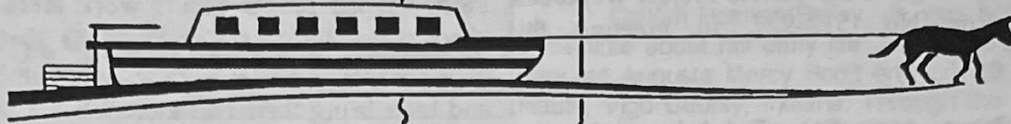


THE  
**HOOSIER-PACKET**

ISSN 1545-421



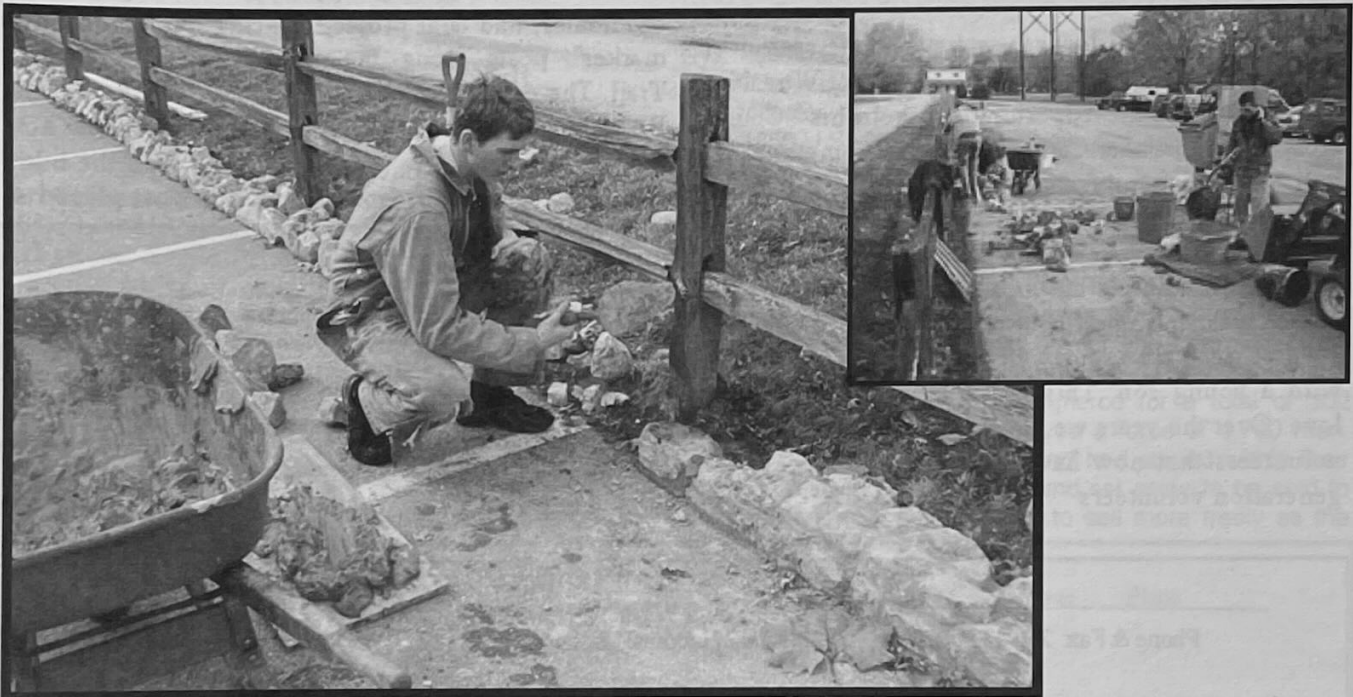
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 12 NO. 3

P.O. BOX 10808 FORT WAYNE, IN 46854

MARCH 2013

# EAGLE SCOUT PROJECTS



Andrew Taylor is mastering the creative art of placing stone in fresh mortar and making this curb along the parking lot. His project is a continuation of several other Eagle projects completed in the past in Delphi's Canal Park. Photos by Dan McCain

## Features

1. Boy Scouts Improve Park
3. Canawlers At Rest: Callum H. Bailey, Jr.
5. Norbourn Thomas And His Wabash & Erie Canal Connections
9. Canal Boat Names
10. From Times Past: Ordinance Against Landing Products On Canal Bank, Argument Against Railroads, Breach In Canal, Iron Steamer Built, Military Mail Boats, Break Near New Haven, Oil Mill & Woolen Factory, Storage & Forwarding Commission, Water Drawn Off Canal At Logansport and Miami Canal, Shipped By Canal
12. Restoration Or Preservation
13. New I&M Book, WCBA Thanks CSI, Bridge At Kerr Lock, Whoops!
14. Contributors To CSI, Speakers Bureau Indianapolis
15. Lingqu Canal
17. News From Delphi: Winter Projects, Historic Trails Work Priorities, Day After Christmas Walk, Park Hosts Events
19. Attica Wedding Party
20. Flight Of Five Project, A Faster Pace, Welcome New Members

## BOY SCOUTS IMPROVE PARK

By Dan McCain

Volunteers come in all ages to add their talents to Delphi's Canal park. Young men wanting to achieve Eagle Scout status have benefited the park through their projects. As of January 1, 2012 new Eagle Scout requirements were established. The required Eagle project is as follows:

"While a Life Scout, plan, develop, and give leadership to others in a service project helpful to any religious institution, any school, or your community. (The project must benefit an organization other than Boy Scouting.) A project proposal must be approved by the

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

organization benefiting from the effort, your unit leader and unit committee, and the council or district before you start. You must use the Eagle Scout Service Project Workbook, BSA publication No. 512-927, in meeting this requirement."

Boy Scouts come from Delphi's neighboring counties of Cass, Clinton, Tippecanoe and White seeking a project. They say that they can't find anything meaningful in their home counties. Delphi is always eager to have help from the scouts and has a current list of projects, some simple and some complex, that can be sent to Scout leaders. A current project list can be seen on page 18 of this publication.

Over the past dozen years we have seen over a dozen completed Eagle Scout projects. We always offer the Scout the opportunity to hold his "Court of Honor" at the Canal Center at no cost. Sometimes they will have 75 family and friends attend, so it is very special for the young man that gets to be an Eagle.

For example the kiosk just outside of the Case House was an Eagle Scout project completed about 6-7 years ago. He is now through college and married with a young son. This is the kind of story that we love. Over the years we have worked with many youth volunteers that now have youngsters that are second generation volunteers.

The good thing about these projects is that not only the boy in charge of the project works in Canal Park, but his fellow scouts work there as well. This gives them a connection with the park. They bring their parents and friends to show what they have done and later bring their children. What a way to connect with history!

Andrew Taylor, pictured on the cover, is from Delphi. His project is not yet finished and certified, but it will be a great addition to the park.

Recently twin brothers from Brookston, Michael and Steven Rose, who are Eagle Scout candidates, had dual projects placing numerous "mile marker" posts along the three-mile-long Towpath Trail. The centrally located information kiosk in Canal Park's begins the trek for hikers wanting to know how far they might like to go. Then on the trail the hiker may check his/her progress. One mile post placed as part of their projects is located at the end of Canal Park along the trail at the Monon Railroad interpretive site. The trail tunnel under the railroad begins the next section of the trail and is a notable spot.



**CANAL SOCIETY OF INDIANA**

P.O. Box 10808, Fort Wayne, IN 46854-0808

Phone & Fax: 260-432-0279

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

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

**Officers**

**President**  
Robert Schmidt  
Ft. Wayne, IN  
[Indcanal@aol.com](mailto:Indcanal@aol.com)  
Speaker—Indiana Canals

**Vice-President**  
Frank Timmers  
Camel, IN  
[fttimmers@yahoo.com](mailto:fttimmers@yahoo.com)

**Secretary**  
Sue Simerman  
Ossian, IN  
[simemmar46777@msn.com](mailto:simemmar46777@msn.com)

**Treasurer**  
Cynthia Powers  
Roanoke, IN  
[zzedpowers@aol.com](mailto:zzedpowers@aol.com)

**Editor**  
Carolyn Schmidt  
Ft. Wayne, IN  
[indcanal@aol.com](mailto:indcanal@aol.com)  
Speaker Indiana Canals

**Directors**

Thomas E. Castaldi  
Ft. Wayne, IN  
[tlcastaldi@yahoo.com](mailto:tlcastaldi@yahoo.com)  
Wabash-Erie Canal

Charles Huppert  
Burtorsville, MD  
[cbh@iques.tnet](mailto:cbh@iques.tnet)

Dan McCain  
Delphi, IN  
[mccain@calnet.org](mailto:mccain@calnet.org)  
Speaker, tours -appointment  
[wabashanderiecanal.org](http://wabashanderiecanal.org)

Ellsworth Smith  
Leo, IN  
[ellsworthsmith@aim.com](mailto:ellsworthsmith@aim.com)

Gail Ginther  
Metamora, IN  
[metamora@gmail.com](mailto:metamora@gmail.com)

Jeffrey Koehler  
Center Point, IN  
[koehlej@frontier.com](mailto:koehlej@frontier.com)  
Speaker Wabash-Erie Canal

Mike Morthorst  
Cincinnati, OH  
[gongoozler@fuse.net](mailto:gongoozler@fuse.net)

Charles Whiting, Jr.  
Lawrenceburg, IN  
[cwhiting01@comcast.net](mailto:cwhiting01@comcast.net)  
Speaker—Whitewater Canal

Don Haack  
Ft. Wayne, IN  
[dorbertyhaack@yahoo.com](mailto:dorbertyhaack@yahoo.com)

Gerald Mattheis  
Cambridge City, IN  
[cbkhuse@frontier.com](mailto:cbkhuse@frontier.com)  
Speaker Whitewater Canal

Brian Stirm  
Delphi, IN  
[stimb@purdue.edu](mailto:stimb@purdue.edu)



# CANAWLERS AT REST

**CALLUM H.  
BAILEY JR.**  
b. September 20, 1813  
d. February 6, 1868

Find-A-Grave 34048788

By Carolyn I. Schmidt

Walter Cunningham Bailey, Susan America Bailey, and our subject, Callum Holman Bailey, Jr. all born in Kentucky.

Callum Holman Bailey, Jr. was born in 1813. We know little about his early life. At age 25 he married 20-year-old Augusta Mercy Scott on April 19, 1838 in Terre Haute, Vigo County, Indiana. Through the years they became parents of seven children - Lucius S., Theodore M., Emeline A., Chauncey R., Mary G., Kate R. and Belle A. Bailey - all born in Indiana.

When the trustees of the Wabash and Erie Canal gave their annual report to the General Assembly of the State of Indiana in December 1849, they noted that the canal had been completed to Terre Haute and that on October 25, 1849 two boats from Toledo had arrived there. They had established an office for the collection of tolls in Terre Haute and appointed Callum H. Bailey as Toll Collector. His duties as toll collector can be seen in *Canawlers At Rest*: John Beason Semans, another Wabash & Erie Canal toll collector, in last month's issue of *The Hoosier Packet*. The 1850 U.S. Census lists Callum as Canal Collector.

Callum Bailey, the grandfather of our subject, was an American Revolutionary War patriot, who served several short enlistments under different commands in the Virginia militia and was at the siege of Yorktown. He was born in Louisa County, Virginia in 1749 and moved to Barren County, Kentucky after the war. He applied for a pension in 1833 and was allowed 18 months actual service as a private. His son Callum Holman Bailey Sr. was born in 1782 in Kentucky and died in Indiana.

The trustees of the Wabash & Erie Canal also reported that the whole division to Coal Creek would have been completed as contracted by November 1, 1848 if they had not been delayed by the winter floods of 1847-48. Also delayed was the Eel River division from Terre Haute to Point Commerce including the feeder and dam. They said by the spring of 1850 they would have the canal in operation from Toledo to Point Commerce for a total of 352 miles. In 1848 they had employed a force of 1,780 men, increased it to 2,130 in 1849 and had stayed within their means. They thought that the land set aside to be sold to finance the canal should begin to sell more freely as the

Callum Holman Bailey Sr., the father of our subject, married Isabella Cunningham, who was born in 1786 and died in Indiana in 1849. They had at least three children -

### Callum Holman Bailey Jr.'s. Parents and Siblings

Name	Birth	Place	Death	Buried	Marriage	Place
Callum Holman Bailey	1782	KY	1866	IN		
Isabella Cunningham	1786		1849			
<u>Children</u>						
Walter Cunningham Bailey	1808		1885			
Susan America Bailey	1811		1881			

### Callum Holman Bailey Jr.'s. Family

Callum Holman Bailey Jr.	9-20-1813	KY	2-06-1868	Woodlawn Cem. Terre Haute IN	4-19-1838	Vigo Co., IN
Augusta Mercy Scott	11-26-1818	OH	8-24-1901	Woodlawn Cem. Terre Haute IN	4-19-1838	Vigo Co., IN
<u>Children</u>						
Lucius Scott Bailey	2-02-1839	Vigo Co., IN	8-09-1864	Woodlawn Cem.		
Theodore William Bailey	3-20-1841	Vigo Co., IN	3-05-1891	Woodlawn Cem.		
Emeline Augusta Bailey	11-24-1843	Vigo Co., IN	10-05-1897	Woodlawn Cem.		
Chauncey Rose Bailey	4-26-1846	Vigo Co., IN	8-07-1848	Woodlawn Cem.		
Mary Groverman. Bailey	1847	Vigo Co., IN	after 1910		10-16-1867	(Lived in Pierce Co.
m. Thomas H. Macoughtry	5-16-1836		8-10-1896	Greenwood Cem.	10-16-1867	Washington)
Kate Rae Bailey	@1852	Vigo Co., IN				
Belle Augusta Bailey	3-??-1854	Vigo Co., IN	after 1920			(Lived in Pierce Co.
m. William Bayard Chandler	3-??-1852	IL	1925			Washington)

canal is extended.

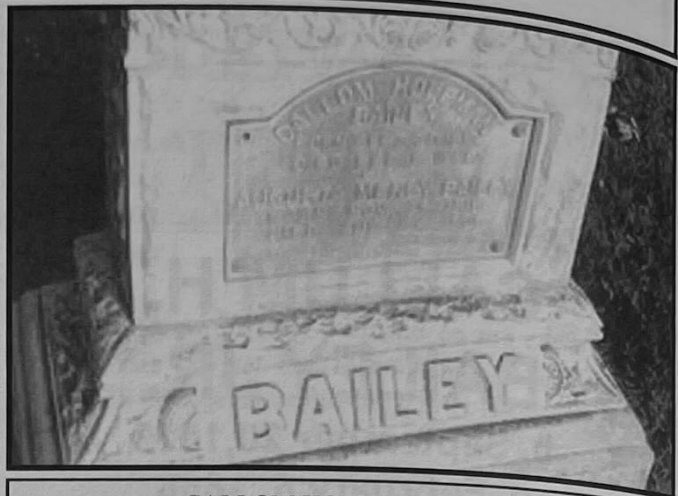
Due to the Wabash & Erie Canal being closed for repair, the high costs of repair, the decreased tolls due to its closure, poor grain crops causing less to be shipped, and few land sales, the trustees suggested an adjustment be made to the tariff of tolls, "so as to relieve as far as possible the charge upon commerce, and at the same time secure a revenue from the canal adequate to its maintenance, and remunerative for the cost of its construction." They, along with the trustees from Ohio, Illinois and Michigan, asked the canal Board of New York for a reduction of its rates of toll on corn and corn-meal on the Erie Canal. New York, it was thought, would "embrace more fully the policy of graduating the tolls on western produce, from considerations of trade rather than of revenue." Even though it would charge a lesser toll, the increase in the number of tolls would make up the difference on the Erie Canal.

In 1856 several state conventions were held to decide who they would support in the election of President and Vice-President of the United States. The American "Know-Nothings" convention met on July 16 at Indianapolis with only three or four hundred delegates present and only ten counties in the entire state represented. The towns of New Albany, Jeffersonville, Terre Haute and Vevay had the most delegates. At that time a committee was appointed to report on a permanent organization. It consisted of one member from each congressional district that was represented by a delegate. Those appointed were John S. Hopkins, Jonathan Paine, R. N. Lamb, Thomas Poe, Henry Bradley, **C. H. Bailey**, A. W. Peyton, B. W. Blakemore, John H. Young, and Alfred Lyons. A resolution was passed instructing them to report a state electoral ticket for Fillmore and Donelson.

During the General Assembly of the State of Indiana at 2:30 p.m. on January 6, 1859 Mr. Turpie nominate Grafton F. Cookerly, of Vigo County, and Mr. Edwards nominated Callum H. Bailey, of Vigo County, for director of the State Prison. Mr. Cookerly received 74 votes to Callum's 70 votes, so Cookerly was declared elected. At that same meeting Richard Raleigh of Vanderburgh County was elected a canal trustee.

In 1863 Callum was sworn in during a trial in which he had to testify as to the character and reputation of John Logan and Amos Green of Paris, Illinois. At that time he stated his name as Callum H. Bailey, his age of forty-nine, his occupation as at present Recorder of Vigo county, Indiana, and his place of residence as Terre Haute, Indiana. The 1860 U.S. Census also shows him as Vigo County Recorder with a personal estate of \$1,800. We do not know when he was elected or for how long he served in this position.

Callum Holman Bailey, Jr. died in 1868 at age 54 and was buried in Woodlawn Cemetery in Terre Haute, IN. His wife later lived at her daughter Belle and son-in-law William B. Chandler's home in Tuscola, Douglas County Illi-



CALLUM HOLLMAN BAILEY  
 BORN September 20, 1813  
 DIED February 6, 1868  
 AUGUSTA MERCY BAILEY  
 BORN November 26, 1818  
 DIED August 24, 1901  
 Some of their children share the same marker.  
 Photo by Bob Schmidt

nois according to the 1880 and 1900 U.S. Census. She died in 1901 and was laid to rest beside Callum in Woodlawn Cemetery. They share the same marker.

Sources:

Ancestry.com  
<http://search.ancestry.com/cgi-bin/sse.dll?rank=1&new=1&MSAV=1&msT=1&gss=angs-g&gsfn=>  
<http://trees.ancestry.com/tree/24090005/person/1638150466>  
*Annual Report of the Trustees of the Wabash and Erie Canal to the General Assembly of the State of Indiana.* Indianapolis, IN: John D. Defrees, State Printer. 1849.  
 Brand, "Knownothings in Indiana," *Indiana Magazine of History*. Vol. XVII. Bloomington, IN: Department of History of Indiana University. 1922.  
 Drapier, Ariel & W. H. Brevier *Legislative Reports: Embracing Short-hand Sketches of the Journals and Debates of the General Assembly of the State of Indiana Convened in Regular Session on the 6th Day of January, 1859.* Indianapolis, IN: Daily Indiana State Sentinel, Print. 1859.  
 Gadsby, Elizabeth. *Lineage Book National Society of the Daughters of the American Revolution*. Vol. XXV. Washington, D.C. 1898.  
*Orders, Rules, Regulations, and Rates of Toll, with A Table of Distances on the Wabash and Erie Canal, Indiana, As Established By The Board of Trustees of The Wabash and Erie Canal.* Terre Haute, Indiana: Office of the Board of Trustees. 1850.  
*Report and Evidence of the Committee on Arbitrary Arrests, in the State of Indiana, Authorized by Resolution of the House of Representatives, January 9, 1863.* Indianapolis, IN: Joseph H. Bingham, State Printer. 1863.  
 U.S. Federal Census 1840, 1850, 1860, 1880, 1900, 1910, 1920



**NORBOURN THOMAS**  
AND HIS WABASH & ERIE CANAL CONNECTIONS  
By Charles Davis

"Norbourn Thomas was born March 8, 1804. In 1829 he married Maria Morris in Fayette county, West Virginia. In 1830, they removed by Keel boat to their home on Silver Island in Fulton township, Fountain county, Indiana. They made their start there in a log cabin, raising a truck patch that became a splendid farm and home with much happiness."

Norbourn established his farm on June 9, 1830, when he and his brother, both of Fountain county, bought 75 acres in the south-half of section 34. Deed Record 9/314 His brother, Lewis, entered the SWst fraction of section 34 on the west side of the Wabash river in Vermillion county on September 3, 1831 consisting of 100.11 acres. Then on April 1, 1832 Norbourn bought one-half interest in the Thomas's ferry across the Wabash from his brother for \$500. The deed says, "one-half of the NEst fraction of section 3, 50 acres and 25 acres off the SWst fraction of section 34, including the ferry," recorded October 11, 1835. D.R. 4/162 This completed his ownership of land on both sides of the Wabash river at the ferry crossing. The ferry homesite was located on the east side of the Wabash in Fountain county.

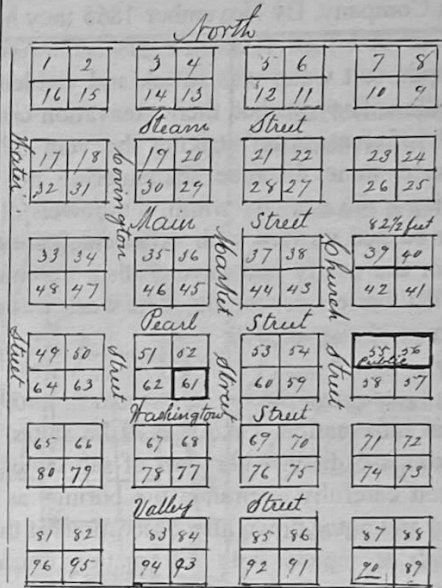
On May 18, 1832, Norbourn and Lewis platted the town of "Coal Land" along the Wabash river, just above the Parke county line in Fountain county. This was the location of the ferry and was later called "Whitetown" when Milton H. White began running the ferry in 1858. The ferry house was about 300 feet north of the old iron river bridge. The ferry deed shows Norbourn was living in Kanawha county, West Virginia. Evidently he left home after establishing his farm. By 1833 recorded deeds show he is back in Fountain county. On October 25, 1832, Norbourn expanded his farm to several hundred acres. D.R. 5/409 He sold some of it later in the 1840s.

He soon began boring for salt and was succeeded in obtaining a well from the water of which he could manufacture twenty bushels of salt per twenty-four hours. He then dug the same well as before to a depth of over 500 feet where he found a vein of water yielding fifty bushels of salt per twenty-four hours. His brother Lewis Thomas accompanied him and aided in all this work. They continued the work until their well reached the depth of over 700 feet, the deepest in the state of Indiana at that time. He bought the land on which the well was situated from Wm. H. Wann on September 14, 1864. D. R. 26/513 The deed reads as follows: "Part of Est<sup>1</sup>/<sub>2</sub> of the NWst<sup>1</sup>/<sub>4</sub> of section 35, 6 acres, which is located the artesian well,

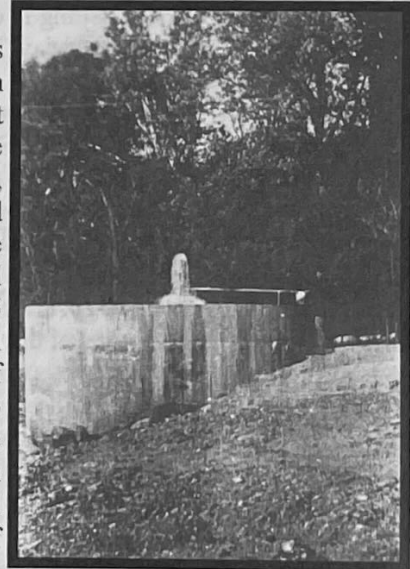
commonly known as the Thomas Well, begin at point on the east bank and line of the Wabash and Erie Canal, 20 feet west of said well, go Nth along the East line of the canal 255.62, go east 511.25 feet, go south parallel with said east line of said canal 511.25 ft., go west 511.25 feet to the canal, go north with east line on canal 255.62 to the place of beginning."

**THE TOWN OF COAL LAND**  
Fountain County, Indiana  
Later known as Whitetown, Shirk's Grove  
or Silver Island Park

WABASH  
RIVER



Received May 31, 1832  
The beginning corner of this Town plat is at the North-west corner of Lot number one near the bank of the Wabash River 67 poles and 7 links North of the line dividing the Counties of Fountain & Parke, its bearing is South 51° East the size of the Lots are 66 by 82 1/2 feet. Main Street is 82 1/2 ft all others 66 ft wide except water street which is 33 ft. Lots number 55 & 56 are donated for the use of the Town for Public purposes. Lot number 61 is donated for the use of a market house.  
May 18, 1832, Lewis Thomas  
Norbourn Thomas  
Dorothy Thomas  
Deed Record BK 3 p. 310



THE THOMAS WELL

A group of individuals formed a company and wrote up the Articles of Association on February 25, 1856. Misc. Record 1/110 The first directors were Norbourn Thomas, Samuel C. Wilson, Addison L. Roache, James M. Allen, and Wm. H. Nye with 15 share holders having 4,500 shares of stock. It was called the Wabash Mining and Petroleum Company. By November 1865 they had reached the depth of 900 feet. *Rockville Republican* November 29, 1865 At this depth, salt water was struck and yielded 17 oz. of salt per gallon. They pushed their excavation until the well reached 1,135 feet. After striking the vein of water the auger passed some distance encountering no opposition thus proving quite a cavity within the bowels of the earth. The water rushed upward with sufficient force to hurl the auger from the cavity and gave forth a volume of water equal to fifty barrels per minute. The work was prosecuted at an expense of over \$5,000.

In *Geological Survey of Indiana in 1869* E. T. Cox relates this information. On page 29 he states "The well passed through 5 distinct horizons of salt water. Professor John Collett carefully examined the borings as they were brought up and noted down his observations at the time in a book which is replete with information concerning the material passed thru." It goes on to say "the salt brine is equal to that of Kanawha, West Virginia," note this is the place where Norbourn Thomas came from to Indiana. There were three salt wells drilled in Fountain county, Indiana in Fulton, Wabash and Troy townships to the depth of 600 to 1000 feet in the vicinity of Coal creek or its branches.

The *Rockville Republican* of August 7, 1867 gives this romantic tale of the well, "The well is between 1100 and 1200 feet deep, when not obstructed, about two feet above the surface, sparkling under the rays of the sun with diamond like brilliancy, issuing is estimated at one barrel a second or 864,000 barrels per day."

Salt was made at the Thomas Well and shipped by Norbourn on the Wabash and Erie Canal. His canal boat was called the "N. Thomas." He did this for many years and eventually suspended operations in consequence of not having sufficient manufacturing facilities to compete with the salt works of Michigan and New York, which, at that time, were sending salt to northern Indiana at an extremely low rate of freight by means of the Wabash and Erie Canal.

On page 129 of the above mentioned book, it says, "The Thomas Well still produces a good flow of brine, which at the time of my visit, was pumped by hand, and made into salt on a limited scale by a man who was permitted to use the Company's kettles, nine in number, free of charge. He collected the fuel used under the kettles

from the fallen forest trees, and carried it to the works upon his shoulders, pumped the water, and in fact did all the work about the establishment himself, and was making about one barrel of good white salt per day."

"Thomas Well" became a famous resort for decades. When Mr. Thomas died, the 6 acre tract was sold to Mrs. F. Safely on September 5, 1883. See *The Hoosier Packet* Vol. 5 No. 1 January 2006 p. 2 "Thomas Well and Its Wabash and Erie Canal Connections" by Charles Davis

Norbourn Thomas was active in the affairs of the town of Lodi. He and his wife Maria, donated Lot 46 to the trustees of the Zion Church of United Baptist on December 9, 1867. Services were held there until church purchased the Lodi school on June 11, 1945. The school was deeded to the Liberty township trustees on May 4, 1855. The frame building was used until 1897 when it was removed from the site and the new brick school building was built. *Rockville Tribune* August 1897

On November 1, 1830 Norbourn entered the Wst<sup>1/2</sup> of the NWst<sup>1/4</sup> of section 35, 80 acres. He started a coal mine to the east of Silver Island on the above land stripping coal from the outcrop. It was located about 200 yards north west of the Thomas Well and the Wabash and Erie Canal. By 1869, a coal company was mining at this location that paid Thomas a royalty of a half cent per bushel. They shipped this coal, reputed to be steam and grate coal, by the canal at the rate of about ten tons daily to Lafayette.

A trial of the relative heating value and capacity for generating steam was made between the Danville, Illinois coal and the Thomas "Silver Island" coal in a steam mill at Lafayette in July 1869. The test showed that "seventy bushels of Silver Island coal was equal to one hundred bushels of Danville coal."

In October 1866 Norbourn Thomas bought 17.50 acres in the NWst<sup>1/4</sup> section 2 in Parke county. D. R. 25/438 and 466 This adjoined his coal land property to the north in Fountain county. This land too had a large amount of coal. This is in and along the "Swale." Those on the Canal Society of Indiana tour through this area in 2004 saw this. By the early 1900s the mine to the north was called the "Blue Goose" and another nearby was called the "Mud Hen."

On May 17, 1876, Norbourn and his wife were living in Terre Haute, Indiana. Misc. Record 2/587 He leased his entire farm and operations to John M. Givins for a period of five years.

Norbourn Thomas died on August 31, 1881 and was buried in the Silver Island cemetery. Maria died March





28, 1887 and was buried beside him. They died childless.

In Maria's will, Robert J. Holtz from Eugene, who lived with her in her employment and treated her kindly, inherited the ferry and 120 acres of land. Rec. 49/43

Florence May Carman, who was raised by Maria, was also living with her and inherited land in sections 2, 3 and 35. Florence's nephew, Milton H. White, the ferry operator, inherited the "lower farm" in section 3. Mr. Holtz inherited her horses, "Charley," "Frank," and "Dave." The rest of the settlement was to go to the descendents of Norbourn's deceased brothers and sisters.



**Norbourn Thomas**  
**B. March 8, 1804 Died August 31, 1881**  
 Maria Thomas, his wife  
 shares this same stone.  
 Silver Island Cemetery  
 Fulton Township  
 Fountain County, Indiana  
 Photo by Charles Davis, January 2011

Mr. Holtz sold the ferry with the 120 acres to David and Harriet Shirk on March 28, 1889 for \$4,000. D. R. 55/425 Mr. Shirk owned the ferry until his death in 1912. At the ferry site was a grove called "Shirk's Grove" or "Silver Island Park." Fishing, camping and boating was offered there. Rockville Republican July 28, 1897 Reunions of Civil War veterans gathered there. The above newspaper of September 1, 1897 states that the reunion of Co. A. 31st Regiment was held at Silver Island Park.

The *Silverwood Sun* of November 12, 1902 has this interesting article, "Old Landmark Torn Down. All the residents of this vicinity who have ever had occasion to travel the Island road will remember the big log barn which stood right on the top of the Shirk Hill and which has been a landmark for many years. The barn was constructed of hewed logs, some of which were 60 feet in length and many were perfectly sound at the time the building was taken apart. On one of the logs on the inside was found the statement written in red keel, 'Built in 1832,' also some local history regarding the overflows of the Wabash river July 7, 1844. These notes were made probably by Norbourn Thomas. He owned the farm on which the barn stood and was well known to many of the older readers of this paper."

While researching this story, I, Charlie Davis, exhausted all avenues about what happened to Lewis Thomas. Then I looked into my archives/"stacks of stuff" and found the following story about Lewis in the *Rockville Tribune* on November 6, 1879 written by John H. Beadle, owner of the paper. "Luke Mead, of Liberty, was an elderly man with a young wife of whom he was passionately jealous, and on this point was talkative and quarrelsome when in liquor. His jealousy was directed chiefly toward Lewis Thomas, and one day the two had a violent quarrel in the town of Lodi. Soon after they started home by different routes and Mead was never again seen alive. A few days after he was found in the deep woods dead; his body was greatly swollen; by his side lay a broken whisky bottle and under his thigh a dead rattlesnake? On his person were scratches, which the witnesses thought could not have been made by the snake, and on his throat dark marks, which might have been made by the finger of a very strong man. Lewis Thomas attended the inquest, with other neighbors, and was there arrested by Constable John Thompson and taken before justice Squire Reynolds. While the latter hesitated as to whether the proof was sufficient to commit, Gen. T. A. Howard passed down the road, returning from court at Covington. Thomas at once employed him as counsel; he pressed the trial, and the evidence was judged insufficient to hold. No further action was taken, but the community held the accused guilty, and withdrew all fellowship from him; his residence then became intolerable, and he went to California in 1849, where he died in 1850, in apparent peace and without any reference to the tragedy. If guilty, which this writer doubts, his case certainly did not turn out according to the popular idea of such things."

The *Civil Order Book* 1, Circuit Court of May 1833 to February 1838 page 35 says "State of Indiana vs Lewis Thomas, May Term 1833. On page 301 it says State of Indiana vs. Lewis Thomas charged with assault and



battery, August 1836, the prosecutor will not further prosecute and for the defendant be discharged. This was a trial by a jury of 12. Another interesting thing on page 370 shows Lewis applied to erect a grist and saw mill on Mill

Creek in section 5, on August 1836 in the E½ of the NWst¼ of section 5. This is east of Lodi. As far as I know, he never built it, but the Bright family built a saw mill in the SWst½ of that section later on.

**CANAL BOAT NAMES**

Some of the following explanations for the canal boat names come from a teacher's packet produced by the Carroll County Wabash & Erie Canal, Association. Can you match the name of the boat with the explanation of its name?

- Albert S. White
- Chief Richardville
- Davy Crockett
- Delphi
- Fort Wayne
- Freedom
- Hoosier
- Indiana
- John Purdue
- Red Bird
- Silver Bell
- Terre Haute

This canal boat was named after the nickname for a person from Indiana.

This canal boat was named after a Lafayette lawyer who was the President of two railroad companies, a congressman, a senator and a United States judge.

This canal boat was name after Indiana's state bird.

This canal boat was named after the summit city on the Wabash & Erie Canal.

This canal boat was named for an important idea that is the cornerstone of the United States Constitution.

This canal boat was named after a great Miami Indiana, who was the wealthiest Indian in the country because he controlled the portage between the Maumee and Wabash river systems.

This luxury canal packet was named for its use of an instrument to announce its approach to a canal town.

This canal boat is named for the 19th state added to the Union.

This canal boat was named after an entrepreneur from Lafayette, Indiana, who founded a university in West Lafayette.

This canal boat was named after a town created in 1818 in Vigo County, Indiana. It is a French name meaning "High Land."

This canal boat was named after the county seat of a county that was named for a signer of the Declaration of Independence.

This canal boat was named after a famous hero, trapper, Indian fighter, and congressman from Tennessee.

FROM TIMES PAST

*Fort Wayne Times & Peoples Press*  
April 26, 1845

AN ORDINANCE, To prevent the landing of Wood, Lumber, Lime, and Stone on the Canal bank between Barr and Calhoun streets.

Be it ordained by the Common Council of the city of Fort Wayne: That from and after the publication of this ordinance, no Wood, Lumber, Lime or Stone shall be landed on the south side of the canal [in said city] between Barr and Calhoun streets; and should any person or persons fail to be regulated in regard to the landing of the above articles in this ordinance specified, he or they shall be fined in any sum not exceeding twenty-five dollars, to be collected as other fines are collected under the charter of the city. JNO. M. WALLACE, Mayor. ATTEST: OLIVER. P. MORGAN, Recorder. April 12th, 1845

*Fort Wayne Times & Peoples Press*  
May 3, 1845

An Argument against Railroads. — A canal stockholder gave the following as his reasons for opposing railroads:

He saw what would be the effect of it; that it would set the whole world a gadding. Twenty miles an hour, sir! Why you will not be able to keep an apprentice boy at his work; every Saturday he must take a trip to Ohio to spend the Sabbath with his sweetheart. Grave, plodding citizens will be flying about like comets. All local attachments must be at an end. It will encourage flightiness of intellect. Various people will turn into the most immeasurable story-tellers; all their conceptions will be exaggerated by their magnificent notions of distance — only a hundred miles off! Tut, nonsense. I'll step across, madam, and bring your fan! Pray, sir, will you dine with me today at my little box on the Allegheny? Why, indeed, I don't know; I shall be in town until 12; well, I shall be there, but you must let me off in time for the theatre. And then, sir, there will be barrels of pork, and cargoes of flour, and caldrons of coal, and even lead and whiskey, and such like sober things, that have always been used to sober traveling, whisking away like a set of sky-rockets. It will upset the gravity of the nation. If a couple a gentlemen have an affair of honor, it is only to steal off to the Rocky Mountains, and there no jurisdiction can touch them. And then, sir, think of flying for debt. A set of bailiffs, mounted on bomb-shells, would not overtake an absconding debtor, only give him a fair start. Upon the whole, sir, it is a topsy-turvy, harem-scarem whirligig. Give me the old, solemn, straightforward Dutch canal — three miles an hour for expresses, and two for jog or trot

journeys — with a yoke of oxen for a heavy load. I go for beasts of burden; it is more primitive and scriptural, and suits a moral and religious people better. None of your hop-ship-and-jump whimsies for me.

*Fort Wayne Times & Peoples Press*  
May 3, 1845

Breach in the Canal. — On Thursday morning last a serious breach occurred in the canal at the culvert near New Haven six miles east of this town. Navigation is suspended, and will not be resumed, we learn for a week or ten days.

*Fort Wayne Times & Peoples Press*  
May 3, 1845

An iron steamer is now in course of construction at Philadelphia, intended to ply between Norfolk and various parts of North Carolina, by way of the Dismal Swamp Canal. As her cargoes will principally consist of corn, she is to have a stationary corn sheller fixed upon her deck, over a hatchway, which will be driven by steam from the boiler of the boat. A cargo of corn on the cob can thus be shelled in a short time, and with much saving to time, as the boats are frequently compelled to wait while the farmers beat out their corn by other and slower means.

*Fort Wayne Times & Peoples Press*  
May 10, 1845

From the Washington Constitution  
MILITARY MAIL BOATS — It is a matter of general notoriety, that the splendid steamships which are employed by the British Government to carry the mails from various points in England to different points in the West Indies, the United States, New Brunswick, and Nova Scotia, are built of such materials, capacity, and strength, that they can at any moment be turned into vessels of war. Indeed it is asserted, that many of them carry their military armament stowed away on board, so that it could be got up and placed in position in a few hours.

There is a valuation put upon the vessels when they enter the mail service, so that if the contingency should arise the Government would instantly take them from their present owners, and transfer them to military purposes. These vessels, too, it will be recollected, are running in and out of principal harbors, acquiring the most intimate knowledge of their channels, defenses, and weaknesses, so that in case of sudden hostilities, they could strike with an efficiency and effect which nothing but this intimate knowledge and wise forecast could given them. But shall this politic course on the part of our great rival teach us nothing? Shall we not profit by the example? Shall this energetic but caution preparation for the future be let upon



us? Some of these boats are already upon the lakes, and by means of the ship canal flow completed, they could, in any emergency, place as many more there as might be deemed necessary for offensive operations. What, then, under the existing state of things, should be our line of policy? Can we not encourage the building of similar boats to be used in the same contingencies for similar purposes? The mails are now carried on the great western river, in most of the bays, and on the lakes, in what are called 'mail boats.' These are light built boats, selected generally for their speed, and would not be fit for military use. Let a class of boats be built expressly for this service, after the British example, of strength and capacity that would fit them for any purpose. Let the Government encourage the building a such boats, by contracting to employ them to carry the mails — let them, in fact, be built under the superintendence of competent naval officers of Government — and thus be prepared, in the moment of necessity, to concentrate them at any point where they might be needed. And if, as we can scarcely doubt, the attention of the Government will be directed to the construction of a ship canal, to connect the Mississippi with the lakes, its completion would render these military mail boats available every where.

We respectfully submit that these suggestions are worthy of serious consideration of our Government. It would be a ready way of increasing our maritime strength, by a slightly increased expense for carrying the mail — the boats remaining the private property of the contractors till needed by the Government. We cannot be indifferent to what is passing around us. It would be the extreme of folly to presume upon an eternal state of peace. Wisdom, Prudence Experience, all teach us, that military preparations and defenses are necessary to protect the rights, and even to insure the peace of all nations. Let us, then, in that way which is least burdensome to the people, do whatever may be necessary, gradually to place ourselves in an attitude of reasonable and efficient defense,

*Fort Wayne Times & Peoples Press*  
May 10, 1845

Notice; — In consequence of a break in the canal near New Haven on Thursday May 1st our New Goods, which were advertised would arrive this morning, will not arrive until Tuesday next, May 6th, at which time we will open a very extensive assortment of Dry Goods, Groceries, and Hardware calculated for the present and approaching season, all who want Goods at wholesale or retail will find it to their advantage to call at the Green Store. J. W. TOWNLY & Co.

*Fort Wayne Times & Peoples Press*  
May 17, 1845

A Substantial Improvement. — Messrs. Rudisill and Wolke are now building the foundation for an extensive Oil Mill and Woolen Factory, at the lower end of town. They take the water from the canal, and we understand, have command of all the surplus water the canal furnishes at this place. This, in connection with the great fall at their factory, enabling them to use the water twice over, will make a fine power. The well known energy of the proprietors is a sure guarantee that nothing will be wanted to place this among the most valuable improvements of the country; and when they get fairly engaged in the Woolen manufacture, they will, beyond doubt, discover the necessity of a tariff for protection, and become converts to the true American doctrine.

*Fort Wayne Times & Peoples Press*  
May 17, 1845

STORAGE, FORWARDING, & COMMISSION — The subscribers, having an extensive and convenient Ware House adjoining the canal, are prepared to do a Storage and Forwarding business, in which they will give strict attention — They will transact any business in that line that they may be called on to do, and intend giving satisfaction to all who may favor them with their custom. They will make liberal advances on all consignments of produce to their care for shipments east. S. HANNA & SONS.

*Fort Wayne Times & Peoples Press*  
May 24, 1845

Important to Boatmen. — We learn by a notice in the Logansport Pharos, that the water will be drawn from the canal between Lagro and Carrollton for the purpose of making repairs, on the 1st of June, and that navigation will be suspended on that part of the canal for about ten days.

*Fort Wayne Times & Peoples Press*  
May 24, 1845

MIAMI CANAL. — It is stated in a Cincinnati paper, says the Toledo Blade of the 16th, on the authority of MR. S. FORRER, Acting Commissioner, that the water will be let out of the Miami Canal on the 20th inst. For the purpose of making general repairs, which will take from 2 to 3 weeks. From this it would seem, that we need not look for a boat here from Cincinnati before 10th of June, or there about. The opening for spring business, so confidently promised us last winter, turns out a disappointment.

*Fort Wayne Times & Peoples Press*  
May 24, 1845

Toledo, May 15, The receipts of produce from Canal since our last have been considerable, and in consequence of a slight advance in the New York and Buffalo markets, a decided improvement in prices has taken place. We quote prices as follows, with sales: — Wheat 82a83c; Flour \$4; Corn 30a37; Pork, Mess, \$12a12,25; Oats 29a31c. A sale of 1000 bushels of corn was made at 38c. On Monday last, for the Michigan Market, which I considered above the market price — and at least three cents higher than can be

afforded for shipment east. — Blade  
BUFFALO, May 12 — Wheat is quoted at 84a90c; Chicago selling for the former, and a prime article of Sandusky for the latter price. Flour \$4.25.

PORK, Mess No. 1, a sale of 120 bbls. was made at \$12,50. Thin mess is worth \$11,25.

NEW YORK. May 10th. — Good western flour I worth \$4,81¼

## RESTORATION OR PRESERVATION

By Robert F. Schmidt

Canal enthusiasts nationwide would love to see more of the United States' 19<sup>th</sup> century canals restored as watered recreational waterways. The Canal Society of Indiana (CSI) definitely supports these efforts. Where there is a reasonable opportunity to rally forces to reopen these old historic canals we should do so.

Places like Delphi and Metamora in Indiana and others nationwide have been successful in reopening portions of their old canals. Currently the Friends of the Hennepin in Illinois are working to open portions of their waterway. CSI visited the Hennepin this past fall and observed that although the canal is watered the locks are all dysfunctional and block the full use of the canal for boating.

In Indiana, most areas with abandoned canal remains don't have a realistic opportunity to gain title to the property through which the canal ran, don't have access to sufficient water and don't have the means to obtain necessary funding to recreate a watered canal. In Ohio, as well as other areas of the country, the old canals still remain in the ownership of the state and can be more easily restored.

Unfortunately Indiana's canals were sold to private investors. By the late 19<sup>th</sup> century land that had passed from public to private hands had subsequently been subdivided into even smaller segments under private ownership. The dams in our rivers and streams, necessary to feed canals, were all destroyed long ago with the exception of the Laurel feeder dam on the Whitewater River for the Whitewater Canal and the Broad Ripple feeder dam on the White River for the Central Canal in Indianapolis. No feeder dams remain on the Wabash and Erie Canal in Indiana.

Despite these obstacles to fully restoring and watering Indiana's canals, we should not give up our desire to pass along canal history to others and future generations. One way to do this is to tell the canal story through published materials and histories of the canal era. Although

*The Hoosier Packet* and our CSI tour book guides, both of which provide excellent canal history, are archived in a few libraries throughout the state, this method reaches only a very limited audience. The vast majority of our population does not read nonfiction extensively, especially not historical books and publications. For those who are really interested in learning canal history, many do not know about *The Hoosier Packet* or our tour guides that often remain hidden on the shelves of a library or in a filing cabinet. In other words you must truly seek out the information; it just doesn't hit you in the face.

A more successful means to reach a broader audience in Indiana and elsewhere is to encourage identification and preservation of canal remains in situ. There are still Hoosier canal remains in the state that can be much more easily preserved than attempting an extensive and expensive restoration project. In the past, CSI has worked to expand the use of historical markers at key locations throughout the state. Currently, there are 88 Indiana State Format Markers concerning transportation about 20 of which relate to Indiana canals. These markers are easily located by county at the Indiana History Bureau website: <http://www.in.gov/history/markers.htm>. Currently CSI is working with the bureau and INDOT to relocate the Gronauer Lock marker.

More recently CSI has worked with local communities to develop greenway trails along the old canal towpaths. In southeast Indiana we support efforts by the Whitewater Canal Trails and Whitewater Scenic Byways to develop trails along the old towpath and to erect signage along auto trails to tell the story of the valley. In northeast Indiana we have assisted local groups in Fort Wayne, Huntington, Lagro, Wabash, and Logansport in developing their trail systems. Also in Fort Wayne we are working with Little River Wetlands to place a marker in Eagle Marsh about birds of the canal era that lived in the marshland from Fort Wayne to Huntington. We have provided funding for Delphi to upgrade and expand signage at Canal Park. There kiosks provide an explanation as to how canals operated and impacted the lives of the people and early commercial activity of our state.



Another way the Canal Society supports preservation is by acting as a consulting party for projects that can potentially impact canal lands throughout the state by the Indiana Department of Transportation (INDOT). Their latest project concerns the Wabash and Erie Canal along the railroad right-of-way northwest of Riley, Indiana.

Plans are being made to construct the US-641 bypass around Terre Haute, which, upon completion, will link I-70 & US 41. In conjunction with this project, INDOT is required to replace 70 acres of wetlands, which are being destroyed by the new highway, with equivalent wetlands elsewhere. The current proposal is to develop a forested wetland just north of Honey Creek and the CONRAIL track just west of SR 46. As you cross Honey Creek on SR 46 the site is just west of the roadway. South Tucker Street, which borders the property on the east side, and Idle Creek Golf Course on the west side provide dual access to the proposed wetland. The canal runs along the south side of the property, but on the north side of the railroad track the canal bed should not be impacted as it lies just beside the railroad and therefore should be left pretty well undisturbed. The site, which initially is only 25 acres, has the potential to be expanded to 135 acres, providing a huge wildlife area. This wetland should prevent commercial development and the railroad stops further expansion to the south.

It has been said that the best way to preserve canal remains is to provide them with a value to the community in which they are located. Whether it is restored canals, trails, wetlands, parks or even commercial waterways like we find in Indianapolis on the Central Canal, canal remains that provide a perceived benefit to the general public will be funded and retained. It is our job as a canal society to continue seeking opportunities to restore canals where possible, to continue providing canal historical information and to preserve canal heritage. Our CSI brochure lists our mission succinctly —

**Interpretation, Preservation, Restoration.**

## NEW I & M BOOK

Jerry Knight, CSI member from Fort Myers, Florida, has recently purchased and read a new 128 page book that he recommends for canal enthusiasts. He says the pictures in it from the Archives of Lewis University are wonderful and that he has never before seen most of them. It is entitled *Images of America: Illinois and Michigan Canal*. It was written by David A. Belden and published by Arcadia Publishing in 2012. Its ISBN number is 9780738582979 and sells for \$21.99. To preview see: [www.arcadiapublishing.com](http://www.arcadiapublishing.com)



## WCBA THANKS CSI

Candy Yurcak, president of the Whitewater Canal Byway Association sent the following letter to CSI members:

The Board of the Whitewater Canal Byway Association gratefully accepts your contribution of \$1000 to fund the Children's Activity Books. We also thank you for helping us advertise these books in the Hoosier Packet! Your active support of the WCBA is very much appreciated.

## BRIDGE ADDED TO KERR LOCK

A bridge has been built over the upstream end of the Kerr Lock of the Wabash & Erie Canal in Lagro, Indiana so that the lock can be crossed to reach a volleyball net on park land behind the lock. The bridge allows those crossing it to look down into the lock. The Lagro visitors center is on the left.

Photo by Bob Schmidt



## Whoops!

The correct dates for the  
CSI-CSO Fall Tour  
of the Wabash & Erie Canal and Delphi Canal  
Park  
should be

September 20-22, 2013

**September 21 is in Delphi**

Mark you calendars!

CONTRIBUTORS TO CSI

The following have contributed to CSI beyond the \$25 membership level.  
 Contributions received after this list is published will be listed in a future *Hoosier Packet*.

<p><b>\$30+</b>                  Annemarie Deville                  Bill &amp; Pat Draper                  Mark &amp; Kay Smith                  Mike Morthorst                  Terry &amp; Rosanne Woods</p>	<p>Sam &amp; Jo Ligget                  Linn &amp; Sandy Loomis                  Bob &amp; Dot MacIntyre                  Jerry &amp; Phyllis Matthias                  Brian &amp; Laura Migliore                  Fred Nation                  Gene &amp; Joyce Paschka                  Fred Patterson                  John Polles                  Ed &amp; Cynthia Powers                  Ron &amp; Pat Reed                  Donald Ross                  Bruce &amp; Kay Sheldon                  Bob Sears &amp; Sherry Spark                  Myra Snook                  Brian &amp; Judy Stirn                  Western Wayne Heritage                  Charles &amp; Bonnie White                  Chuck &amp; Ann Whiting                  Dick Winchell                  Mike Zook</p>	<p>Jerry &amp; Barbara Lehman                  Dwight Ericsson                  Dan Schuster                  Steve &amp; Sue Simerman</p>
<p><b>\$50+</b>                  Bonnie Andrews                  Leon &amp; Sandy Billing                  Mike Beauchamp                  Charles Carbaugh                  Betty Easton                  Guy Filchak                  Gail Ginther                  Lowell &amp; Jerry Goar                  Tom &amp; Mary Grimes                  Webster &amp; Dorothe Hall                  George &amp; Joyce Heilman                  Robert &amp; Kate Hoffman                  Pete &amp; Susie Jones                  Mary Kelley                  Karl &amp; Susanne Kettelhut                  Jeff &amp; Mary Koehler                  Charles &amp; Sally Lehman</p>	<p><b>\$75+</b>                  Carl &amp; Barbara Bauer                  Jerry &amp; Susan Knight</p>	<p><b>\$100+</b>                  Terry &amp; Anne Bodine                  Maurice &amp; Dorothy Bonecutter                  Sue Burger                  Tom &amp; Linda Castaldi                  Ruth Ellis                  Richard Ford                  Richard &amp; Mary Hatch                  Allen &amp; Becky Vincent                  Richard Small</p>
		<p><b>\$200+</b>                  George Clark                  Dan McCain                  Frank &amp; Mary Timmers</p>
		<p><b>\$500+</b>                  Bob &amp; Carolyn Schmidt                  + Prudential Match</p>

SPEAKERS BUREAU

JANUARY 8 - INDIANAPOLIS

Bob Schmidt, President of the Canal Society of Indiana from Fort Wayne, presented a PowerPoint program about Indiana's canals featuring the Wabash & Erie Canal. Thirty-one residents of the Marquette Retirement Community in Indianapolis attended the presentation. He explained that the W & E was started prior to the passage of the Mammoth Improvement Bill that called for other canals, railroads and roads. This made it the forerunner of the Central Canal in Indianapolis. In 1840, after the Panic of 37-39, all of the bill's projects were stopped except for the W & E Canal, which was largely financed by federal land grants and was continued on to Coal Creek. He said that the proposed Central Canal was to have joined the Wabash & Erie at Peru, Indiana and extend to the Ohio River at Evansville. Although 20 miles of it were built from Evansville to the north, this portion was little used until it was connected to and became a part of the Wabash & Erie route.

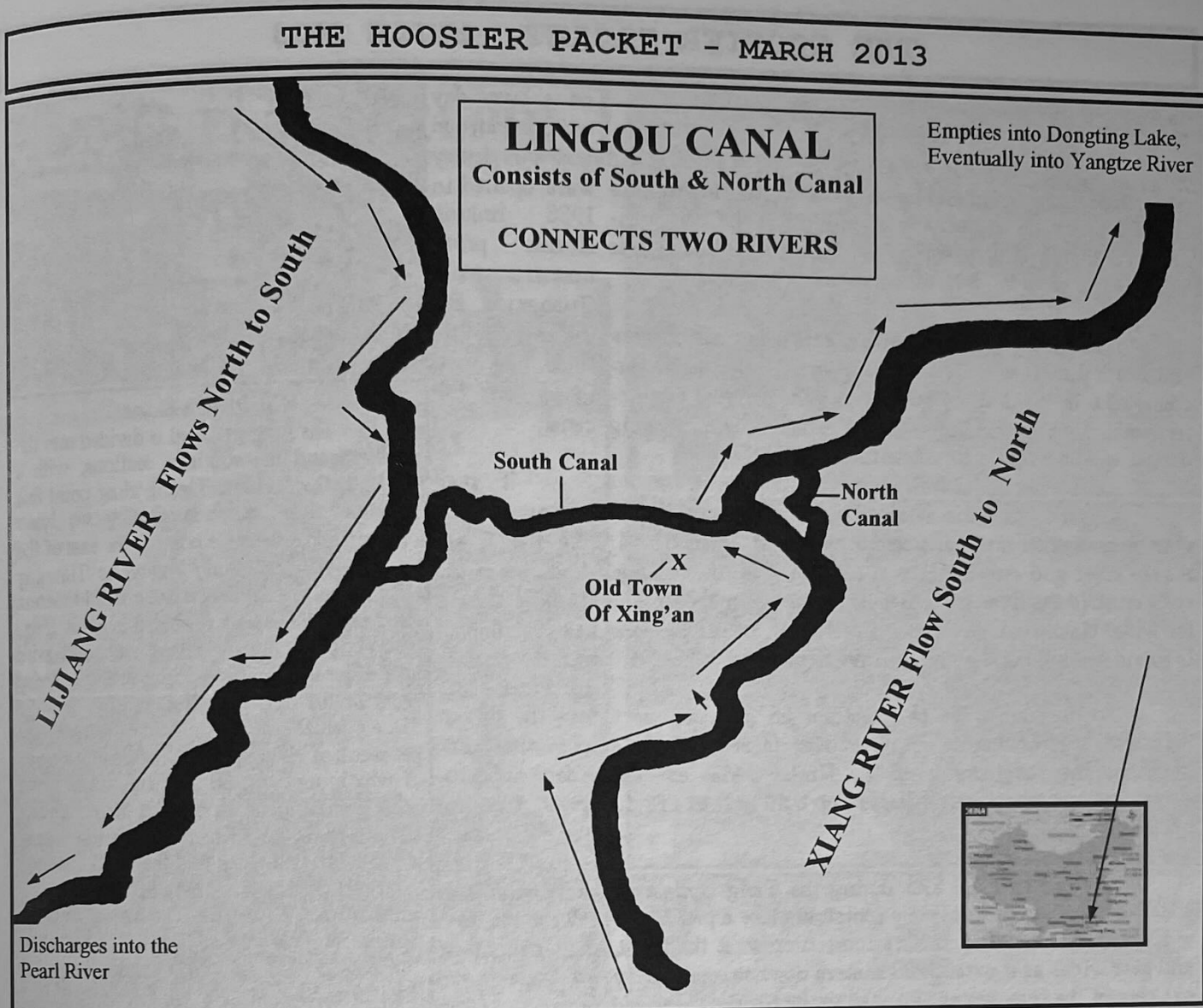
Bob told how the land was acquired, how the canal was constructed, how it operated, what problems it faced

initially and during its operation, etc. He explained that most of Indiana's canal lands were sold and unlike Ohio, which still retains most of its canal right-of-ways, it would be difficult to try to piece it back together. Groups trying to build trails along a canal experience great difficulty in getting a narrow right-of-way through this privately owned property.

Even though the Central Canal was never completed as planned, the portion of it from the White River, through Broad Ripple to the Water Filtration Plant and then through downtown Indianapolis still remains. This is because of its value to the city to conduct water from the river to the water plant that provides around 70% of Indianapolis' water supply. If a canal has an economic value it will likely be preserved.

Bob encouraged these lively seniors to visit the Indiana State Museum, which has a portion of the Gronauer Lock on exhibit; Delphi Canal Park, which has a canal interpretive center and canal boat ride; the Indiana State Historic Site at Metamora, which has an aqueduct and boat ride; and the boat ride at Providence Metropark in Ohio.





The following article is paraphrased from an article entitled "Channeling the flow," which appeared in the Washington Post on December 28, 2012 and was sent to CSI headquarters by past-vice president Chuck Huppert. The article was first published in China Daily on January 17, 2012, eleven months earlier.

### THE LINGQU CANAL

Built as a military strategy of the first Qin emperor after he defeated six other kingdoms of the Central Plain, the Lingqu Canal was constructed between two major waterways, the Lijiang River and the Xiang River in 214 B. C. [another source says 217 B.C.] The emperor wanted to both defend his acquisitions and subjugate the southern, less developed area known as Baiyue. Within a short time Baiyue became a part of China proper.

Experts claim that the Lingqu Canal is the oldest contour canal in the world even though it is only 37.4 kilometers [another source says 36.5 km] or about 23 miles

long and only passes within one county. [According to Wikipedia, "it was the first canal in the world to connect two river valleys and enabled ships to travel 1,200 miles from the latitude of Beijing to Hong Kong.] In comparison, the Grand Canal of China is about 1,400 miles long, extends from Beijing to Hangzhou, and was built later in 1293.

The canal is actually made up of two canals — the South and the North Canals. The South Canal's first ten kilometers were dug by hand and the rest used the original Lingshui River. Digging the canal was difficult because the one river was so much higher than the other. Although the eastern Xiangjiang River has more water, it is lower than the Lijiang River at the closest lateral points by 4.34 meters. This meant that the canal had to start higher in Xiangjiang and runs parallel with the Xiangjiang River for a long stretch although at a much higher level. It drops 30 meters over its 33.15 kilometer course. Although it eventually allowed the emperor to transport his troops by boat to the south, he became impatient during its construction and had

its first two engineers executed.

Legend says that the evil river god was offended when the canal opened and he heard the water flowing. He bit off part of the embankment. As a result the first engineer, who had been working on the canal for 333 days, was beheaded.

The 3.25 kilometer North Canal was built by general Ma Yuan. It was designed to divert water and overcome a 5.6 meter drop by lengthening the original 1.5 meter canal. Luckily his horse warned him of approaching danger and he lived to complete the work.

Legend has it that while Ma Yuan was working he was blessed with magical powers by a passing immortal. As the river god sent hailstorms and flying stones, a huge rock crushed the river god forever. A 7 meter high, 10 meter wide, black rock covered with all kinds of inscriptions is found nearby, but its origin is undetermined.

At the time these two sections of the canal were built there was no way to lift boats over dams. The article describes the lengthening of the North Canal as "the equivalent of a wheelchair access ramp built next to a flight of stairs."

Created in A.D. 825 during the Tang Dynasty a water dividing levee that looks something like a plowshare was constructed. It is 3 meters long, narrow at the front, and gets wider as it extends 80 meters downstream. Thirty per cent of the river water is routed to the South Canal and seventy per cent to the North Canal. It is built upon a foundation of pine wood and has stone slabs surrounded by gravel and silt placed upon the foundation.

By A.D. 868 a locking system had been perfected. The locks were placed in shallow places. Stone frames were built on both sides and the lock was 5-6 meters wide to allow boats to pass through. They were used to dam water upstream. Over time more locks were built. Later the wooden structures were replaced with stone slabs. According to Wikipedia there were thirty-six of these flash locks and there is "a clear description of pound locks in the twelfth century, which were probably installed in the tenth or eleventh century."

A project of trial and error the project also provided drainage, conserved water, stored water, and furnished flood protection besides carrying boats. During later dynasties the canal turned into a busy trade route. Improvements to it allowed boats as large as 2.2 meters by 2.8 meters to traverse it. They often carried cargoes up to 17.5 tons. As many as 200 boats would pass through the canal

on a busy day until a railroad and a highway were opened in 1938 linking Hunan province and Guangxi. By the early 1970s trade had vanished on the canal.

The Lingqu Canal, like the Great Wall or the Grand Canal, has become a tourist attraction. Locals love the tourist trade that provides opportunities for hotels, restaurants, boating excursions and selling the fish they caught or food they've grown. The tourists love seeing the architecture in the bustling towns, the old bridges, and the remote areas.

The Wanli bridge, which is extremely remote, is where ancient officials were exiled as a punishment. While standing on the bridge they could lament being so far from the center of power.

The Horse-Neighing Bridge was supposedly built by Ma Yuan in A.D. 42 to cross the river. However, his horse would not step onto the bridge and neighed constantly. The horse could sense that the bridge would not support them. Ma Yuan organized a drive to get donations to rebuild the bridge and dredge the canal. He also made other improvements to the canal.



**The Plough Share**

The Lingqu Canal is divided into the northern and the southern sections, with a total length of 34 km. The dividing point is a V-shaped dyke, which is actually two dykes that come together in a point in the east of the county seat, commonly known as Tianping (The balance). The larger dyke is 344 meters long, and the smaller is 130 meters long, while both are 2 to 2.4 meters in height, with widths measuring 17 to 23 meters. The sharp point of the dyke is called HuaZui (Plough Share), which divides the water from the upper reach of Xiang-jiang River into two parts, of which one part, 30% of the whole flow, goes to the Lijiang River, and the remaining 70% to Xiangjiang River. The north channel is 3.2 kilometers long and the south channel 33.15 kilometers long, both of which have a width of over 10 meters. The major spots for sightseeing are the "Plough Share", the "Balance", "Qin Dyke", and "Windfall Rock", etc.

To assist in draining away flood waters, spill ways were built along the watercourses in two sections along the south-channel and one along the north-channel. Also built along the watercourses are 36 sluice-gates, which can help control the volume of water and regulate the water level in order to guarantee normal navigation along the rivers.

The Lingqu Canal makes transportation and irrigation more convenient.



# NEWS FROM DELPHI

## WINTER PROJECTS

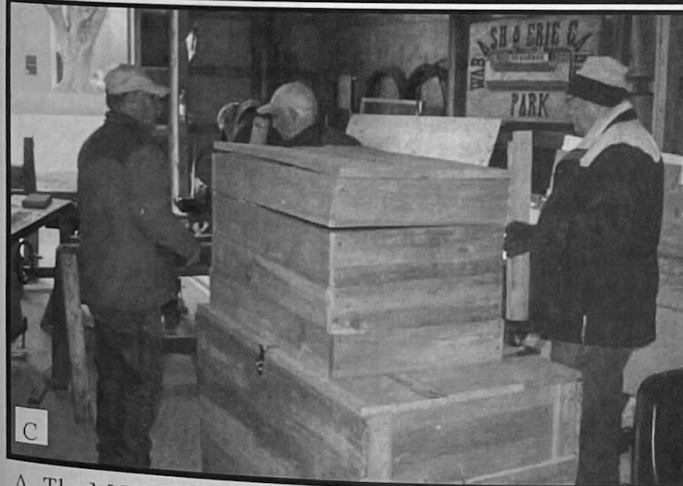
By Dan McCain



A



B



C



D



E



F

C. Some display boxes were built for Adams Mill by the M-W-F volunteers.

D. Long time volunteer Roy Patrick works on the operational model lock gates in one of the Interpretive Center's galleries.

E. In the water model exhibit there is an operating set of lock gates that illustrate how 1850s canal structures worked.

F. We want to move this two-story log house near Burrows to Canal Park. Siding has protected the logs but we will need more of the Gronauer Timbers to replace some of the sill logs.

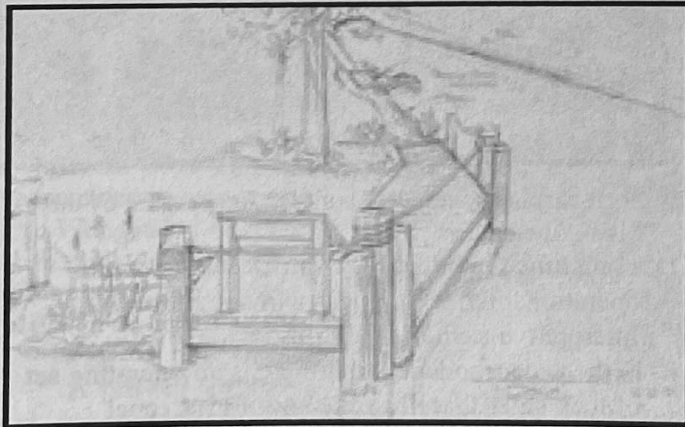
A. The M-W-F crew built a hitching post and water trough for just outside the Tack Room and Stables of the Duke Mule Barn.  
B. The new fireplace in the Fouts Log House gets its first test at Christmas.

One of the most popular exhibits in the Canal Interpretive Center is the "water model" that Roy Patrick, a M-W-F volunteer is seen working on in picture D. It features a lock chamber that is interactive and recently the gates became hard for children to operate. In the spring we will receive two new model canal boats from a Minnesota firm under contract with the Canal Association. A grant was recently received from the Carroll County Community Foundation for underwriting the costs of these new model boats.

In picture A the sponsored "hitching post and watering tank" is seen that was constructed and setup just outside the Duke Mule Barn in Canal Park. Wooden items like this are a specialty for the M-W-F crew to build. Outdoor exhibits like this make for the realism afforded to our visitors.

In fact, our M-W-F crew have even lent a hand to help with interactive exhibits at another local historic site, the Adams Mill near Cutler. Al Auffart, one of our crew, has provided sketches for these boxes in picture C that will adorn the interior of the Mill. Some of the other work planned involves moving grain belting and screw augers that will replicate how Mill operations were handled in the days when the grain was being processed into flour.

Back at Canal Park, plans are being made for the newest canal-side trail. This section would look like a dock/boardwalk at the entrance to the original "turning basin" site.



We keep a current list of projects that can be done by volunteers. The following list is not only used by the M-W-F volunteers but is also sent to those wanting an Eagle Scout project: We need everyone's help to complete this list.

Volunteer Jobs—Winter/Spring 2012-2013

**DELPHI HISTORIC TRAILS  
WORK PRIORITIES**

**"AN EVER CHANGING LIST"**

Priorities: High/1-2 months, Med/within 3-6 mo., Low/6-12 mo.

- Develop an herb garden/terrace between the Bowen and Kuns Cabins
- Continue trail development on the towpath of the Campbell property (south)
- Build an old fashion "stile" to demonstrate crossing over a fence
- Continue brushing/spraying/grooming all of the Monon High Bridge Trail
- Flower bed renovation and replanting at the Canal Center and Park plots
- Continue limestone edge bumper beside the Center's rail fence / parking lot
- Clean dirt and debris from inside the tunnel under the highway at Pizza Hut
- Rebuild/move the little log cabin known as the "smokehouse" on a new site
- Complete landscaping at the Stearns Truss little park behind Pizza Hut
- Remove trash and old refrigerator box along trail next to Schoenstatt shrine
- Install more interpretive signs on specific sites as panels are completed
- Install more trailside benches (2 legs in concrete per bench) seats and back
- Broom rake all the trails where debris and sticks cause unsightliness
- Install more locator signage for visitors to more easily find Canal Park
- Develop better signage on east Main St for approach to High Br. Trail
- Install permanent security point for trail entrance behind new Arby's
- Develop information for interpretive signage along trails and at Sunset Point
- Build a small replica of *the Delphi* boat to float in the museum's water model
- Clean, pile and burn remaining brush along various trails and cut firewood
- Build the trail section below the Interurban Trail opposite Deer Creek falls
- Plan / place "mile markers" on the 3 miles of towpath trails along the canal
- Assist City Park Dept. with installation of mile markers on other trails
- Complete the RR baggage building from Rockfield at the back of Canal Park
- Complete construction of a mill with a waterwheel powered by hand pump
- Develop plans for a drinking water fountain inside Canal Park Annex
- Place new 4' wide stone bed for the Belt RR trail east from the Red Bridge
- Complete work at Carrollton with a trail to the east up to the bridge overlook
- Replace worn and faded trail bench tags and "Trail Treasurers" plastic signs
- Clean out mud and gravel from the tunnel beneath Highway 421/39
- Place more benches along the Monon High Bridge Trail and where needed
- Build and place model "pivot bridge" over little drainage way by warehouse
- Rehabilitate and re-erect the Houck Road iron bridge in Canal Park



## DAY AFTER CHRISTMAS WALK

December 26<sup>th</sup> has been a special day for outdoor narrated walks offered by the Canal and Trails volunteers since the 1990s. Five years ago on a beautiful day after Christmas in 2007, 142 people showed up for the walk. This year the walk left at 1 p.m. from the Canal Center. After eating heavy Christmas meals this gave participants the opportunity to get outdoors and try out their new coats, boots, gloves and hats. Every one young or old was invited including their dogs if friendly and on a leash.

Live narration by Canal President Dan McCain highlighted historic points along the way including: The Mule Barn/Relay Station; Paper Mill Complex; a manmade "slip" that allowed boats up to the foot of Main Street; Lock #33 and the Lockkeeper's home site; the Irish Canal workers' campsite; and finally the massive wooden crib dam site at Deer Creek. The long 3 mile walk to Sunset Point felt right for many participants, but those who reached their limit earlier just turned around and returned the same way back to the Canal Center.

## CANAL PARK TO HOST EVENTS IN 2013

**May 18**

Heritage Transportation Festival  
(& Opening Weekend, 2013 Boat Season)

**July 6-7**

Canal Days Festival

**September 21**

Canal Society of Indiana and Canal Society of Ohio  
Joint Tour of Canal Park

**October**

Indiana Historical Society's History Train will bring  
4 - 5,000 visitors to the railroad siding behind Canal  
Park

**October 19**

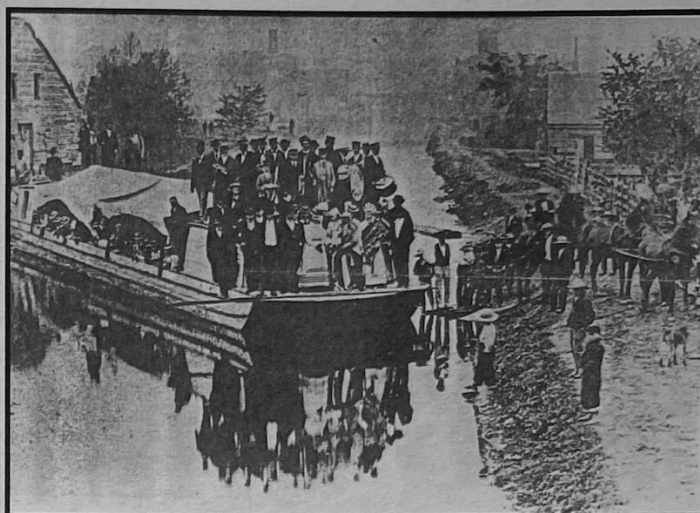
Harvest (Season End) Festival

**December 14-15**

Old Fashioned Christmas

The park will also host many private events such as weddings, special occasion parties, etc. We welcome everyone to come and enjoy our park.

## ATTICA WEDDING PARTY



The most frequently used photo concerning Indiana's Wabash & Erie Canal is that of a wedding celebration on the canal at Attica. The date was May 16, 1872 and was taken from Attica's Mill Street bridge over the canal looking south toward Lock No. 35.

A canal boat built to carry freight has been turned into a party boat for the occasion. The boat is filled with a brass band composed of bass drum, snare drum, and four types of brass horns along with attendants, friends and relatives. Sixty-eight people are on or near the boat and four men are seen in the distance watching the event. Two horses on the right are hitched in tandem ready to pull the boat along the canal while they walk down the towpath. A hoggee sits atop the third horse. A dog is seen in front of the horses. The Wabash River, not seen, is off to the right of the picture. The groom is Edward Lippold and the bride Louisa Koop.

Edward was the son of August and Rachel Lippold, who had immigrated to the US in 1848 from Baden Germany. Edward was born in Germany in 1844. His sister

Riverside  
Cemetery,  
Attica, Indiana

**Edward Lippold**  
Find-A-Grave  
#41685485

**Louis Koop  
Lippold**  
Find-A-Grave  
#41685470

Photo - Lesa Epperson



Emily was born in Michigan. It appears that was their path of immigration. August was a baker. Edward served in Company K with the 16<sup>th</sup> Indiana Regiment during the Civil War. An officer from his company, Edward J. Macklin, married his sister Emily and they moved around the country. Macklin became a Brigadier General and both he and Emily are buried in Arlington National Cemetery.

The bride, Louisa Koop, was the daughter of John & Cynthia Koop. Louisa was born in Ohio, moved west with her family, and by 1860 was living in Attica. There she met Edward Lippold and they were married in May 1872.

Edward was in partnership with his father-in-law John A Koop in an arcade saloon located on the east side of Perry Street, between Main and Mill streets. Edward and Louisa reared a family of 5 children. Edward died in 1914 and is buried in Riverside Cemetery in Attica, Fountain County, Indiana. Louisa went to live with their son, John, across the Wabash River in Warren County, Indiana. On the Lippold tombstone the death date of Louisa is not shown and has not been found elsewhere.

Find-A-Grave #41685485 and #41685470

This site will be seen on April 6, 2013 on "The Other Side of the Fence," CSI's spring tour. Don't miss it!

## FLIGHT OF FIVE PROJECT

When the Erie Canal was built in 1825 the engineers had to overcome the 60-foot-change in elevation of the Niagara escarpment at Lockport, New York. They did this by building two parallel, wooden flights of five canal locks each. In 1842 these wooden structures were replaced by limestone in a project designed by Evershed. In 1910 one of these flights was changed to two huge steel locks to accommodate the larger boats on the Erie Barge Canal. The other flight was then just used as a spillway. Lockport plans to return the "spillway" flight back to 1842 conditions by restoring two of its five locks.

About 10 years ago the federal government set aside \$3 million to study and plan for restoration of the flight. About \$.8 million has already been spent on engineering and architectural studies, plans and drawings. The rest of the money (\$2.2 million) is earmarked to carry out the project and requires the city of Lockport to come up with a \$360,000 match or lose the money.

The studies found that it would cost between \$8—\$10 million to do all of the flight numbered 67 through 71 on the state's old lock numbering system. Lockport simply can't afford to do all five. It will restore Lock 69, the second lock from the top, and Lock 70, the middle lock.

So far the Grigg-Lewis Foundation has given \$173,313 toward the needed match. Although the city is looking for funding from other foundations or companies, the mayor said it is important that the city steps up. The city plans to borrow money for the first stage of construction by issuing bonds.

A specially worded operating agreement has been written between the city and the New York State Canal Corporation, who owns the locks. It points out that the flight is in downtown Lockport, next to City Hall, Main Street and Canal Street Gazebo Park and will benefit these public places thus making the borrowing of funds legal.

The city is committed to pay all costs connected to the restoration, operation and maintenance. Included in the agreement is a replica canal boat, which will be used to demonstrate how the locks worked. It is also agreed that the restoration and its operation will not get in the way of current canal operations.

A contract is expected to be awarded in June. Work should start next winter.

## A FASTER PACE

When horses pulled boats on Indiana's canals their general speed was about four miles per hour. Thus freight, passengers and mail traveled at what we would consider a snail's pace today. A recent article on jalopik.com pointed out some interesting statistics:

In 1800, a 489 mile, as a crow flies, trip to Detroit from NYC would have taken four weeks and actually longer to go around the lake. By plane today that same trip takes about an hour and a half, allowing for takeoff and landing time. This is approximately 670 hours 30 minutes or 448 times faster than it would have been by road in 1800. By car today Detroit from NYC is 614.6 miles and takes 9 hours 22 minutes at 65 MPH. That is about 663 hours less than the 1800 time or 72 times faster. Today E-mail travels at about 670 million MPH or 33,480,000 times faster than 1800. Whew, this makes me tired!

## WELCOME NEW MEMBERS

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

Francis & Paula Bongen - Indianapolis, IN

*Welcome Aboard!*