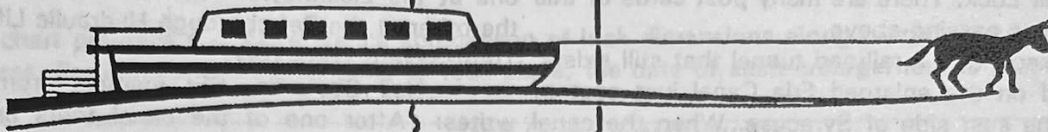


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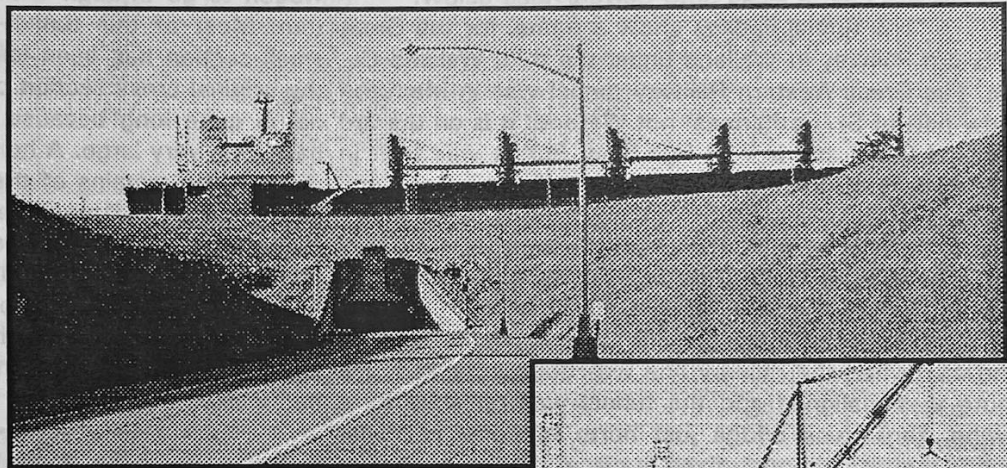
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DECEMBER 2007

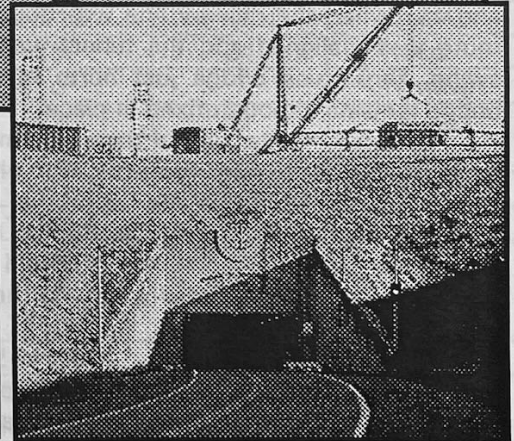
BENEATH THE WATER

**CELEBRATING
OUR**

**25TH
ANNIVERSARY**



A ship passes over this tunnel west of the Eisenhower Lock on the Wiley-Dondero Canal (the U.S. portion of the St. Lawrence Seaway) in the photo above. The other portal of the tunnel is seen in the photo at the right. These scenes were taken by CSI member Don Haack of Fort Wayne following the CSI trip on the Erie Canal in August 2007.



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MORE TUNNELS FOR LIST

Richard Brown, Canal Society of Indiana (CSI) member from Okemos, Michigan, has been compiling lists on canal subjects from the internet and other sources. He asks that he be notified of any items he missed on each topic. His article entitled "Tunnels Built Under Navigation Canals In The United States and Canada" in *The Hoosier Packet* Vol. 6 No. 10 brought forth responses from other CSI members:

David Barber, American Canal Society president from Hopedale, Massachusetts, writes that: "[Brown] omits two tunnels under canals in New York. The first is

a vehicular tunnel under the Wiley-Dondero Canal (the U.S. portion of the St. Lawrence Seaway) just west of the Eisenhower Lock. There are many post cards of this tunnel with ships passing above.

"The second is a railroad tunnel that still exists, but is unused on the enlarged Erie Canal just east of Lock 47 on the east side of Syracuse. When the canal was drained for the winter, the top stones of this tunnel were visible in the bed and in summer, it leaked onto the railroad track below. Today, this unused tunnel passes under Erie Boulevard, which is built on the canal route.

"A third note concerns the culvert (tunnel) at Medina. This tunnel (culvert #96) passed under the enlarged Erie Canal and was extended to pass under the Barge Canal. So, it preceded the 1908 date indicated. It may have passed under the original canal, but I can't say. To this day, it leaks onto Culvert Road below.

"The tunnel listings show a tunnel for the Great Western Railway in Welland under the third Welland Canal. The Great Western Railway tunnel was in Merritton (now part of St. Catharines) not Welland. It is on the 3rd Welland Canal and is 713 feet long. But, it was built in 1875-76 (not 1887) and used as a railroad tunnel until 1915.

"It is known as The Great Western Railway Tunnel, The Grand Trunk Railway Tunnel, The Merritton Tunnel, and as The Blue Ghost Tunnel.

"It passes under the 3rd canal between locks 18 and 19. When the railway line was double tracked, the route was realigned and the tunnel was replaced by a swing, thru truss bridge just north of Lock 17. That bridge remains although fixed in place.

"Interestingly, one of the sites listed on the third page of Google results reports (with photos) that between the railroad bridge and Lock 16 is now closed, an additional tunnel that carried St. Davids Road under the 3rd canal. This road connected Thorold to St. Davids. The road east of that tunnel is now in the Royal Niagara Golf Course.

Bob Sears, CSI member from Toronto, Canada, and Canals Canada editor writes: "I have enjoyed the last several newsletters with their Canadian content.

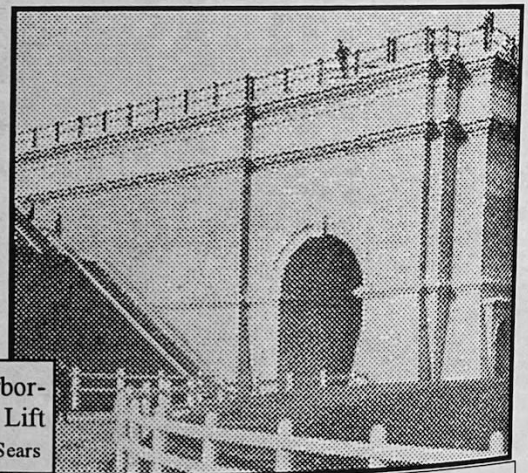
"The tunnel for the Great Western Railway is in

St. Catharines not Welland.

"There are two additional tunnels not mentioned: one at the Eisenhower Lock on the St. Lawrence and the other at the Peterborough Hydraulic Lift Lock on the Trent-Severn Waterway."

Neil Sowards, CSI member from Ft. Wayne, writes: "After one of the canal tours around Sidney, Ohio, several of us explored the Sidney feeder south-west from Sidney to Lockington. That feeder hugs the side of the hill parallel to the Miami River and at one point it crosses Mill Branch stream on a very large fill. Currently Kuther Road goes through that old fill by a rather large cut. The stream goes through the fill by a large culvert tunnel. In order to get the canal across Mill Branch stream and still accommodate the road and stream, they built a culvert tunnel large enough for a wagon to go through with the small stream in the bottom. Most of this tunnel has been opened out but a small section has been left with its roof, which shows the original cross section of the culvert tunnel. The tunnel is quite long because the fill was so high that its base was very large. A horse and wagon could easily go through the remains of the tunnel. I seem to remember seeing on an old map the road that went through the tunnel culvert being called 'Tunnel Road.' So perhaps this qualifies as a road under the canal.

"One of the persons with us said there was a similar tunnel culvert on the main line of the Miami-Erie Canal somewhere between Lockington and Newport. He had walked through it."



Tunnel at Peterborough Hydraulic Lift Lock Photo Bob Sears

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COMPARISON CHART OF HISTORIC NAVIGATION CANAL LOCK DIMENSIONS

By Richard F. Brown, Jr. AICP

The following chart provides a quick-reference comparison of lock dimensions along historic navigation canals in the United States. For canals where enlargements took place, the date of each enlargement is provided in parenthesis.

CANAL*	STATE(S)	LIFT LOCK DIMENSIONS		TOTAL LOCKS (a)	TOTAL RISE/FALL (feet) (b)
		LENGTH (feet/year)	WIDTH (feet/year)		
Alexandria	VA	100	15	7	38
Baldwinsville	NY	90	15	1	10
Black River	NY	90	15	109	1,002
Blackstone	MA/RI	70-126	10	49 (c)	438
Blodget's	NH	82	10	4	unknown
Bow	NH	82	10	4	27
Brunswick & Altamana	GA	100	23	2 tide	0
Catawba	SC	80	10	7	56
Cayuga & Seneca	NY	90 (1828) 110 (1862) 310 (1918)	15 (1828) 18 (1862) 45 (1918)	12 11 4	73.5
Champlain (including feeder)	NY	90 (1823) 100 (1860) 110 (1870) 300 (1916)	15 (1823) 15 (1860) 18 (1870) 44 (1916)	37 39 37 25	unknown
Chemung	NY	90	15	52	491
Chenango/Extension	NY	90/91	15/17	116/10	1,140
Chesapeake & Ohio	DC/MD	90	15	81	605
Cincinnati & Whitewater	IN/OH	90	15	7	unknown
Conestoga	PA	100	22	9	88 (est.)
Corodus	PA	95	18	13	91
Cumberland & Oxford	ME	70	10	unknown	unknown
Delaware	PA	95	11 and 22	23	185
Delaware & Hudson	NY/PA	76 90 100	9 15 15	110	608
Delaware & Raritan	NJ	220 (1853)	24 (1853)	17	115
Dismal Swamp	VA	75 (1805) 250 (1899) 300 (1941)	9 (1805) 40 (1899) 52 (1941)	7 2 2	unknown
Drehr's	SC	80	10	4	21
Enfield Falls	CT	90	20	5	32
Fearn's (Huntsville)	AL	unknown	unknown	2	unknown
Genesee Valley	NY	90	15	112	979
Hennepin	IL	170	35	33	186
Hocking	OH	90	15-16	31	183 (est.)
Illinois & Michigan	IL	110	18	15	162
Landsford	SC	80	10	5	35
Lehigh	PA	100	20-22	71	921 (est.)
Leiper's	PA	unknown	unknown	5	unknown
Miami & Erie	OH	90	15	106	886
Middlesex	MA	75	10	20	107 (rise)
Mohican (never built)	OH	unknown	unknown	11	94

THE HOOSIER PACKET - DECEMBER 2007

CANAL	STATE(S)	LIFT LOCK DIMENSIONS		TOTAL LOCKS (a)	TOTAL RISE/FALL (feet) (b)
		LENGTH (feet/year)*	WIDTH (feet/year)		
Morris	NJ	75 (1831) 90 (1841-45)	9 11	34	1,674
New Haven & Northampton	CT/MA	74	12	60	292
North (Lawrence)	MA	100	20	4	29
Northern Michigan	MI	75 66	18 17.5	2	25
Ohio & Erie	OH	90	15	156	1,206
Ohio & Erie (Columbus Feeder)	OH	90	15	4	unknown
Ohio & Erie (Granville Feeder)	OH	90	15	2	unknown
Oswego	NY	90 (1828) 110 (1862) 300 (1917)	15 (1828) 18 (1862) 44 (1917)	18 18 7	123
Pawtomack	VA	100	unknown	9	unknown
Pawtucket (Lowell)	MA	82 (1796) 115 (1824) 115 (1841)	10 (1796) 25 (1824) 25/15 (1841)	7 5 5	unknown
Pennsylvania (Eastern)	PA	90	17	14	63 (est.)
Pennsylvania (Juniata)	PA	90	15	88	584
Pennsylvania (North Branch)	PA	90	17	43	334
Pennsylvania (Susquehanna)	PA	90	17	12	86
Pennsylvania (Western)	PA	90	15	68	430 (est.)
Pennsylvania (West Branch)	PA	90	17	23	unknown
Pennsylvania & Ohio	OH/PA	90	15	57	454
Rocky Mount	SC	80	10	16	122
Sandy & Beaver	OH	120	15	90	665
Savannah & Ogeechee	GA	90	18	3	29
Susquehanna & Tidewater	MD/PA	170	17	29	231
Union	PA	75	7.5	93	503
Union Canals (combined total)	NH	82	10	8	90-120
Vernon (never completed)	OH	unknown	unknown	17	141
Wabash & Erie	IN	90	15	73	549
Walhonding	OH	110	15	13	unknown
Warren County	OH	90	15	6	44
Wateree	SC	80	10	7	52
Whitewater	IN	90	15	56	490

* Not all historic navigation canals are included; only those for which lock data is available.

(a) Includes all types of locks including lift, guard, stop, and tide locks.

(b) In certain cases, when the total rise/fall in elevation was not provided by a source, it has been estimated using elevation data from TopoZone (the estimation is noted with an "est.")

(c) Thirteen additional locks are unaccounted for; unclear whether they were built.

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TopoZone



This old store once had an ice pond behind it by the Miami and Erie Canal near New Bremen, Ohio. Photo by Neil Sowards

FORGOTTEN STORIES

By Neil Sowards

Some of the most interesting stories connected to the canals are passed by word of mouth and never written down. They are lost when they are not passed on and the person dies. On the 2005 Spring Tour of the Canal Society of Ohio we stopped and looked at the Miami and Erie Canal in the little town of New Bremen. One of the tour members pointed to a small well near the house across the canal and road and related a story connected with it. He pointed to a shack in back of it that was in a bad state of repair and obviously not long for this world. Its back half had been written off as hopeless long ago. The roof of that half had fallen in and was rapidly rotting away.

The old man said he remembered, as a child, buying ice cold Coca Cola from that tiny store. The pop was cooled in a tub full of ice. He told of an old man who sold it to him, who in his younger day had had an ice pond behind that store that was filled with water from the canal. During the winter, when the pond froze,

the ice was cut from it and stored in an ice house.

In my mind's eye one could see a child listening to the reminiscences of an old man as the boy sipped the ice cold cola. How rapt was his attention.

New houses now occupy the site of the ice pond. The ice house is gone without a trace. The canal has only a trickle of water. Soon the tiny store will be gone and also those who remember it.

Ice houses had double walls packed with sawdust to insulate the ice so that it would last all summer. From them ice was often shipped by canal boat.

In 1880, 8 million tons of ice were harvested and stored for use in the summer in the United States. In its latter years the Miami and Erie Canal's main customers were canal boats carrying ice to Dayton and Cincinnati.

Old maps show ice houses on the wide water of both the Miami and Erie Canal and the Sidney Feeder. The collecting of ice and storing it away provided employment for hundreds of people up and down the canal during the winter when employment opportunities were few. However, the invention of mechanical refrigeration and the making of ice in that way ended forever the harvesting, storing and shipping of ice along the canal.

CANAL STORIES

Does your family or someone you know have stories handed down through the generations about any of the canals or life along them? Were you related to any canal personality? Do you have old letters or newspaper clippings concerning the canals? Have you recently taken a trip to a canal site and taken photographs. Share your treasures and adventures with other canawlers through *The Hoosier Packet*. Send to: Canal Society of Indiana, P.O. Box 40087, Ft. Wayne, IN 46804

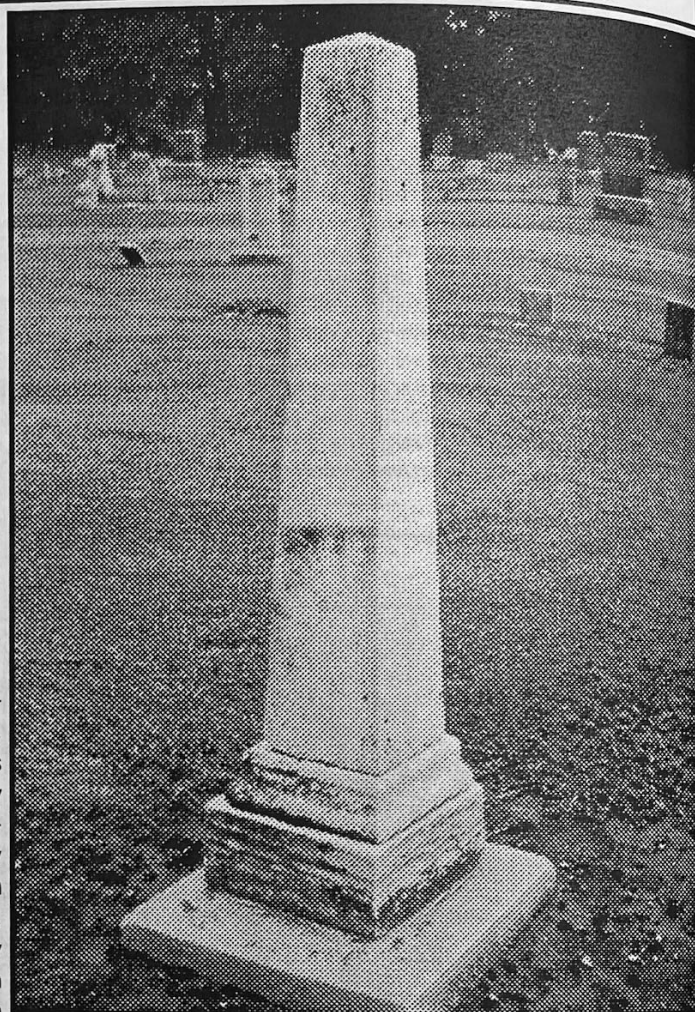
CANAWLERS AT REST

ZACHARIAH ROTHROCK

b. October 8, 1814

d. March 11, 1886

By Mark Smith & Carolyn Schmidt



Zachariah Rothrock's stone is located in Pipe Creek Church cemetery in Monticello, Indiana. Photo by Mark Smith

While researching another person whose descendants visited the Canal Interpretive Center in Delphi, Mark Smith, CSI member from Brookston, came across Zachariah Rothrock in the *History of White County* by Thomas Hammelle and saw that he had a canal connection. Mark then asked Judy Baker at the White County Genealogical Archives on Bluff Street what they had on the Rothrock family. She opened up the Rothrock files, gave him Zachariah's obituary, and said she would copy whatever Mark needed. She also told him that Zachariah was laid to rest in the Pike Creek Church of the Brethren Cemetery. Note that this differs from what the obituary relates. Was the place of burial noted in the obituary incorrect, was his grave moved or was just a stone placed in the cemetery in his honor?

The Monticello *Herald* of March 18, 1886, carried the following obituary:

DEATH OF ZACHARIAH ROTHROCK.

"Anther pioneer of White county has passed away. Mr. Zachariah Rothrock, whose illness was noted in our last issue, died on the 11th inst., aged 71 years, 5 months and 2 days.

"Deceased was born in Mifflin county, Pa., Oct. 8, 1814. He came first to White county, Ind., in 1835, where he purchased a tract of Government land for his father. Returning to Pennsylvania he, in 1837, moved his father to White county. Owing to ill health he soon after returned to Pennsylvania where he remained until 1846 when he returned to Indiana, locating at Pittsburgh and engaging in the business of boat building for the Wabash & Erie Canal, then doing an extensive business.

"In the year 1850 he was married at LaFayette, Ind., to Catharine Opp, by whom three children yet survive him. Removing the same year to Attica, Ind., he continued his business of boat building and also owned and operated two or more boats on the canal. Having suffered a severe financial loss through the bad faith of a friend, he, in 1853, disproved [disposed] of his business and removed to his present abode in this county. In 1871 his wife died, and in 1872 he married Mrs. S. M. Heaton, who survives him.

"Deceased was held in high esteem by all who knew him. Honest and straight-forward in all his business dealings; kind and generous to a fault; fearless and out-spoken in his opinions; alive to the spirit of progress he did much toward developing the resources of White county. In his death a family loses a kind husband and father, neighbors an obliging and true friend, the county one of the land-marks of its infancy, and the community an honored, respected and faithful citizen.

"He was buried in the family burying ground on

his farm Sunday, afternoon, funeral services being conducted by Rev. W. J. McKinsey."

Mark then went to the Pike Creek Church cemetery and photographed Zachariah's stone. The cemetery is located next to the church just north of Monticello off SR 39 on 250 N. There is a conspicuous sign on the east side of SR 39 pointing out the location of the church.

Doing further research Mark found that there is a ledger in Delphi that shows that Rothrock did business in Delphi, which is just across the Wabash river from Pittsburg where he built canal boats. He also found that Lazarus Rothrock, Zachariah's brother, was a "boatman," according to the 1850 Census and that he also lived near Pittsburg.

One of Zachariah's brothers became the Superintendent of the Weedburn Sarven Wheelworks at Burlington, Iowa, and passed away in 1878. His obituary was printed on December 12 of that year.

Zachariah's son, John A. Rothrock, became the publisher of the Monticello *Democrat*. He was also the County Superintendent of Schools.

The Rothrocks intermarried with other Germanic families such as the Keevers [Keefers] and Hanawalts. They were notable citizens in White county. Their cousins were the Baums, who were pioneers in Carroll county. Daniel Baum's wife was Ascenath Rothrock, whose grandfather, George, was a brother of Zacharias Rothrock, the grandfather of our subject Zachariah. One of their number, John, donated the ground for the city of Monticello. They were all German Baptists.

I&M STOCK ON E-BAY

Neil Sowards, CSI member from Ft. Wayne, found this 1840 stock certificate No. 89 for the Illinois & Michigan Canal on e-Bay. They suggested the sale price be from \$250-300. Another site had No. 83 of the same certificate for sale at \$395 and said the normal price was \$495.

The certificate is for 100 pounds Sterling. It is signed by THOMAS CARLIN, Governor of Illinois, and Levi Davis, the State auditor. It was printed by Rawdon, Wright and Hatch & Sons and issued by John Wright & Co. in London. Vignettes include a steamer; a woman; a boy, girl and dog; and a man in a field. Printed on the left hand side are the words State of Illinois, Six Per Cent. By looking closely at the certificate there are red ink stamps across it, which say either Five or Ten Per Cent Paid and give the month and year in the 1860s-1870s. Registered under Certificate 89 Mrs. Margaret Jardine 8 April 1840. Registrar S. The document is over 167 years old.

The I&M Canal was constructed from 1836-1848 and linked Lake Michigan to the Mississippi River. This stock was issued four years after the project began to help build capital hopefully from English investors. Chicago soon became the nation's largest inland port.

Thomas Carlin was born July 18, 1789 in Kentucky, moved to Illinois Territory and was in the War of 1812. He helped organize Green county; established Carrollton, where he lived, as the county seat in 1821; was its first sheriff in 1821; was a captain in the Black Hawk Militia in 1832; was a state senator 1825-33; was a land receiver in 1834; was Governor of Illinois 1838-1842; and died in 1852 at Carrollton. His married Rebecca Huitt in Carlinville, a town named in his honor.



WHITEWATER CANAL NEWS

WHITEWATER CANAL TRAIL

HOME SCHOOLERS IN METAMORA

By Phyllis Mattheis

A Cambridge City couple was in Metamora on Thursday, September 13 to talk to nearly 180 home schooled students and their parents. In costume, Jerry and Phyllis Mattheis told about what it was like to be an immigrant looking for work on the canal or land to buy and settle here in the Whitewater valley. Of utmost importance would be a tool box, so that the man of the family could provide a living for his family with his craft.

Travel on the canal was much easier and quicker than bouncing in wagons over dirt roads through the forests. Farmers could get their products to market much cheaper by canal, until the railroads took over the tow paths in the 1850s and 60s.

Posters, graphs, books and pictures were displayed under the porch with groups of students sitting at the picnic tables. Each received a \$3 bill to pay their passage from Cincinnati or Lawrenceburg the 76 miles north to Hagerstown. Students heard about locks and structures, eating and sleeping on the boats and the speed limit. During the morning they also learned to tie rope into knots, tasted open-fire cooking and experienced a ride on the canal boat, Ben Franklin.

Families came from as far north as Kokomo, as far south as Kentucky, west from Indianapolis and east from Ohio to this first Interpretive Day arranged by Anne Fairchild of the Dept. of Natural Resources.

Photo by Paul Baudendistel



TWIN LOCKS TO METAMORA RE-OPENED ON OCTOBER 13

The completed 2.6 mile section of the Whitewater Canal Trail featuring a crushed stone, 10-foot-wide path with rest areas about 1 mile apart is finished from Twin Locks past restored Lock #24 to Duck Creek Aqueduct in Metamora, Indiana. The trail follows the railroad much of which was built upon the old towpath.

Hundreds of volunteer hours went into the design and management of the project. Local contractors donated or reduced their costs and a grant from the Recreational Trails Program of the Indiana Department of Natural Resources supplied the funding. The trail is built on land, which is now part of the Whitewater Canal State Historic Site, with the cooperation of the site's managers.

Ben Rinklin, a Boy Scout from Troop 45 in Brookville, has led 19 volunteers in making the new signs for the trailheads and information kiosks as his Eagle Scout project. He sought financial support to get the materials needed and technical expertise to produce the signs. Then he coordinated the workers in laying out, sand blasting, painting, mounting the custom designed hardware, and installing the signs.

Previously on September 8, 2007, the Yellow Bank section of the trail was re-opened after resurfacing with crushed limestone by volunteers. The new surface was funded by the Brookville Foundation. Speaking at the opening ceremony were Marty Mullin, whose father established the foundation, and Thad Ariens, whose family donated land along the canal to the Whitewater Canal Association in the 1930s to preserve the canal corridor.

BUTLER RUN CULVERT NEEDS FUNDS

Whitewater Canal Trail is raising funds to stabilize a large stone arch culvert completed in the 1840s to carry the Whitewater Canal across Butler Run at the north end of Brookville. A large hole in the top of the 18 feet wide, 9 feet tall and 90 feet long structure is rapidly increasing in size. Send contributions to Whitewater Canal Trail, Inc. P.O. Box 126, Brookville, IN 47012

CASE'S DAM WHITEWATER R.

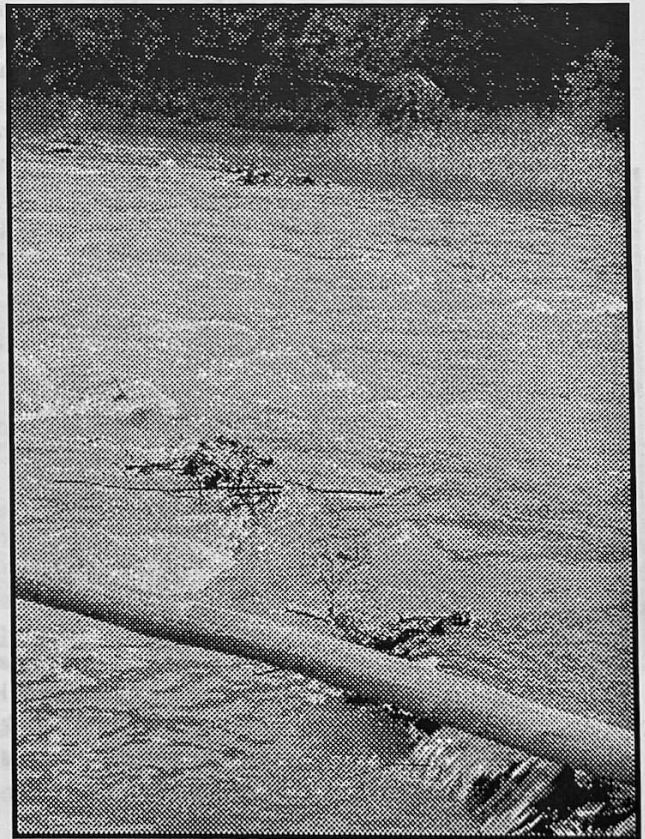
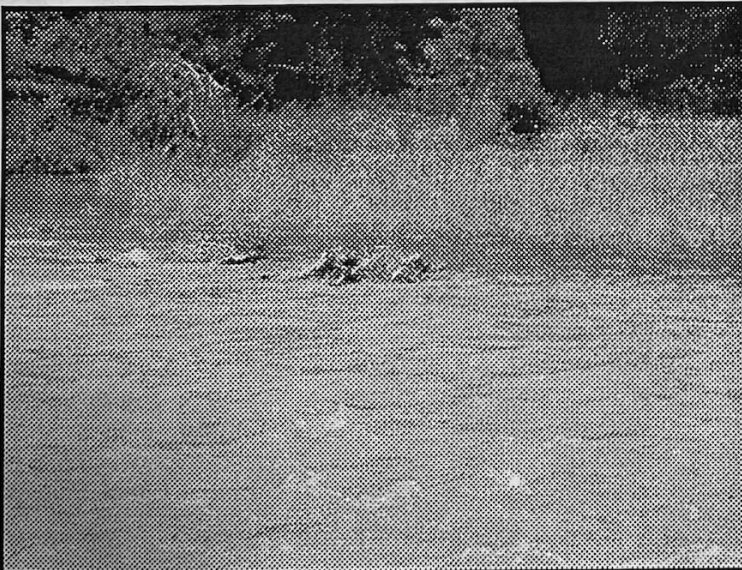
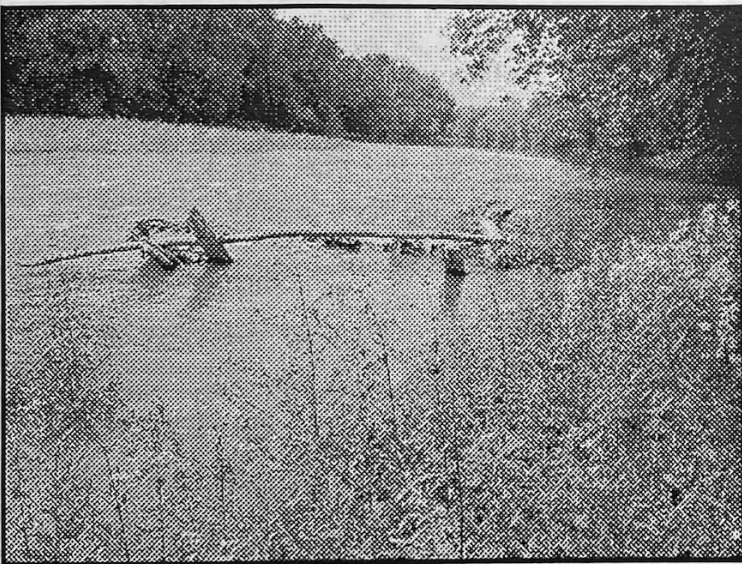
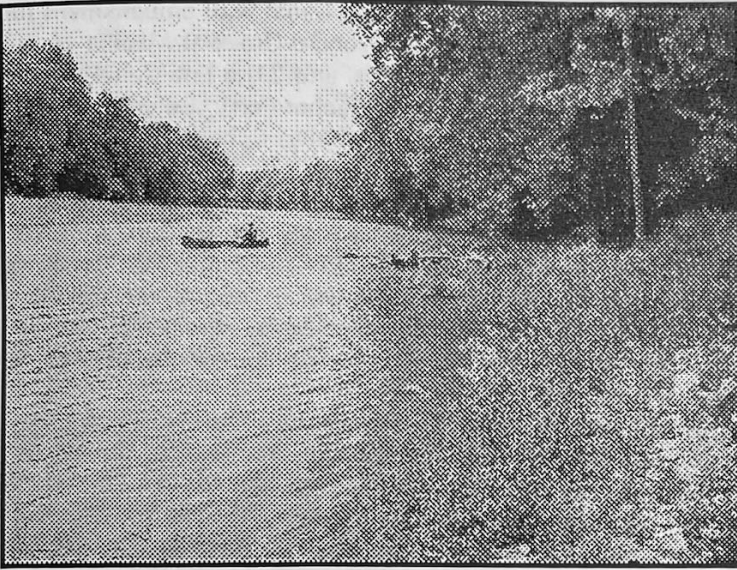
RELOCATING CASE'S DAM

Charles (Chuck) Whiting of Lawrenceburg, Indiana reports:

An expedition of discovery consisting of Paul Baudendistel, Don Burden and myself relocated Case's Dam back in May. I waited until August so I could get better pictures when the Whitewater River was low. It is down Brown Doppes Dr., which takes off from US 52 between Mound Haven and Cedar Grove, Indiana. Paul had figured the dam's approximate location from satellite pictures. The Dam originally backed up water in the Whitewater River and fed the Whitewater Canal to Harrison, Ohio. After the second time the Harrison Dam was washed away in 1847 the Cincinnati and Whitewater Canal was raised and used Case's Dam water all the way to Cincinnati.

Why didn't it feed the Whitewater Canal as well? See Vol. 5 No. 9 of *The Hoosier Packet*. The route from Harrison to Lawrenceburg was out of service from 1847 to May or June of 1849. It was still in service in November of 1850 and was shut down permanently in December of 1852 by another flood, which washed out the Dam at Harrison.

Photos by Chuck Whiting



A-MAIZE-ING CORN MAZE

This year's corn maze to raise funds for the Whitewater Canal Trail was over 2¾ miles long through 10 acres of corn. The maze was designed by Jim Suhre, a local artist, and then translated into a planting layout by The Maize Company. After the corn was planted in both directions to prevent visibility between rows and allowed to grow, Willy Wilz and Adam Kaiser each spent more than ninety hours cutting out the plants to create the maze following the computer layout. The maze was opened from 1-5 p.m. every weekend in October with an admission fee of \$5. It was located 1 mile from Metamora and 5 miles from Brookville on U.S. 52. Most visitors came from Indiana, Kentucky and Ohio with some arriving from Connersville aboard the Whitewater Valley Railroad's historic train. The maze advertised Brookville's Bicentennial Celebration to be held next summer.

WHITEWATER CANAL ARTICLE

Bette Lockhart, CSI director from Marion, Indiana found an article entitled "Historic Opportunity: Five-county Region Hopes the Whitewater Canal Could Create New Industry" in *The Hoosier Farmer* Fall 2007. It said that about four years ago Metamora, Indiana residents got together to come up with a solution to revive the economy of Franklin county by promoting the Whitewater Valley as a tourist attraction. The valley also runs through Dearborn, Fayette, Union and Wayne counties. These counties are "a microcosm of the early settlement and development of Indiana and the United States." Besides the Whitewater River, the 1820s National Road and the 1836 Whitewater Canal are located there. During the brief Canal Era the valley prospered; however, after World War II the new interstate system bypassed the small towns stalling economic growth. County leaders are focusing on creating an interpretive park in Metamora and securing a scenic byway designation. Assisting them is the Rural Indiana Strategy for Excellence (RISE2020), a state initiative.

FOLIOS DONATED TO ARCHIVES

CSI Headquarters has received the following folios to add to our Canal Society of Indiana archives from Linn Loomis, CSI member from Newcomerstown, Ohio. They contain pictures he has taken of various canals with explanations of each picture.

Richmond Creek Aqueduct folio showing general location, aqueduct remnants, Mays Point Lock 25, Seneca-Cayuga Canal linkage, and various other boats as well as photos taken August 20, 2007

showing a portion of aqueduct remnants around the former Erie Canal prism.

- Richmond Creek Aqueduct photo package
- Opening in New York Barge Canal with embankment for passage of Oak Orchard Creek at Medina
- 132 New York Barge Canal and 21nd Erie Canal, Rexford, Niskayuna, Vischer Ferry, Colonie, Watervliet, Maplewood, Albany, Cohoes, Waterford, Rotterdam
- 133 New York Barge Canal, 1st, 2nd, 3rd Erie Canal Schoharie Crossing State Historic Site, Fort Hunter, Florida, Lock 12 at Tribes Hill, Canajoharie, Fort Plain, Little Falls, Tongue-In-Cheek Christmas Card of Schoharie Crossing
- Syracuse, New York with Weighlock Museum and Erie Blvd.
- A major Cincinnati skyscraper near the Cincinnati and Whitewater/Miami and Erie Canal confluence in 1913, 1920, 1988 and 2007 Union Central Life Insurance Co. Building

To date Linn has contributed 101 folios to the CSI archives. They fill an entire filing cabinet drawer. These are most appreciated. Thank you Linn!

1838 E-BAY LETTER SHOWS OHIO CANAL REPAIRS

Neil Sowards, CSI member from Ft. Wayne, IN, saw this letter on e-Bay:

Original folded letter from Lancaster, Ohio dated Sept. 11, 1838 from the (Canal) Fund Commissioners Office to Leandro Ransom, Esq. at Roscoe, OH. It states: "I have this day placed twenty five thousand dollars in the Commerce Bank of Lake Erie subject to your checks for repairs on the Ohio canals. You will therefore draw your checks for that purpose and to that amount upon the cashier of Commerce Bank of Lake Erie and cease to draw upon the cashier of Lancaster, Ohio until further instructions. Your obedient servant, Sam F. MacCracken". [Genl. Samuel F. MacCracken]

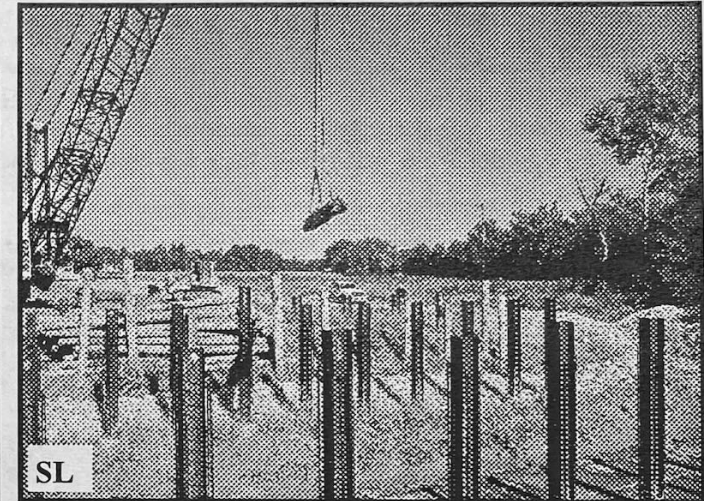
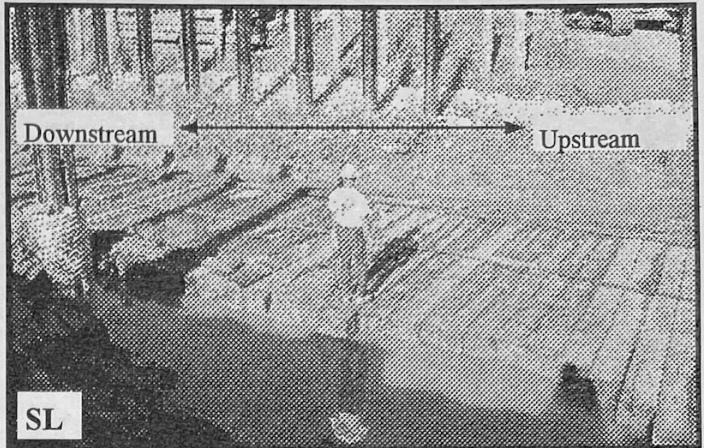
NATIONAL CANAL MUSEUM

Want to research canals? The National Canal Museum has collections on every canal in the United States and Canada. Its library includes 14,829 volumes, 53,467 photographic images, 31,824 engineering drawings, 3,830 artifacts, over 760 linear feet of manuscript materials and 3,974 reels of film, video cassettes and oral histories. The archives is moving to the new state-of-the-art Emrick Technology Center, adding 3,500 square-feet to the collections storage capability. The museum welcomes donations. National Canal Museum, 30 Centre Square, Easton, PA 18042-7743

CULVERT 151 W&E CROSS CUT CANAL

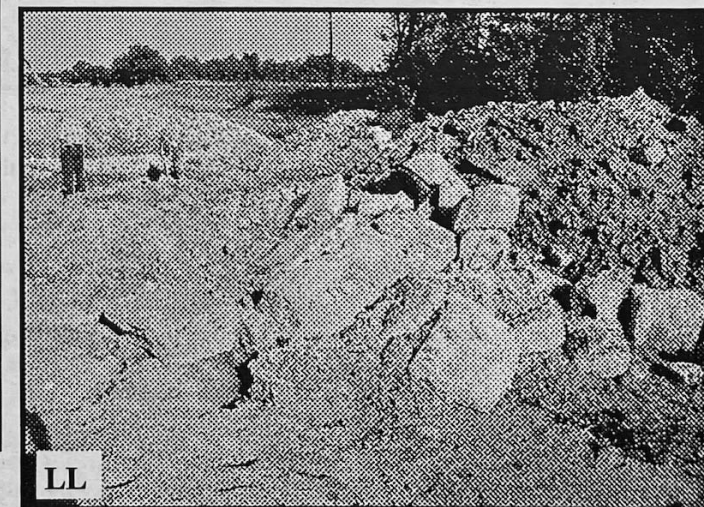
These photos and information were sent in after the article about Culvert 151 in last months "Hoosier Packet" went to press. They were taken by Sam Liggett (SL) and Larry Liggett (LL).

The first two pictures are of the culvert 151 site taken Dec. 28, 2006. At the time they had cleared the area but hadn't started any construction. The culvert is right in the middle of the pictures. The bridge is on McDaniel Road. A previous construction project had removed the timbers that were directly below the road bridge.

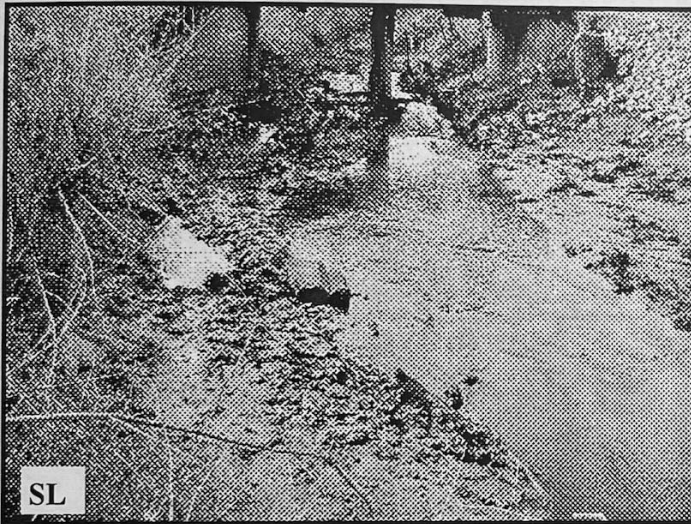


good condition and there were fewer of them. There were 57 timbers found at the site and some tie planks. Many of the nails were still in place in these tie planks.

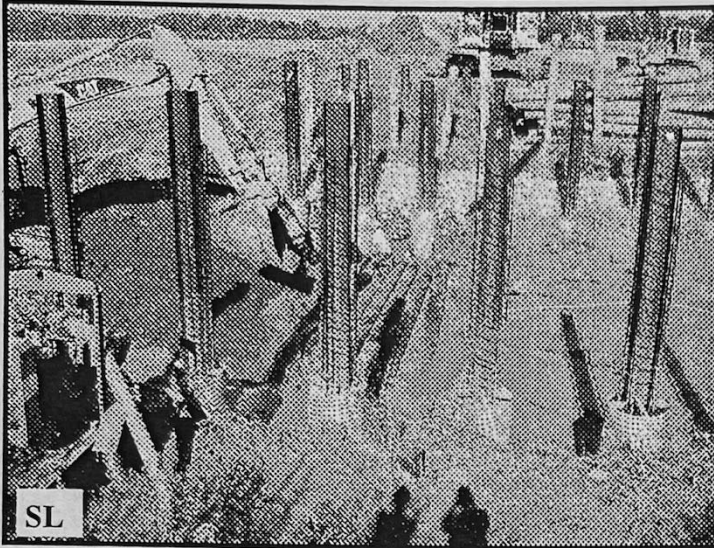
This picture is of the stone uncovered.



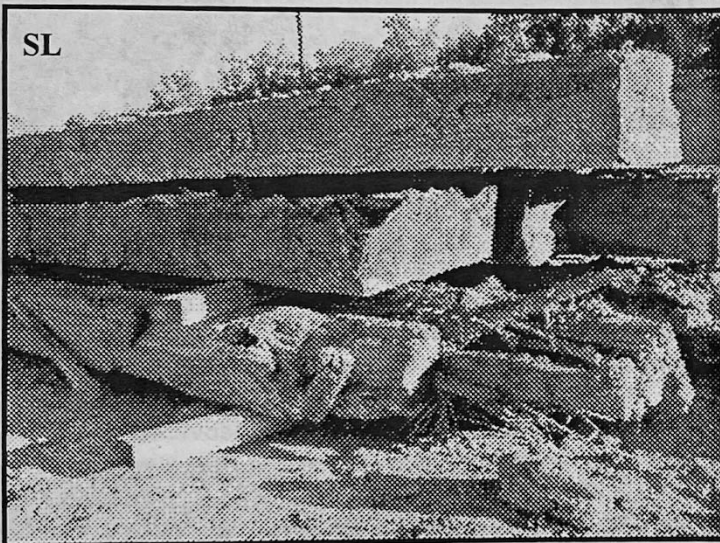
The next picture shows the timbers that were on the down stream side of Culvert 151. The up stream side is to the right of the picture. As you can see there weren't as many nor were they in as good condition as



The timbers for the culvert were found on both sides of the area where they previously had been removed from under the bridge. Most of the timbers discovered were on the up stream side of this bridge. These up stream side timbers were in very good condition. The ones on the down stream side weren't in as



on the up stream side. The picture below shows some of the timbers after they were removed from the culvert bed. You can see how good they look for being around 160 years old.



Chuck Huppert, CSI vice-president from Indianapolis, sent the following GPS coordinates for the culvert:

N 39d 23.842m

W 87d 22.085m

He was also able to find a topographic map and aerial view to the area around the culvert on the internet.

The uncovering of the timbers was covered in newspapers across Indiana and also was published in the *Chicago Tribune* of September 23, 2007 under the title of "Canal's Past Turns Up Under Creek Silt." It said that "Navigation south of Terre Haute ended in 1861, and the section north of the city survived until 1874." We know that the problem was lack of water and rocky/sandy soils that absorbed water on the southern portion of the canal. Thanks to CSI members who sent articles.

Timber, Earth, and Stone By Richard F. Brown, Jr., AICP

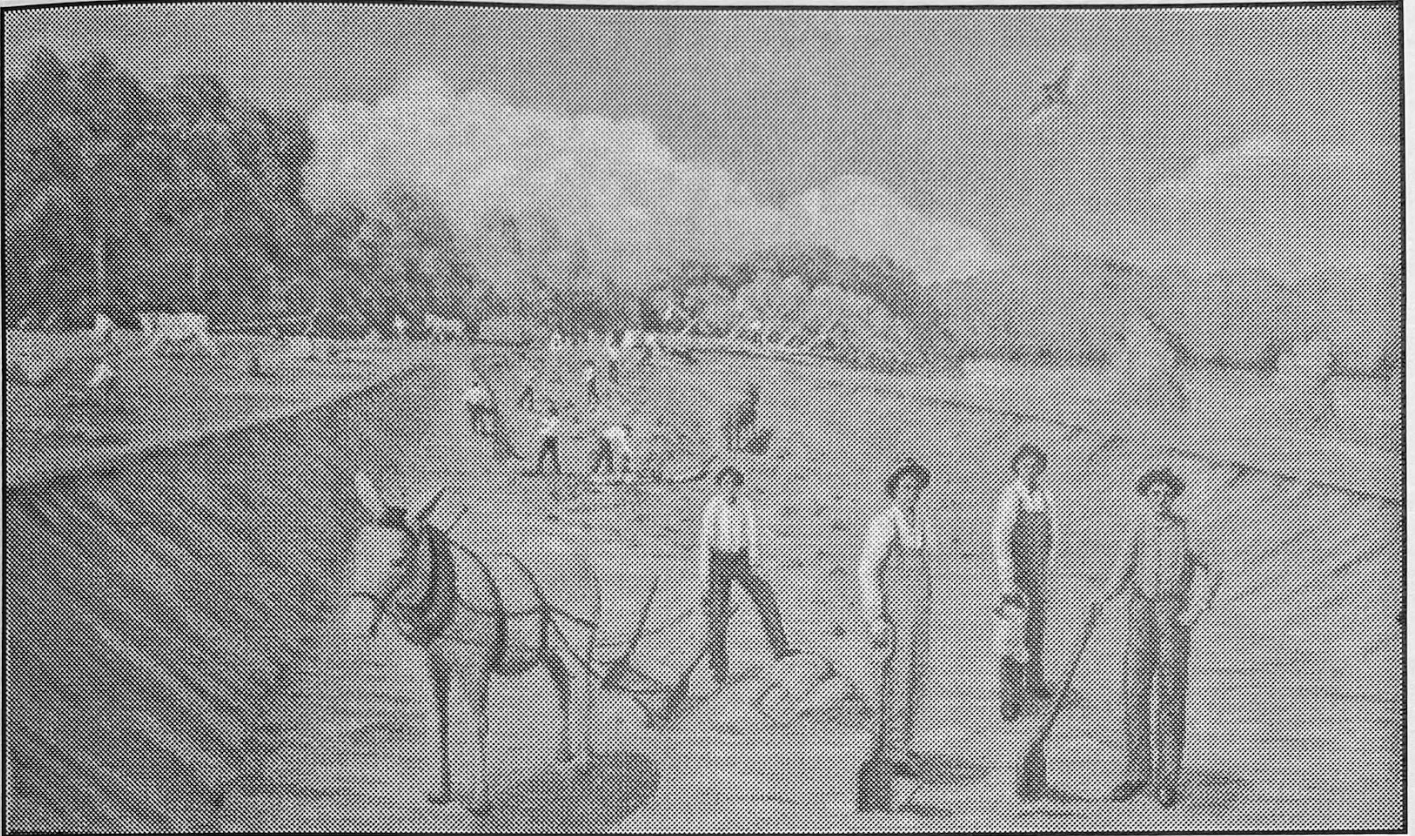
**Drawn from the landscape
As raw material sources
To shape and construct
The nation's canal courses**

**Timber from the forests
Felled from the vast surface
Applied to the project
For the engineer's purpose**

**Soil moved and molded
To direct the waterway
Channels, banks, and dams
Remain evident today**

**Quarried from the good earth
Into massive stone ventures
Aqueducts and lift locks
Stand as primary features**

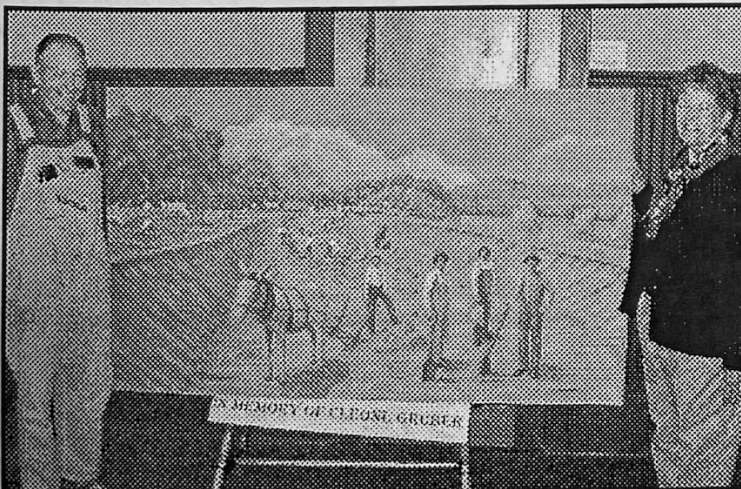
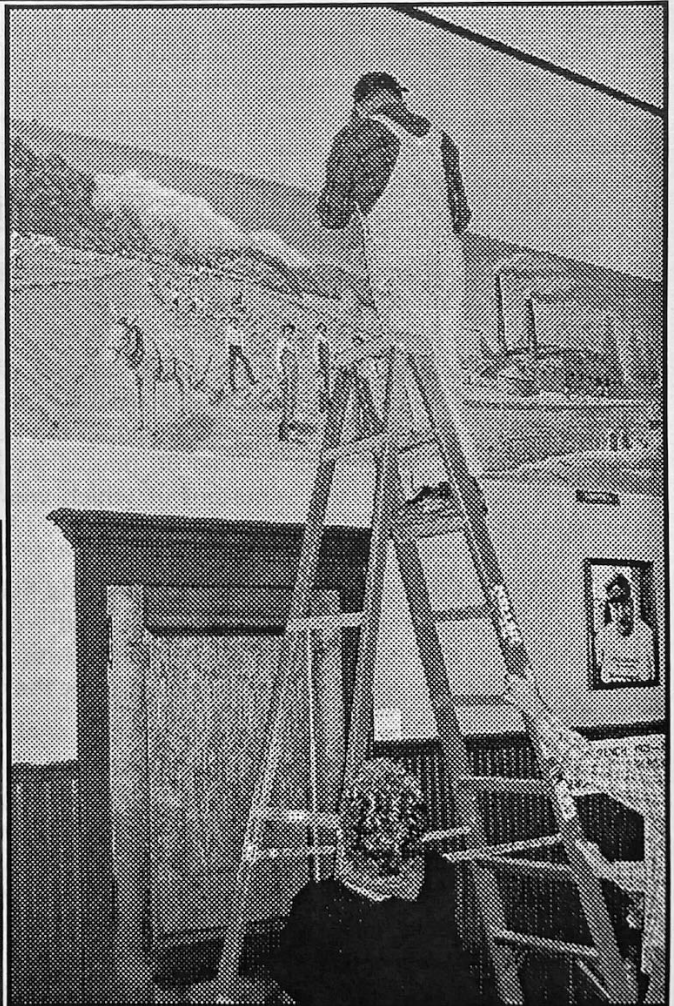
**All three were installed
With care and precision
Each served a prime role
To fulfill the grand vision.**



NEWS FROM DELPHI

CLEONE GRUBER MEMORIAL MURAL

Ed Gruber recently hung this mural honoring his wife Cleone in the lobby of the Wabash & Erie Canal Interpretive Center in Delphi. On it Terry Lacy, the artist, depicts canal prism construction. It is the first mural on the left side of the lobby next to the Eagle Foundry mural for Evansville. Other murals show the canal from Evansville, Indiana to Toledo, Ohio





White Oak logs were delivered to be cut into flooring for the 1905 Stearns Truss Bridge in Delphi. Photo by Dan McCain

A HOT DAY FOR VOLUNTEERS DECKING THE IRON BRIDGE

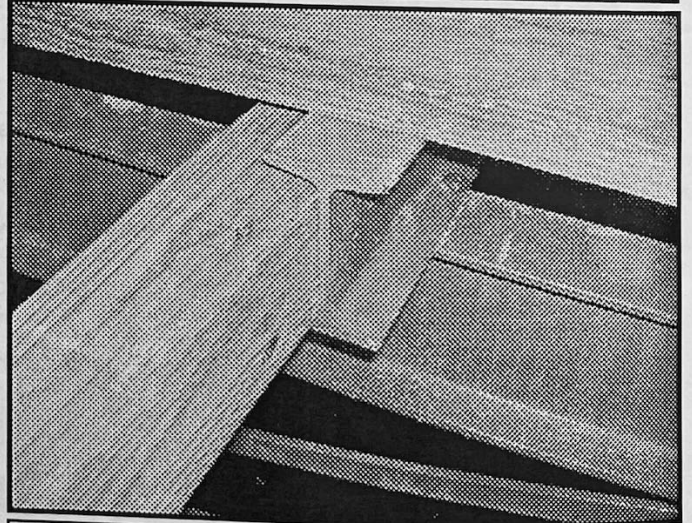
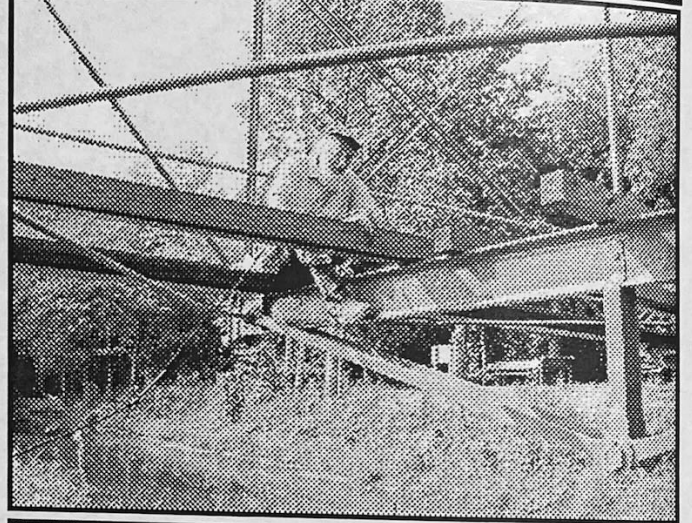
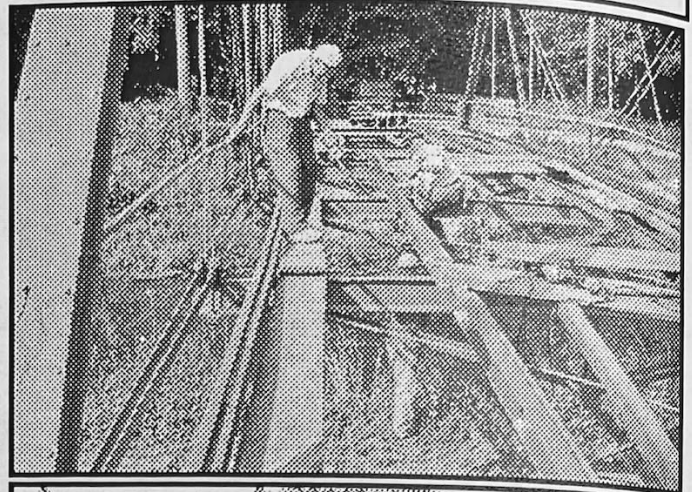
By Dan McCain

Carroll County Wabash & Erie Canal, Inc. volunteers have recently been restoring an old wrought iron 1905 Stearns Truss Bridge. It is likely the last known bridge of its design left in the whole US. They have had experience in the past (1999) with restoring another iron bridge, the red Bowstring Arch, and it now spans the re-watered Wabash & Erie Canal. The public has overwhelmingly received our efforts and that keeps getting us more volunteers. As the Stearns Truss neared completion we were ready to deck it with White Oak. A load of 17 ft. long White Oak logs was donated by Pike Lumber Company and another three logs were donated by a local farmer.

The decking process we used on the other bridge restoration was so unique and fruitful that we again planned a "Community Day" and invited the public to come and help. Last time we had 68 people working at varied tasks -- the most important of which was the cutting of 2-inch-thick decking planks.

We had painted the 40' long steel beams, hauled them 2 or 3 at a time to the site, and attached wooden nail strips to the underlying iron stringers. After 4x4 treated lumber was attached we were ready for the floor planks.

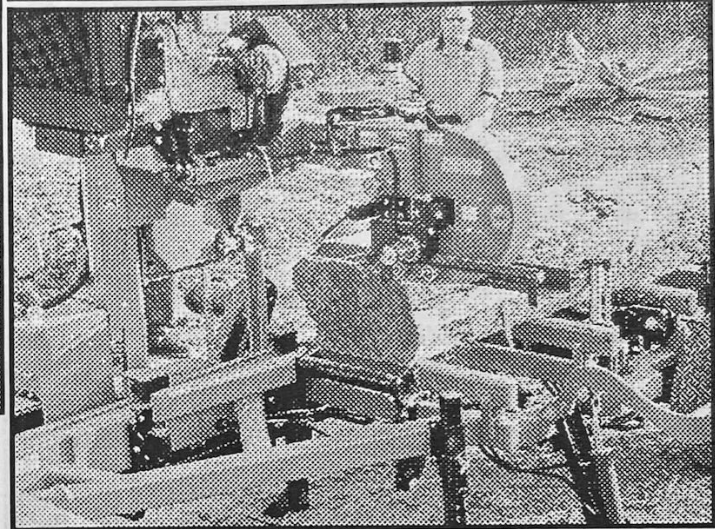
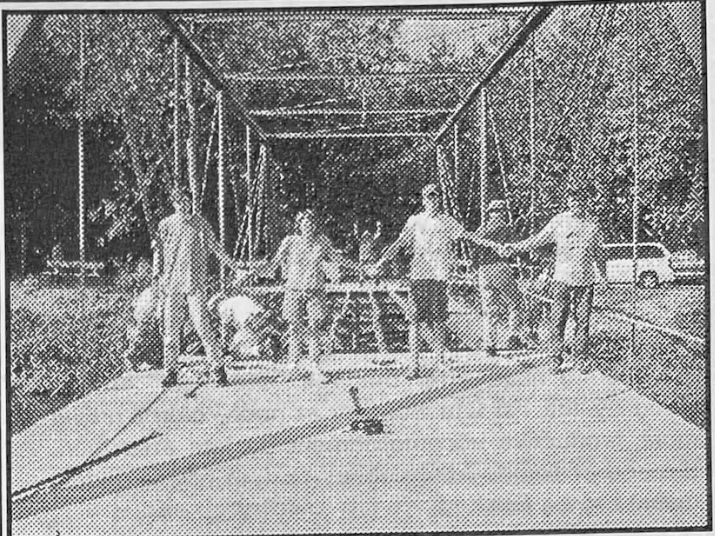
Plans advanced for a big "Community Workday" on Saturday, October 6th at the site behind Pizza Hut/ Dairy Queen. Volunteers were asked to bring gloves, hard toe shoes, work clothing, a hammer and possibly an electric drill. Some of them would help the sawyers. Others would pre-drill the freshly cut White Oak planks to receive the spikes. Deck planks go down green and then air dry. Natural weathering will shrink the wood to



Decking the Stearns Truss Bridge
Top: Placing steel runners
Center: Drilling holes for planks
Bottom: How decking was nailed

leave gaps in the deck for water runoff.

It was a "banner day" on Saturday October 6 for the approximately 45 volunteers working on the Stearns



Above: The bridge is placed across the Wabash & Erie Canal near the canal side-cut into Delphi.

Upper right: The Nielsen family from Medaryville celebrates putting on the decking.

Lower right: The WoodMizer saw mill Photos by Dan McCain

Truss Bridge deck. Three portable sawmills were operating simultaneously -- two on the east end and one on the west end of the 78 foot long iron bridge frame.

Dr. Dan Cassens from Purdue's Department of Forestry / Wood Technology Department was the sawyer for the Wood-Mizer sawmill on the west end of the bridge. He had an even dozen 17-foot-long White Oak logs to cut. These logs were donated by Pike Lumber Company from their Carbon, Indiana plant.

On the east end were the mills cutting the donated oak from Carroll County. Wood-Mizer Sawmills out of Indianapolis sent representative Matt Biven from Galveston to demonstrate cutting a variety of Red and White Oak and one Walnut log. His mill was brand new and sported the latest in electronic gadgetry to make the job a breeze.

Also on the east end was Rollin Graybill and his son from Rockfield with his trusty Wood-Mizer mill, the mill we used eight years ago on the cutting of deck

planks for the Paint Creek "Red" Bridge, which is located a mile north on the same Canal Towpath. Both rehabilitated bridges are owned by the Canal Association.

The multitude of volunteers that came to break sweat and hammer the planks into their receiving "nail strips" in the deck did so to show support for this year-long project. This was hard, hot work, but the spirit was strong as the volunteers labored through the day. Although nails could be driven in the fresh oak, pilot holes were sometimes drilled to prevent bending so many galvanized spike nails.

The Stearns Truss for a hundred years set over Big Monon Ditch in Pulaski County. Nearby was a family who took special interest in the history of this rusty span, which adorned the southeastern skyline from their rural farmstead. Young Brad Nielsen from Medaryville was a Boy Scout 4 years ago. For his Eagle Scout badge he researched and wrote the National Register Listing for the bridge. It was approved.

On Saturday Brad's younger brother Kerry and

parents Eric and Pam were at the site in west Delphi working as hard as any other volunteers on the job of decking. The four Nielsens were a strong team that stood out as they tackled the beginning of the deck from the east. Pam seemed to set the pace as she measured each plank and then her husband cut the length. Both brothers were steady in their pace to firmly put down the deck pieces. Other volunteers admired the family's teamwork.

Working in the morning was productive but even the searing heat, after the free "Ote Meal" lunch provided by the Psi Ote Sorority at noon, didn't prevent a more productive accomplishment by late afternoon. At the end of the day only about 15 feet of the middle remained to be finished.

The three sawmills finished about the same time and had accumulated well over the 120 two-inch-thick planks needed for the 78-foot-long deck. Plank widths of 6, 8 and 10 inches were alternated to give the effect of the original deck. These 17-foot-long oak planks, especially the 10" widths, were quite heavy. Additional shorter boards were cut for trail benches that will be used later.

A special dedication will commemorate the completion of this "one-of-a-kind" wrought iron bridge from Winamac Bridge Company. The date will be set for sometime later this fall for the public to come and enjoy this spirited community volunteer effort.

Other workday activities were available for those not wanting to place decking out over the water. Back in Canal Park there was flowerbed renovation, trail cleanup and maintenance work.

CANAL VOLUNTEERS CALLED-OUT

On October 11, 2007, at 7:00 p.m. the Canal Center was the site for a meeting of all who wished to be involved with the Wabash and Erie Canal. There were refreshments and door prizes following the hour long meeting.

The volunteers could choose from the following list:

Historical Docents - These volunteers work with visitors as docents in the Interpretive Center, Case House, and old log school house. Other volunteers lead school and group tours through the center, on walks along the canal or on a canal boat trip.

Projects and Maintenance - Craftsmen volunteers create exhibits, build bridges,

move buildings and maintain our facility. They work together M-W-F and on Saturday workdays. All skill levels are welcomed.

Canal Boat Captains - These people guide the pontoon boat along the canal. We expect that in 2009 they will be operating the new replica canal boat.

Community Activities - This group plans and leads the trail walks, hikes and trolley tours. Other activities include Canal Days in July, Halloween in October, and Christmas in the Park in December.

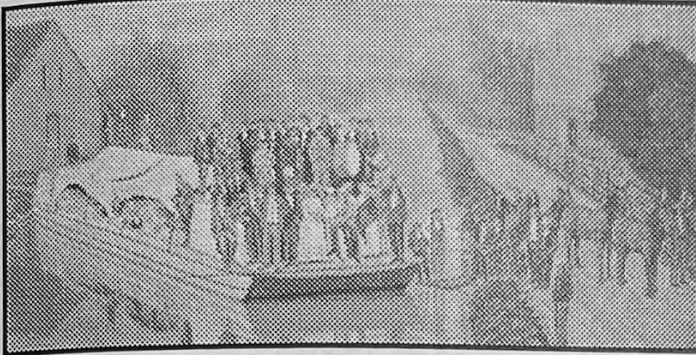
Support Activities - These people support the Center in many different ways. This includes gardeners for the flower beds, seamstresses for costumes, computer input for the archives, publicity, apple dumpling cooks, bakers for the holiday bake sale, etc.

ATTICA WEDDING BOAT

Tom Castaldi, CSI Advisory Council and Allen County Historian, noticed in *Connections - The Hoosier Genealogist*, published by the Indiana Historical Society's Spring/Summer 2007, a large reproduction of the "Attica Wedding Boat" photograph. The caption on the facing page (page 35) reads:

"Lou Kopp and Ed Lippold were married on the Wabash and Erie Canal in Fountain County, Indiana, on May 16, 1872. They seem to have chosen to invite the entire town of Attica to celebrate. However unusual the location, the participants' ordinary but 'best' dress is typical of the period. Note the large band ensemble and the small child being held up on the front of the barge. Although the bride and groom are not identified in this image, if they are the couple holding up the child between them, it suggests that it was a second marriage for one of the participants."

This photo was the basis for a Terry Lacy-painted mural now hanging in the lobby of the Canal Center in Delphi. During our research work for the mural project, while referring to an original copy of the photo in my collection, we concluded the child was probably the flower girl on the otherwise crowded canal barge and was held presumably by the groom to make sure she got in the photograph and was not inadvertently nudged off into the water.



Also mentioned in the article is the band pictured with its big base drum. The name of the musical organization seems to be identified on the side of the drum. We never could decipher the words because of the sharp angle of the drummer, which makes it virtually impossible to read.

The article is titled, "Love Letters, The Courtship Correspondence of Mattie and Valentine Clapp Scott and Clark Counties, 1884-1885" by Evan Gaughan.

This mural was painted by Terry Lacy from the original photograph of a wedding party on the Wabash & Erie Canal at Attica, Indiana. It hangs in the lobby of the Canal Interpretive Center in Delphi, Indiana.

exp"ERIE"nce (cont. from last issue)

By Carolyn Schmidt

Photos - LK=Lynette Kross, BS=Bob Schmidt, CW=Chuck Whiting

Sue Burger, CSI member from Muncie, Indiana, writes about her experIENCE on the Erie Canal as follows: "What can you say about perfection? Bob and Carolyn [Schmidt] have done it again. This was the best vacation I ever had. This includes my Delta Queen trips.

"We boarded the Emita II at 8 on Monday morning. There on the table was breakfast. They never stopped feeding us. The table had either food or games on it all the time till late Wednesday when there were things to buy. The food was marvelous and served frequently enough even for me. I usually have 4 or 5 meals a day.

"The crew members were very sweet. They answered all our questions as if they had not heard the questions 28 times before.

"Captain Dan seemed to enjoy our canal group, which was interested in the locks. He explained each one.

"Jean [Hulslander] was good enough to teach me to play dominos. I was game deprived as a child.

"The scenery was lovely. This canal was the later one, which was dug for large commercial boats.

"Of course each CSI member is more of a comedian than the next. Two new couples joined us this time. They can more than hold their own.

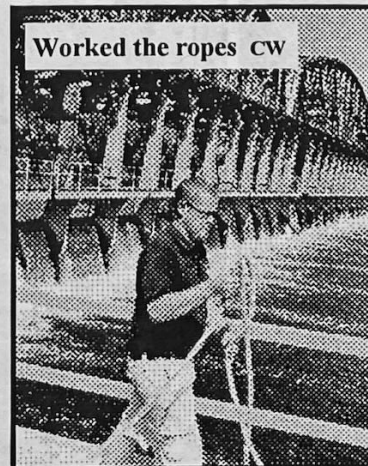
"One of the ladies has done research on the history of southwest Indiana. The canal war sounds most interesting.

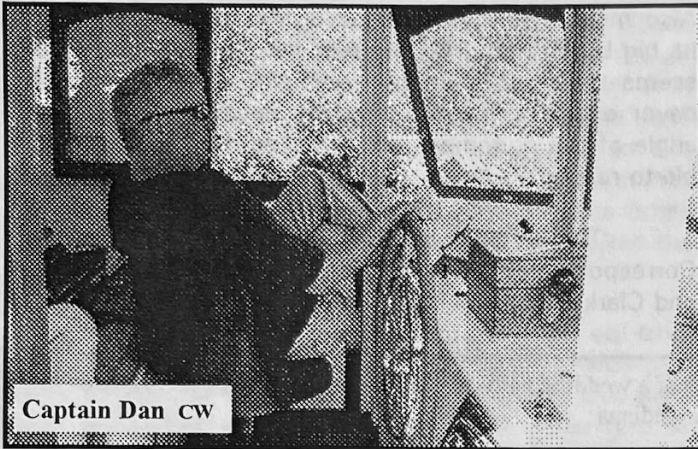
"I was further blessed by traveling with Lynette [Kross]. Lynette should have been a tour guide. We rode on a carousel; a stern-wheeler, The Caladoga Lady; saw the Sonnenberg mansion; and heard a bagpipe concert on our way to New York and back by car.

"There is one more cruise in this series. When you hear Emita II or Captain Dan, sign up at once so you will be one of the lucky 44.

"Happy canals to you!" Sue Burger

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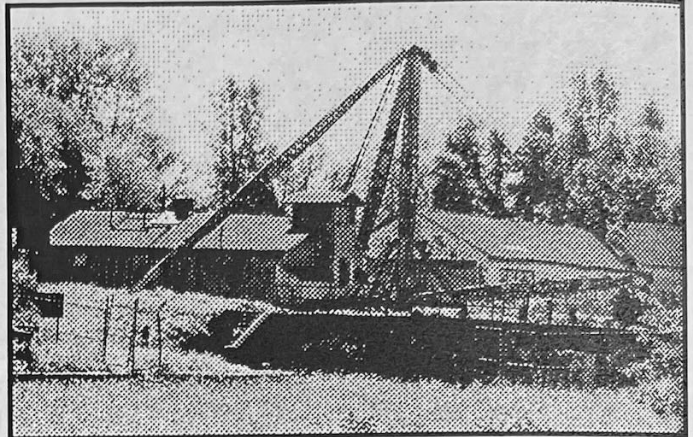


Captain Dan CW

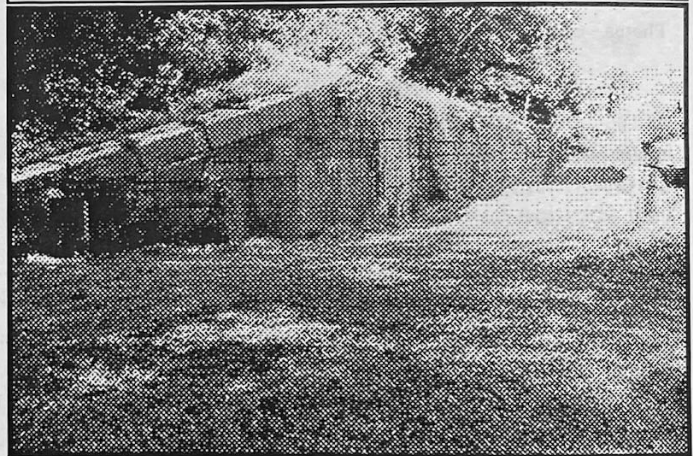
The crew was outstanding taking care of our every needs. The trip was not only fun, it was very educational. Besides seeing locks that operated similar to those on Indiana's canals, we saw Lock 17 with its guillotine style gate at its downstream end. A counterweight of concrete was lowered to raise this enormous gate on the lock, which replaced 4 earlier locks of the Enlarged Erie.

Just below Lock 17 we docked and saw the remains of Erie Canal Lock 36 one of the four locks replaced by Lock 17. What a contrast to look at the old lock in comparison with the new one.

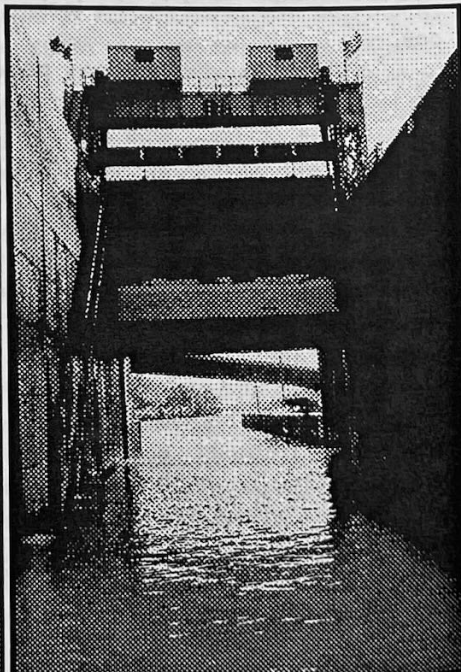
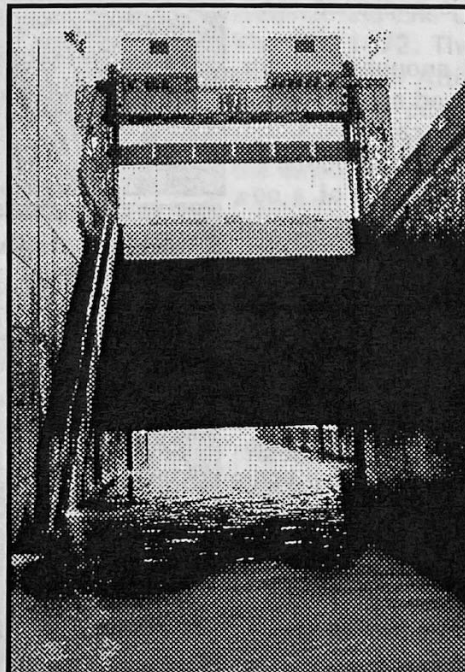
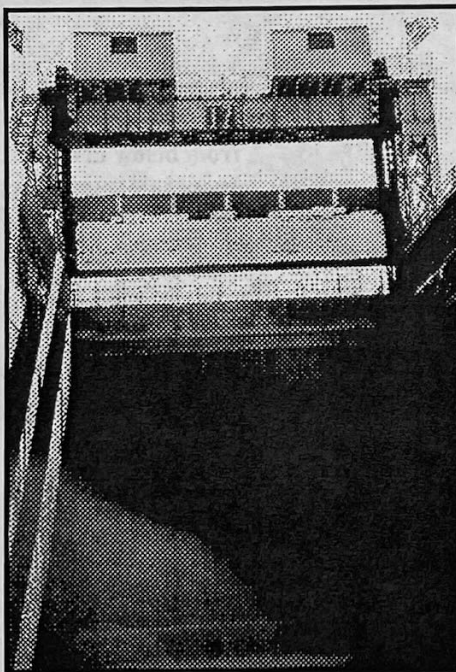
Right: Wing walls, gate recesses and condition of stones could be seen from the downstream end of Erie Canal Lock 36. LK



Today some of the old Erie Canal locks are being used for other purposes like this dry dock. LK



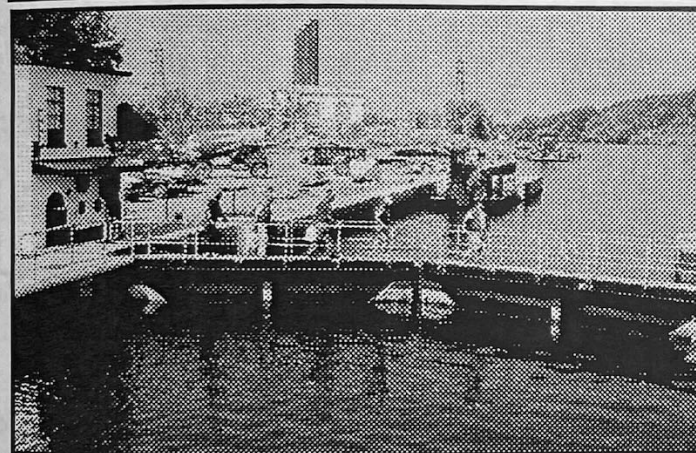
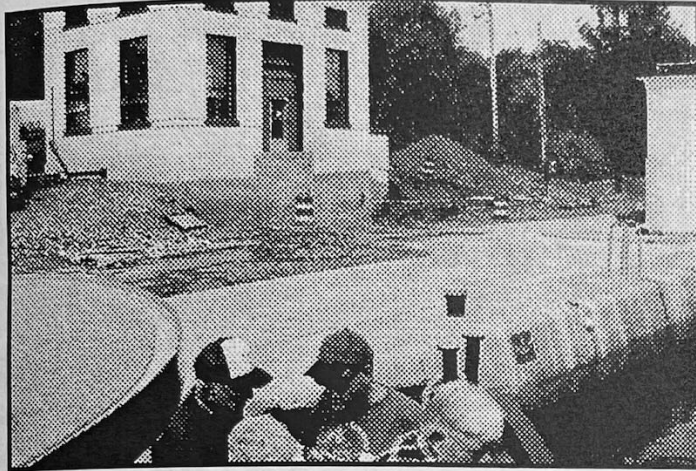
Lock No. 17 near Little Falls, New York, was one of the highest lift locks in the world raising/lowering boats 40.5 feet and replacing four locks of the Enlarged Erie Canal. This guillotine style gate at the downstream end of the lock had a counterweight of concrete. As the counterweight came down the gate lifted for our boat to pass beneath it. These photos show the gate down, raised about half way up and almost high enough for our boat to pass beneath it. Watch out, for water will drip on you from the gate. LK



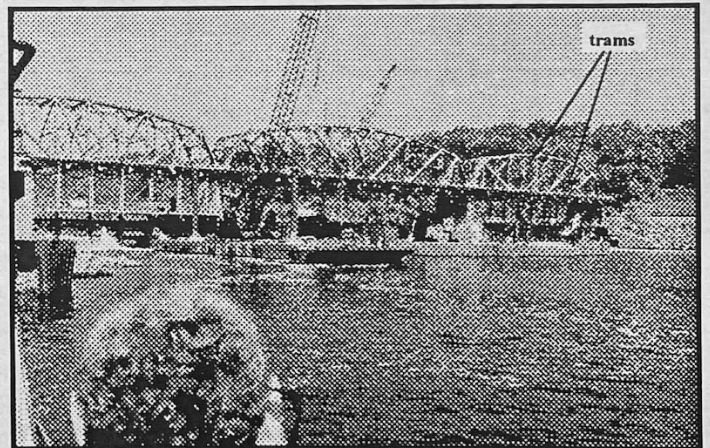
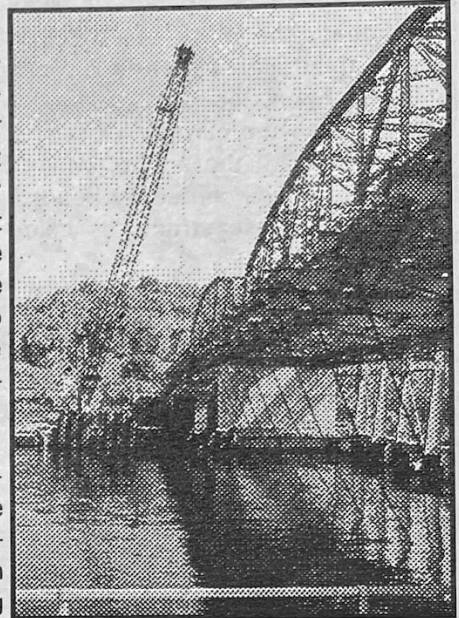
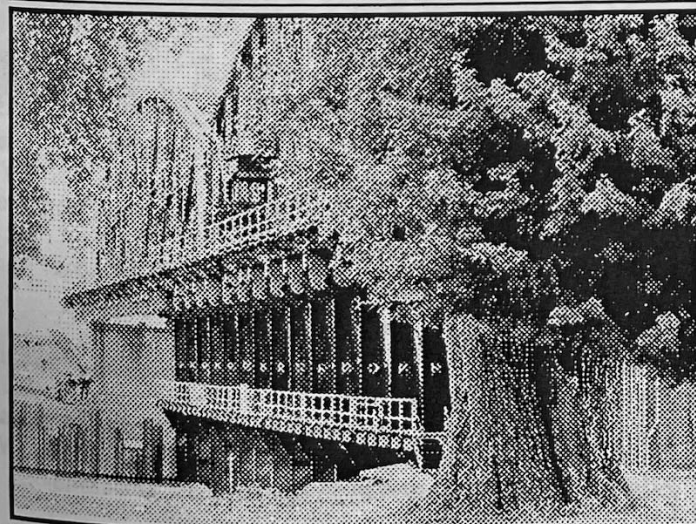
Last year's floods greatly damaged some of the locks and dams on the Erie Barge Canal. We saw locks that were repaired and dams undergoing repair. Lock 14 had newly poured concrete and major work was going on at Lock 10. Had we taken this trip the year before, we may not have been able to pass through these locks.

As reported in the last *Hoosier Packet*, moveable dams were put in the Erie Barge Canal when it was constructed to lessen the chance of them being damaged or destroyed by springtime floods. However, the severity of last year's floods had managed to damage them. Cofferdams were built around sections of the dams that were undergoing repair. A coffer dam that was in place before the flood for repairing the center span of the dam at Lock 10 actually caused the worst damage during the flood. Most of the severe damage to the canal was on the sections in the Mohawk River.

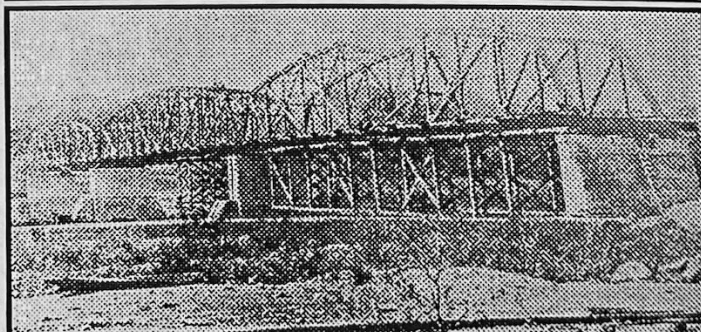
The moveable dams were enormous structures. Captain Dan spent one morning



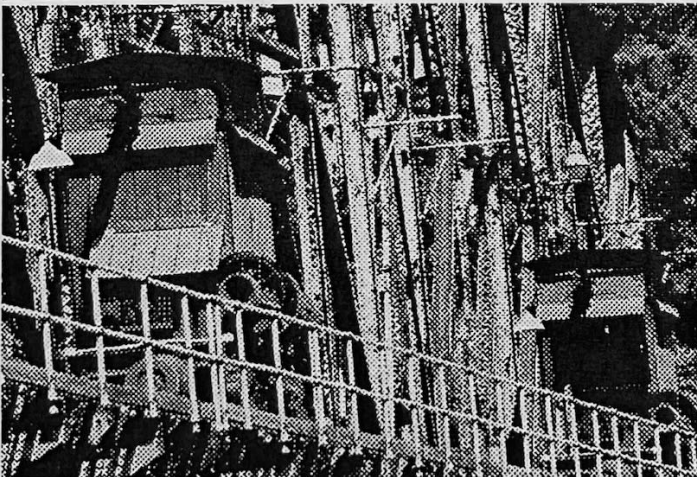
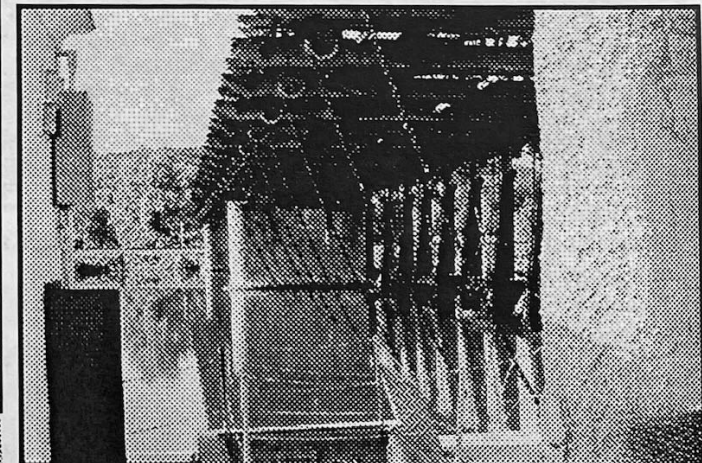
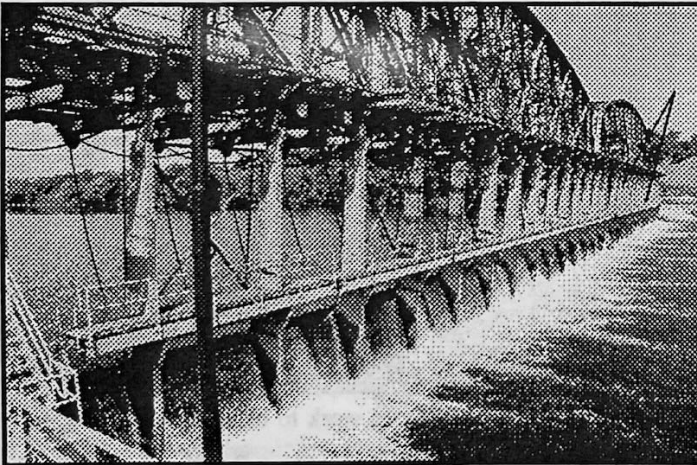
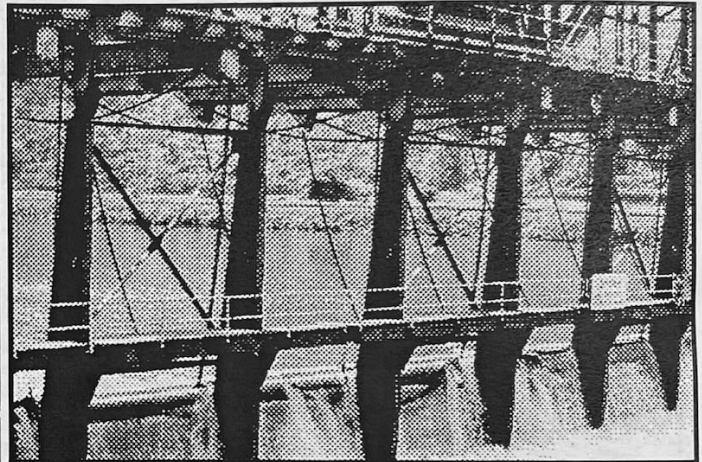
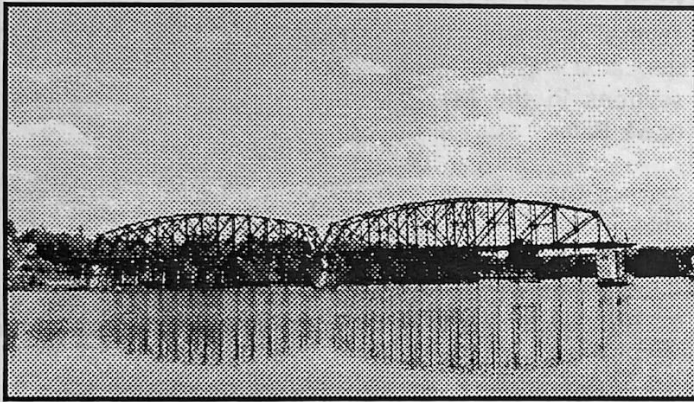
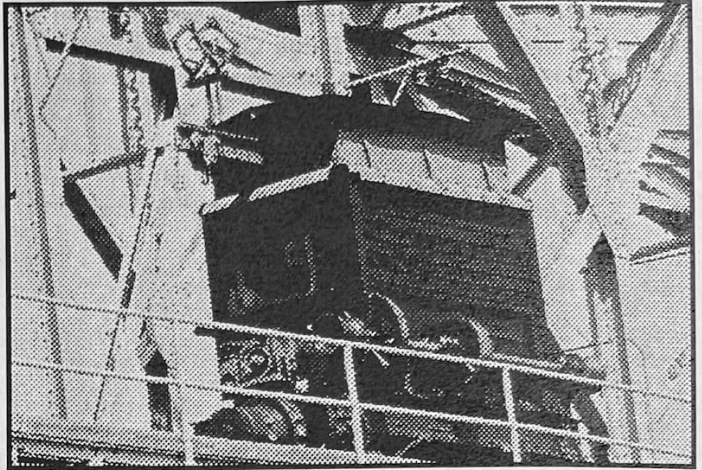
Top: Repairs were being made on Lock 14.
Center: Lock 10 still had concrete being poured along the banks of the Mohawk River.
Bottom: A coffer dam on the left protected work being done on this moveable dam. LK



Top: A coffer dam allowed work to be done on the moveable dam. LK
Center: Huge cranes, a barge and coffer dam were used for repair on this dam. CW
Bottom: The top span of the bridge is being completed on August 30, 1910 for this moveable dam. LK



explaining the operation of the dam at Lock 11. There were huge bridge-like spans across the top of the dam. A tram traveled along a track raising and lowering the gates in the dam controlling how much water was released downstream. In times of floods the gates could be completely lifted above the river to allow the river to flow through unimpeded. A sign by one of the dams said that "the black steelwork which is visible underneath the bridge structure is a moveable dam. When the canal is open, the steelwork is lowered and controls the river. When the canal is closed, the steelwork is swung up underneath the bridge, where it cannot be damaged by ice or debris carried by floods." Nearby was a picture of one of these structures being built on August 30, 1910.

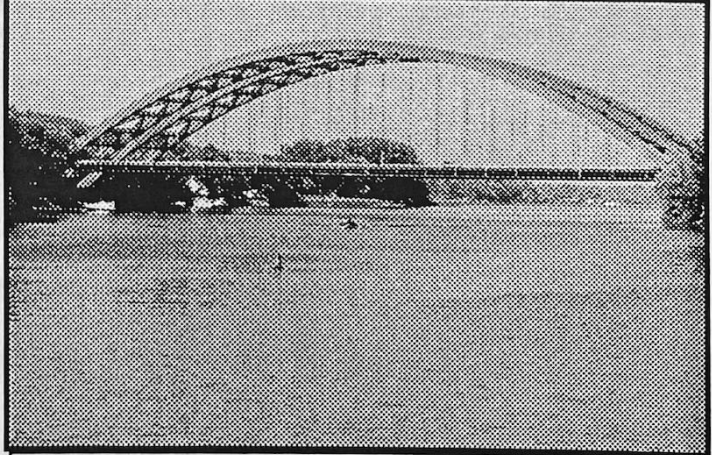
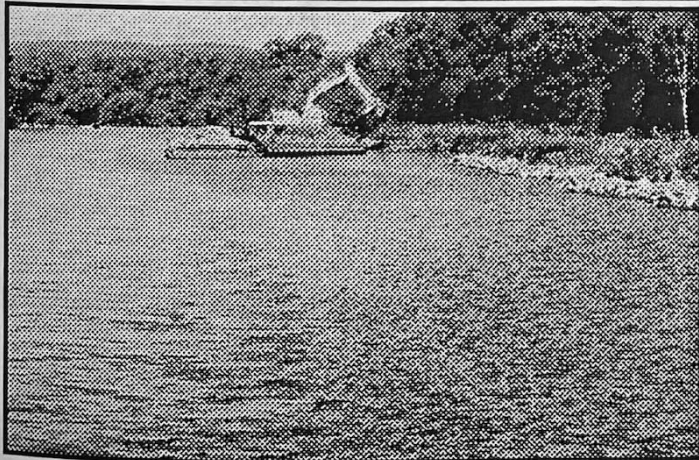
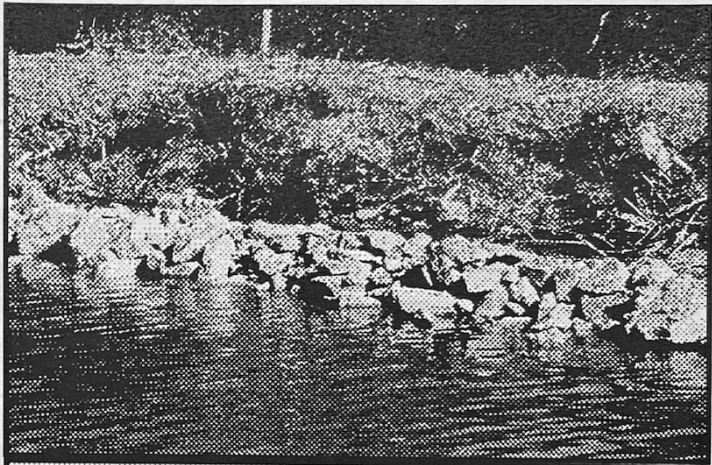
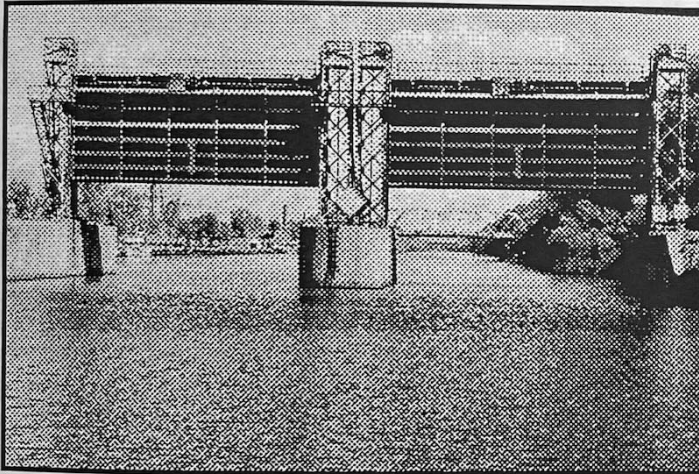
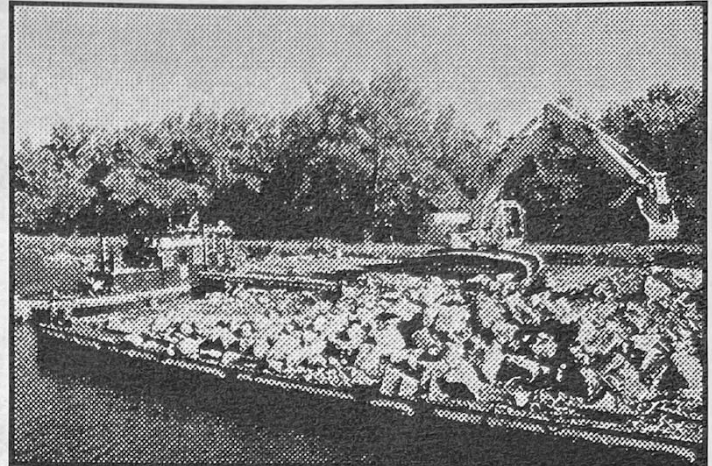
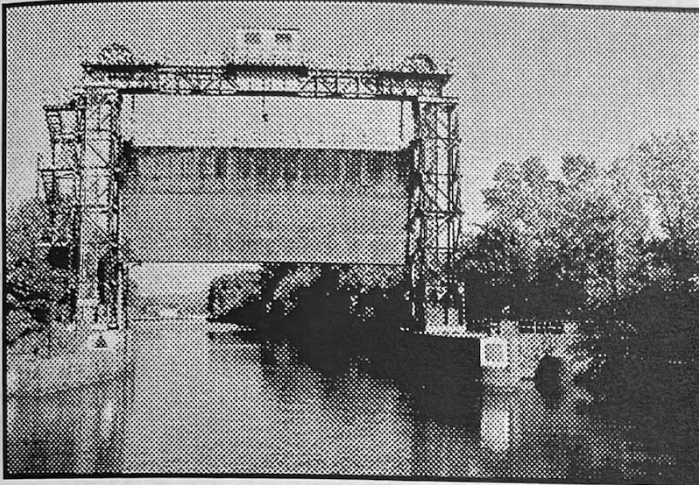


Left Top: Dam at Lock 15 as seen on upstream side. Note beautiful clouds. CW
 Left Center: Downstream side of Dam at Lock 15. Note two trams on bridge. LK
 Left Bottom: Trams on bridge track that raise and lower dam at Lock 15. LK

Right Top: Tram at Lock 8. Note electrical lines that power it like the old trolley lines. LK
 Right Center: Chain system beneath tram track that raises/lowers gates and dam at Lock 13. Each gate is numbered. CW
 Right Bottom: Chain system on upstream side of Dam 13. LK

Another type of structure that canawlers found interesting was the guillotine style guard gate, which could be lowered to shut off the canal in case of a breach, flooding, etc. These gates were usually seen near other streams. They protected the canal from being drained if a breach occurred or kept it from being flooded when streams nearby flooded. There was either one or a pair at each end of a section.

Even the guard gates and dams didn't prevent the devastating flood of last year from scouring canal banks in some sections of the canal. Barges of stone were unloaded and the stone placed along the bank.

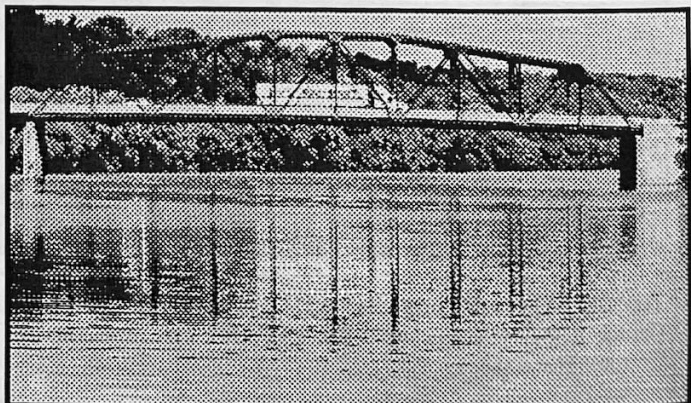
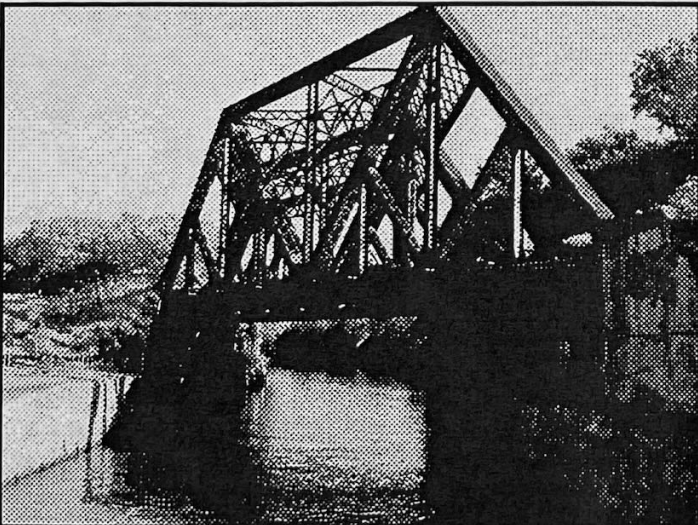
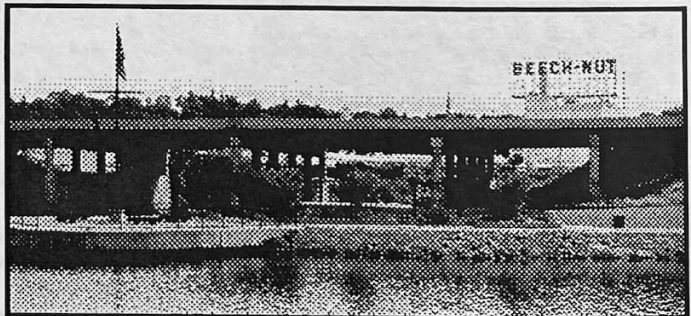
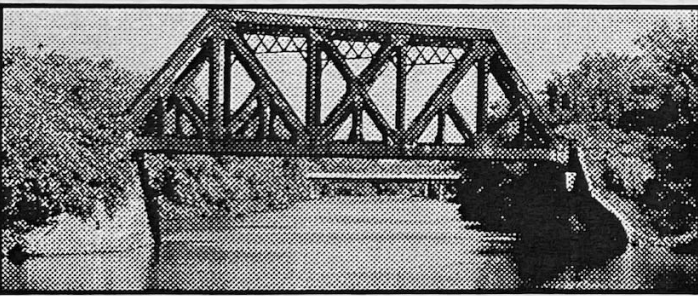
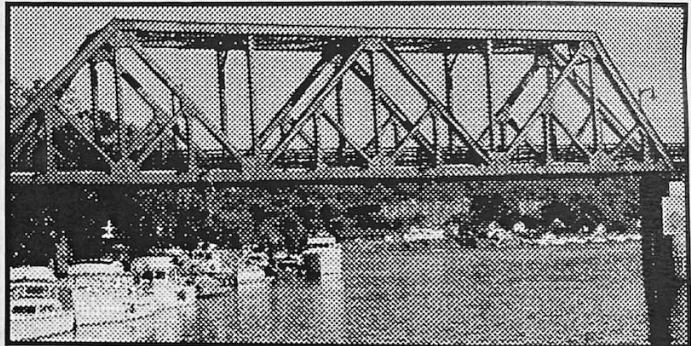
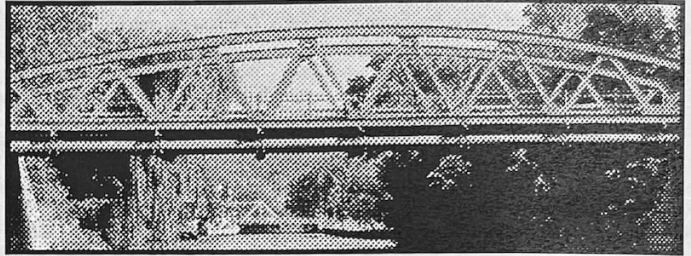
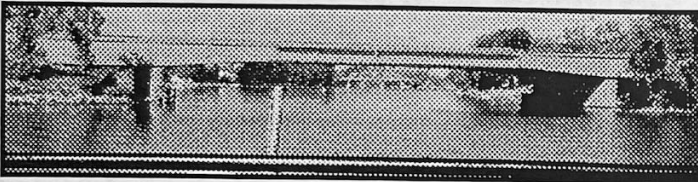
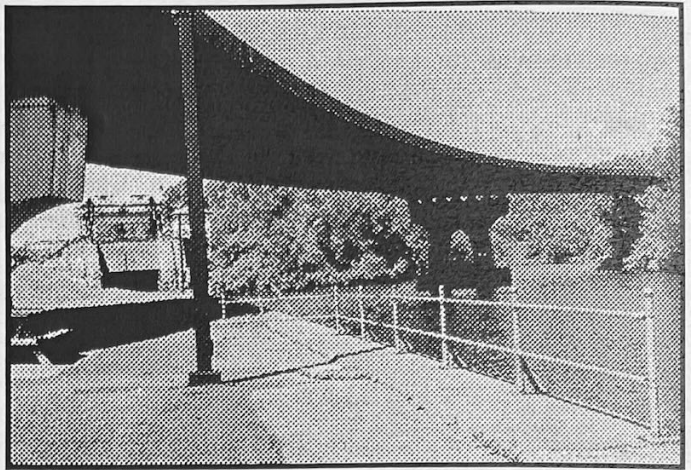


Top: Single guard gate by Waterford Flight. LK
 Center: Pair of guard gates near Lock 21. LK
 Bottom: Flood damaged canal bank repaired with stone. LK

Top: A barge is unloaded and stone placed on the bank. LK
 Center: The flood eroded the canal bank. LK
 Bottom: One style of bridge seen over the canal. LK

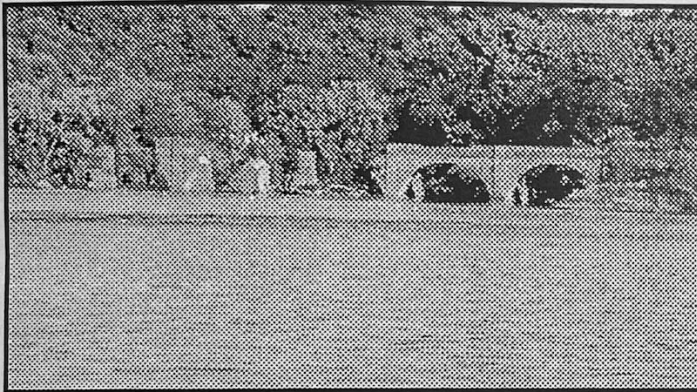
We also saw many styles of bridges crossing the canal. Some of them were old, some new, some for vehicles, others for trains and some for pedestrians. Some were placed across the canal at an angle. They all had to allow for canal traffic to pass beneath them.

Styles of Bridges Seen Over the Canal LK



The different styles of bridges were interesting to canawlers as Don Haack, a retired bridge engineer with Wisconsin Department of Transportation, pointed out features of each. However, they were really impressed by two old Erie Canal aqueduct remains that we passed. These specialized bridges called "aqueducts" once carried the Erie Canal water over the Mohawk River in a large trough and the towing animals walked on a path beside the trough. Since then the Mohawk River has been canalized for the Erie Barge Canal. Debris carried by river water destroyed portions of the early aqueducts. The first was Schoharie Aqueduct and the other was the Rexford Aqueduct.

Schoharie Aqueduct

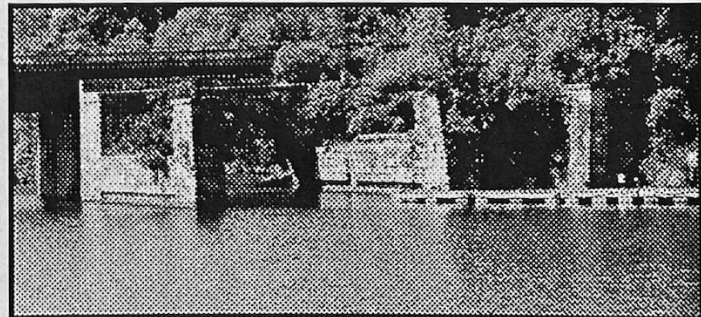
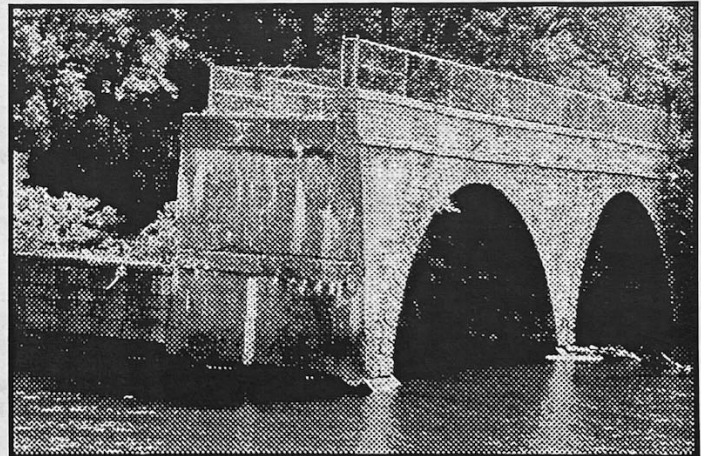
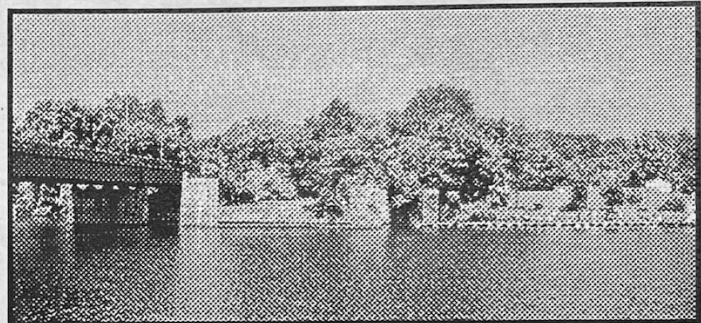
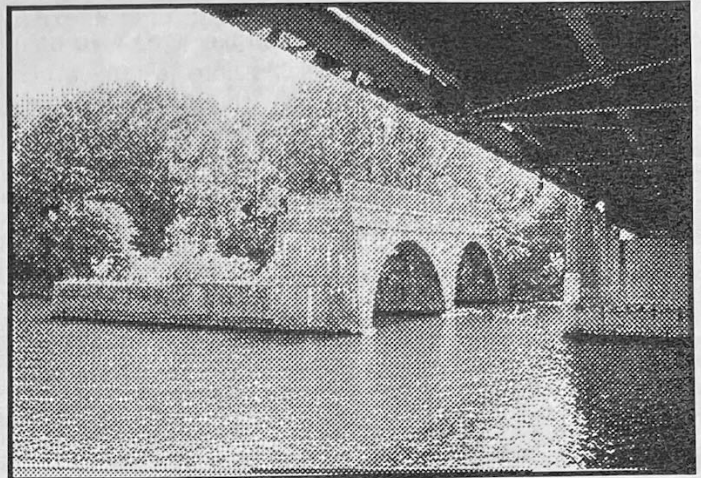


Top: Schoharie Aqueduct as seen looking toward the left bank of the Mohawk River. BS
 Bottom: Schoharie Aqueduct as seen looking toward the right bank of the Mohawk River. LK

Water in the Mohawk (Erie Barge Canal) near the Schoharie Aqueduct was shallow enough for bathers to stand on its bottom. Debris was caught by its abutments.

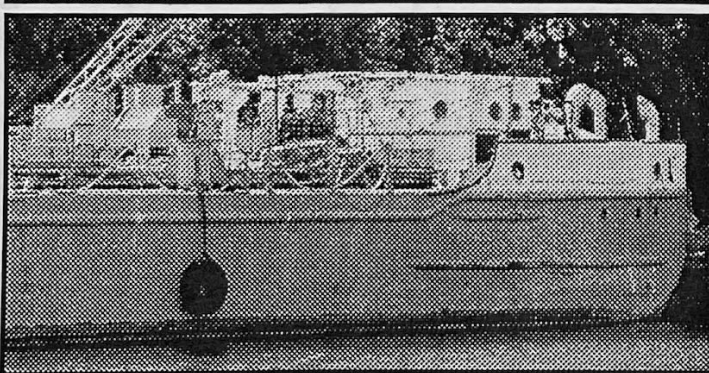
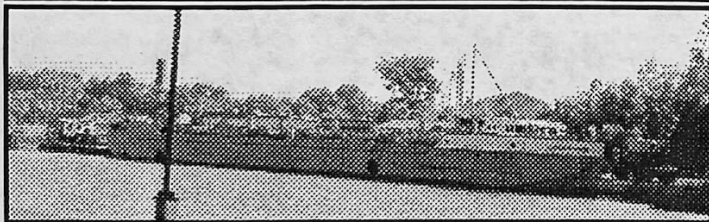
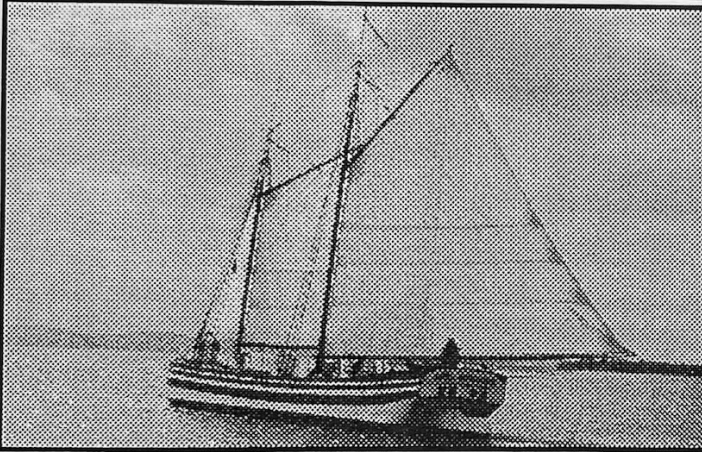
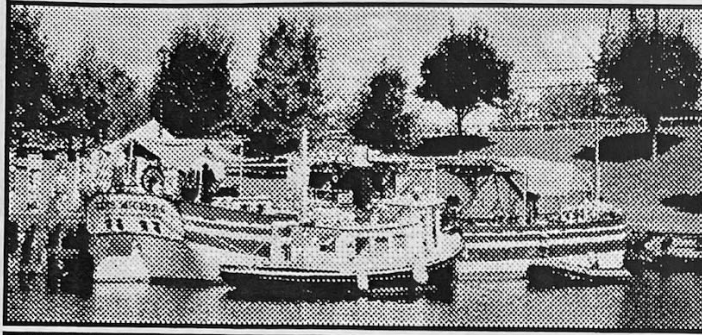
The Emita II, our boat, actually passed through the remains of the Rexford Aqueduct. We could easily see where the trough and the towpath for the animals had been located. The portions that remain are in a fairly good condition.

Rexford Aqueduct

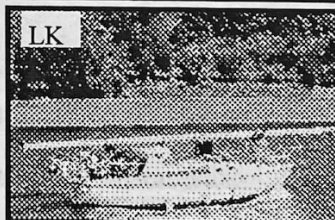
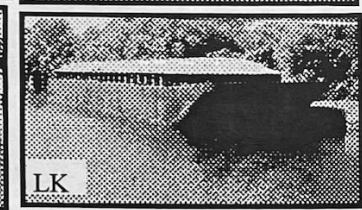
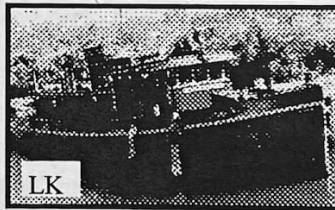
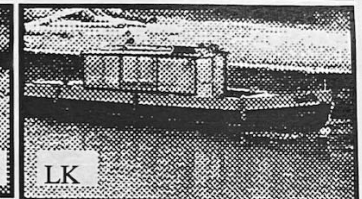
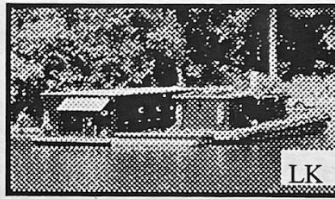
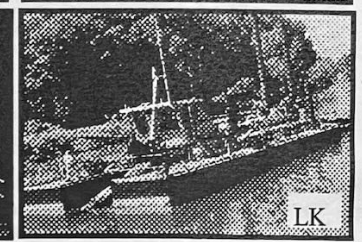
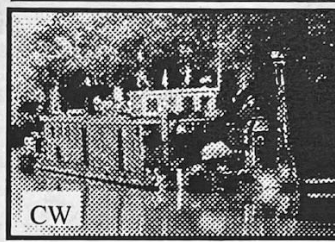
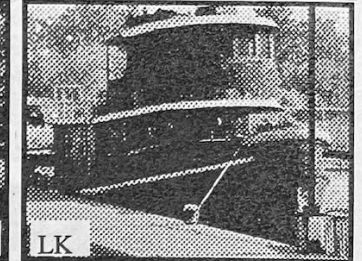
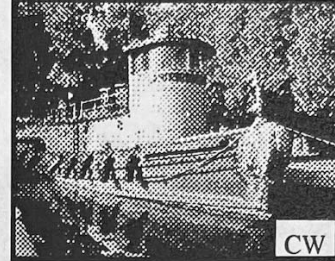
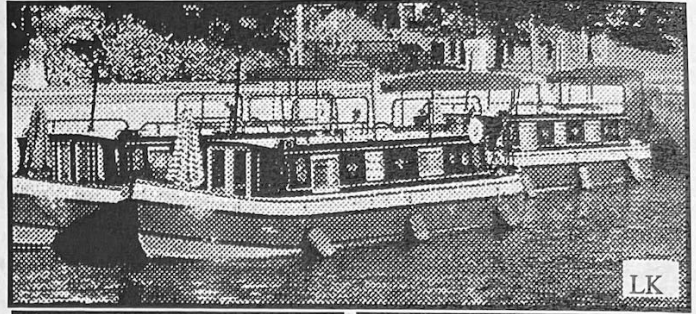


1. The Rexford Aqueduct remains on the right bank BS
2. Rexford Aqueduct remains on the left bank BS
3. Towpath bridge and support for aqueduct trough CW
4. Looking back at the aqueduct with today's road bridge behind it and boat dock in front of it. LK

We were fascinated by the various craft that we saw. Some were for pleasure, some for hire, and some for work — tug boats, dredges, barges, etc. Two of the boats were historic — the Lois McClure, a replica canal schooner, and the Day Peckinpaugh, the first freighter designed for the Erie Barge Canal and the last working freighter on that Erie Canal. It is 239 ft. long, 36 feet wide and is a floating museum and classroom.



1. The Lois McClure with tugboat on exhibit at festival. CW
2. The Lois McClure under sail. LK
3. The Day Peckinpaugh CW
4. The Day Peckinpaugh up close LK



We also saw lots of birds, a coyote, trains, industry, Guy Park built by Sir William Johnson and toured General Herkimer's home. What an exciting trip!