

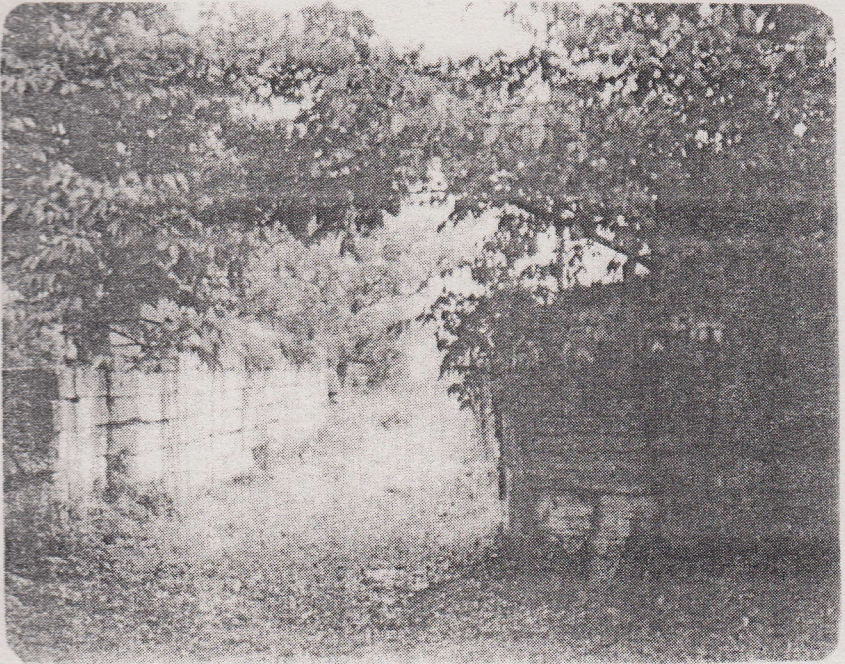
INDIANA

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Kerr Lock, No. 14, Lagro.

FIGHT ENDED BEFORE IT STARTED

by Bill McNow

How can this be, you may say? It can as you will see.

It seems that Josh Crandal, canal boat builder and captain of Huntington, was busily engaged in preparing his boat to lock into the Wabash & Erie from the Ohio Maumee. However, an Ohio boat with a crew of Ohio bullies who had a reputation for being the toughest crew on the waterway, decided to usurp Crandal's position. The number one tough was sent to advise the Huntington captain that they would be going through the lock first. Without looking up or stopping his preparations Crandal said "It won't cost you a nickel", and then promptly flattened the Ohioan. This procedure was repeated 10 times (as reported by Josh's great nephew A.A.) until the Ohio captain sank slowly to his knees and then his back and muttered "enough". A pair of bullies arrived and carried their man back to his boat. (He was captain). He later recovered enough to invite Crandal over and shake his hand acknowledging Crandal's superiority.

Both Captains returned to their own areas. However, the brother of the vanquished advised the Crandals that he would be arriving in Huntington to fight Crandal with fists, teeth, nails, and feet to take place in a squared ring.

In spite of the persuasions of Crandal's father otherwise, Crandal accepted the challenge as being the only thing an honorable frontiersman could do.

A squared ring was set up on the bank of Little River where the Herald-Press now stands. This site selection is somewhat peculiar since it had to be a quarter mile from the canal landing. It was, however, just across the street from a local tavern. (This is significant.)

Crandal arrived first and was pressed into service by the tavern owner to tend the bar while he (the owner) took care of some pressing business. Comes now the Ohio contingent. The leader of the group orders drinks for eight, but announces that he will serve them himself. Crandal (whose identity is unknown to the

Ohioans) advises that he is the bartender and he will be pleased to serve. This was unacceptable and the Ohioan starts around the end of the bar. He was met with a severe kick to his stomach and a left hook to his right ear, (Crandal was left handed) causing him to land on his back some distance from the bar. At this time, Crandal's father arrives and identifies the bartender and invites the Ohioans to line up and his son will clean them all.

A.A. Crandal did not disclose the ending. We can only assume that this was how he arrived at his conclusion that "the fight ended before it started".

EDITOR'S NOTE: For more of Crandal's canal reminiscences, see The Huntington Press, October 16, 1921.

THE "RAGING CANAWL."

We are happy to have the pleasure of announcing to our readers that the Canal to this place is now rapidly filling with water; and boats will be able to start with over half loads on Monday. It will be filled as fast as the tempering of the banks will admit. The fine rain of yesterday will contribute materially to its full navigation. Our groaning Warehouses will now get relief.

Today a large pleasure party takes a trip to Portland on the fine boat D. Rawles, J. Bodly Captain, which has been kindly tendered by the captain and owners, for that purpose.

Listen for the Cannon.

Covington PEOPLES FRIEND, May 8, 1847.

WABASH & ERIE CANAL MECHANICAL STRUCTURES

Over the past five years INDIANA CANALS has reprinted the 1847 and 1853 Engineer Reports covering the mechanical structures of the Wabash & Erie Canal. In this final installment we shall look at the known changes to the mechanical structures occurring after the 1853 report. Subsequent reports list many of the changes and allude to a number of others which cannot be pin-pointed. As in the previous installments this list will begin at the Ohio state line.

Culvert No.12. Rebuilt in 1855 with an enlarged capacity.

St. Mary's Aqueduct No.1. Rebuilt in 1874 by the Allen County commissioners. Changed to an open trunk aqueduct with four spans with the addition of two timber bents.

St. Joseph Feeder Dam. Extended in length after a new channel was washed around the south abutment in 1857.

Beckett's Run Feeder Culvert No.1. Additional new wooden arch culvert of 12 foot chord built in 1859.

Feeder Culvert No. 2,3 or 4. Destroyed in July, 1851 and rebuilt on the same plan with an enlarged capacity.

Spy Run Feeder Aqueduct. Undermined and destroyed in June, 1855. Doubled in length on the same plan with two spans, a timber pier and new stone abutment. South end breached in 1864 and repaired with a temporary wooden trunk.

Cow Creek Culvert No.36. Rebuilt in 1860 as a wooden arch of oak with a 30 foot chord.

Lock No.4. Rebuilt in 1857 on the wooden crib plan.

Bull Creek Aqueduct No.3. Destroyed in May 1851. Rebuilt on the same plan with double the length.

Wabash Dam No.1. Entirely rebuilt in 1873 on an improved plan.

Clear Creek Dam. Entirely rebuilt in 1862.

Silver Creek Culvert No.45. Rebuilt in 1857 of stone, 100 foot length and $24\frac{1}{2}$ foot chord.

Records show that it was rebuilt again in 1863 as an arch of cut stone.

Helm's Creek Culvert No.61. Due to insufficient capacity a second arch of 10 foot chord was added in 1851.

Lock No.19. Due to the poor quality of the original stone, this lock was re-built above the water line on the wooden crib plan in 1855.

Lock No.20. Due to the poor quality of the original stone, this lock was rebuilt above the water line on the wooden crib plan in 1855.

Lock No.21. Rebuilt on the wooden crib plan in 1849.

Lock No.25. Rebuilt of cut stone in 1856.

Wabash Dam No.4. Partially rebuilt (230 feet) in 1849 on an improved plan with a double fall and horizontal apron. Remaining 370 feet completed on the same plan in 1856.

Deer Creek Culvert. Built in 1857 with gates under the guard bank at Deer Creek Dam to wash sand out of the canal.

Wild Cat Dam. Lengthened 80 feet in 1858 after a new channel was washed around the north end. Partially rebuilt on a plan better adapted to pass floods in 1862. Remainder of dam rebuilt on the same plan in 1866.

Wild Cat Tow Path Bridge. Sixty feet added to original length in 1858.

Wea Creek Aqueduct No.7. Rebuilt in 1852 with the addition of an additional foot in length and two feet in width. Destroyed in 1858 flood and rebuilt on unspecified plan.

Wea Creek Feeder. Feeder lengthened 26 chains in 1856. Temporary dam gone.

Wea Prairie Culvert. Small culvert added in 1858 to prevent sand washing into the canal.

Attica Waste Gates. Waste gates added near Attica in 1862 to drain off excess water.

Shawnee Creek Aqueduct No.9. Destroyed in 1858 with the exception of the north abutment. Rebuilt on an unspecified plan.

Shawnee Feeder Dam. Lengthened 30 feet and guard gates rebuilt in 1858 after the stream washed around the south end. Washed out in 1862.

Rebuilt at double the original length with the addition of 35 feet.

Waste Gate. Built in 1849, 1½ miles south of Covington to drain flood waters.

Sugar Creek Aqueduct No.11. Destroyed in May, 1854 flood with the exception of two abutments. Rebuilt with six spans, the longest being of 50 foot span and the shortest 34 foot span. Piers and bents provided with drift braces to deflect trees in the creek.

Raccoon Creek Aqueduct No.12. Both 90 foot spans and part of the piers destroyed in March, 1863. Rebuilt on a simpler plan avoiding the use of expensive arches, resulting in a structure with an open trunk of four spans with two intermediate wooden bents.

Spring Creek Culvert No.145. Washed out and rebuilt in 1858 in a more substantial manner.

Waste Gate. Added in 1855 at the end of the canal in Evansville to draw off excess water into Pigeon Creek.

With this list we conclude the series on Wabash & Erie Canal mechanical structures. Undoubtedly there are additional changes which could be made to the list as every structure on the canal was rebuilt several times. In this addendum I have concerned myself with those structures which were substantially changed from their original form during the course of rebuilding. Annual Engineer Reports do not always specify what types of repairs were made to specific structures or point out the location where specified repairs were made. In addition, towards the end of the canal's life, many repairs were done on the local level and not always noted in the reports. A case in point were the replacement of several bridges in Evansville by city and county authorities. The rebuilding of these bridges in the form of cast iron draw or pivot bridges is not mentioned. Perhaps such details are covered in the repair correspondence of the various Superintendents which are located in the State Archives. I hope this series will encourage the membership to actively look for the remains of the Wabash & Erie Canal.

With this issue of INDIANA CANALS we begin a new series on the Wabash & Erie Canal. Like the previous series on canal mechanical structures, this new one on the rules and regulations of the canal will become a regular feature for some time to come.

Terre Haute November 25, 1847.

Canal Regulations
"Orders, Rules and Regulations,
in relation to the
Collection of Tolls, Transportation on the
Canal, The conduct of Boats and Floats, and the
General Police of the Canal,
adopted by the
Board of Trustees of the Wabash and Erie Canal,
December, 1847."

"Sec.1. That if any person or persons shall wantonly or unnecessarily open or shut, or cause to be opened or shut, any lock-gate, or any paddle-gate, or culvert-gate thereof, or any waste-gate, or drive any spike, nail, pin or wedge, into either of said gates, or shall in any manner interfere with the free use of said gates, such person or persons, for every such offense, shall forfeit and pay to the Board of Trustees of the Wabash and Erie Canal one hundred dollars, together with all damages consequent upon such offense.

Sec.2. That every person who shall lead, ride or drive, or cause to be lead, rode or driven, any horse , or other animal, drawing after it any wagon, cart, dray or other carriage, upon the towing-path or berm -bank of the canal, shall for every such offense forfeit and pay to the Board of Trustees the sum of fifteen dollars.

Sec.3. That if any person shall obstruct the navigation of the canal, by sinking therein any stone, timber, vessel or other thing, or by placing any obstruction upon the towing-path thereof, such person, for every such offense, upon conviction thereof, shall forfeit and pay to the Board of Trustees the sum of twenty-five dollars, together with the expense of removing such obstruction.

Sec.4. That if any boat or other float shall be moved , on the said canal, as to obstruct the navigation thereof, or if any person or persons shall obstruct the passage of boats on the canal, by improperly stopping, loading, unloading or otherwise misconducting any boat or other craft, and shall refuse or neglect to remove such obstruction immediately on being required to do so, by any officer on the canal, or by any person incomed by such obstruction, the boatman or person who caused the obstruction, shall forfeit and pay the sum of twenty-five dollars.

Sec.5. That no person shall construct any wharf, basin or watering-place, on the said canal, or make any device or arrangement, which will draw therefrom any water, without first obtaining the consent in writing of the Board of Trustees or Chief Engineer of said canal, and if any person shall violate this provision, by commencing the construction of any such device, without permission as before provided, or shall refuse to follow the directions of the Board or Engineer, which may be given in regard to the location, size and form of such wharf, basin, watering-place or other device as aforesaid, the Chief Engineer or any Superintendent or proper Agent of the Board, is hereby authorized to remove and destroy every such wharf, watering-place, or other device as aforesaid, at the expense of the person or persons thus attempting without permission to build it.

Sec.6. That any individual may build a bridge across the said canal. Provided, the centre span of such bridge shall conform to the following specifications to wit; the underside of the bridge timbers shall be at least ten feet above the top water line of the canal, when the water is at its greatest height, and the string pieces shall be twelve inches deep at the ends, and twenty inches deep in the centre, to prevent them from swagging down towards the canal. The tressell or abutment which stands in the canal shall be so placed as to leave thirty-one feet clear width for the passage of boats between said tressell or abutment and the towing-path of the canal, measuring at the level

of four feet above the bottom of canal. The tressell or abutment, which stands on the towing-path, shall be so placed as to have six feet clear space between said tressell or abutment, and the edge of the water when the canal is full, for a towing-path; which towing-path shall be excavated down to the level six inches above top water line, so as to allow the horse and driver to pass under the bridge; and from the end of said tressell or abutment, the towing-path shall be sloped at the rate of one to six, to the height of the adjoining tow path, and to prevent the towing-path from being undermined and rendered impassable by the action of the water, a wharf shall be constructed in front, formed of two sticks of timber forty feet long, secured by square ties; the measurements and levelling herein required, to be made by the Engineer having charge of the line, who shall attend to this duty wherever requested so to do by any individual; and if any person shall commence the construction of any bridge which does not conform in every respect to the specifications herein given, such person shall, upon conviction thereof, before any court having competent jurisdiction, forfeit and pay to the Board of Trustees, the sum of fifty dollars.

Sec.7. That no boat or float, unless it have a firm and permanent bow, at least as sharp or acute as a semi-circle, shall navigate or float on the canal; and every time any boat or other float without such bow, shall move one mile, or any greater distance, along said canal, shall be considered a distinct offense.

Sec.8. That it shall not be lawful for any boat, having any spike, bolt, nail, hook, or any plank, board or pin projecting from the side, end or bottom thereof, in such manner as to be liable to injure any other boat or towing-line thereof, or any work or mechanical structure belonging to the canal, to navigate the same.

(to be continued)

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