main and cross St. Mary's River

R at light on Osage Street

L on Burgess

L on Richardson - When crossing Rumsey look
toward the railroad. This is where the St.
Joseph Feeder entered the mainline
Wabash & Erie Canal.

L on Runnion - Look down the railroad tracks.
There was a huge canal basin through
this area just west of the St. Mary's
Aqueduct

L on Morrison

R on Growth and park in lot on right

STOP 3 Canal Ground Breaking marker Page 62

R on Main -At Leesburg Rd. it turns left and the
road is atop the Wabash & Erie Canal.
Lindenwood Cemetery is on the right
Important canal men are buried here.
Page 77 map

R on Jefferson Blvd. - We are now leaving the
canal behind for quite a few miles.
Pass beneath I-69. Keep watching for
the light at Homestead Rd. Just following
this light we will split into two groups.

"CANALABRATION" - Fort Wayne, IN to Defiance, OH

Group I

L on Redding Drive - When the canal joins the road on your left look for the Vermilyea House on the right. Pull into the driveway all the way up to the rear entrance of the house.

STOP 4 Tour the house and grounds. Page 35
Continue forward on driveway.

L on U.S. 24

R on 800 E County Line Rd. by Barts Car Store
The property from this corner to the Blee House (over 1/2 mile) was once owned by the Blee family

L at 9848 Blee Manse - Drive down the lane, circle the home, and drive out the lane. No tour of residence. Page 32

R on County Line Road - At the intersection with U.S. 24 on the right was the Miami Village of White Raccoon.

R on U.S. 24

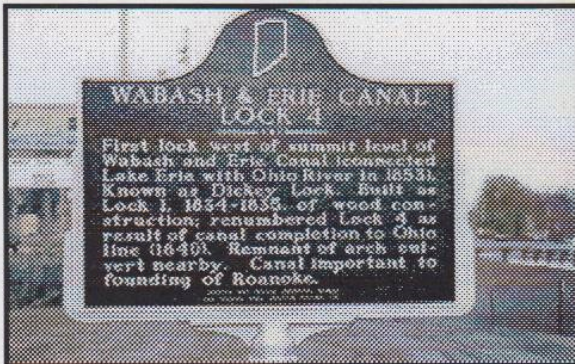
R on Locust Drive at Roanoke Village sign - becomes Main Street

Pass 1st flashing light

L on First St. and cross High St.

L into National City Bank lot

STOP 5 Walk to Dickey Lock Marker - This was the first lock west on the summit level of the canal.



R on First Street

L on High Street

L on Vine and note Canal Street on your right

L on U.S. 24

R on Redding Drive

STOP 6 Aboite Creek Aqueduct Page 33

This ends the morning tour.

Continue down Redding Drive past the canal turn basin on the left by the Vermilyea House. The Wabash & Erie Canal bed is on your right.

R on U.S. 24 to I-69

To Baymont Inn

R on I-69 north

R at Exit 111B Lima Rd.

R at light Washington Center Rd.

Group II

R on 800E County Line Rd. by Barts Car Store

The property from this corner to the Blee House (over 1/2) was once owned by the Blee family

L at 9848 Blee Manse - Drive down the lane, circle the home, and drive out the lane. No tour of residence. Page 32

R on County Line Road - At the intersection with U.S. 24 on the right was the Miami Village of White Raccoon.

R on U.S. 24

R on Locust Drive at Roanoke Village sign - becomes Main Street

Pass 1st flashing light

L on First St. and cross High St.

L into National City Bank lot

STOP 4 Walk to Dickey Lock Marker - This was the first lock west on the summit level of the canal.

R on First Street

L on High Street

L on Vine and note Canal Street on your right

L on U.S. 24

R on Redding Drive

STOP 5 at Aboite Creek Aqueduct Page 33



Continue down Redding Drive past the canal turning basin on your left by the Vermilyea House.

L into Vermilyea House drive all the way to the back entrance to the house.

STOP 6 Tour the home and grounds. Page 35.

This ends the morning tour.

Continue forward on the driveway.

R on U.S. 24 to I-69