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INDIANA WATERWAYS

Volume 1, Issue 5, June, 1982



Julia Meek
from an '82
photograph
by Jane Lacy

Clarence Hudson of Muncie; the Canal Society
of Indiana's first President elected May 22, 1982

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The President's Message

Few organizations have been blessed at the time of "launching" with so many plus advantages as the Canal Society of Indiana. These would include: a publication, INDIANA WATERWAYS, conceived and published by Thomas and Julia Meek, two of the primary movers in the establishment of our new society; a healthy membership of over 150 dedicated and interested persons; a solvent budget that will enable us to keep our membership fee at \$5.00 and a wealth of "raw material" to research, study, identify, mark, preserve, explore, enjoy, share and inform others concerning this fascinating and important facet of our Hoosier Heritage.

The newly elected officers met at the home of Frances and Raymond Hyde Wednesday, 16 June 1982, to begin planning the future and direction of the Canal Society of Indiana. The most important conclusion we reached

was that the growth and success of the Society will be in direct proportion to the input of the membership. Three significant actions taken at this meeting were (1) confirmed that INDIANA WATERWAYS would be our official publication, (2) initiated procedures for the establishment of by-laws and the future incorporation of the Society and (3) appointed the Vice-President, Dan McCain, as Program and Tour Chairman. Other items discussed related to membership, activities, publicity and a communication network.

It is the intent of the officers and myself as President to keep the membership informed through the official publication and by direct correspondence regarding any and all actions taken by the official board. **REMEMBER:** Communication is a two-way street. Let us hear from you.

-Clarence Hudson

Organizational Meeting

by Thomas Meek

At 6:30 PM, on May 22, 1982, in the Frank Friemann Room of the Allen County-Fort Wayne Historical Society's Old City Hall in Fort Wayne, a meeting was held for the purpose of founding the Canal Society of Indiana. As readers of INDIANA WATERWAYS will know, this meeting was the culmination of many months of work and planning. I am very happy to say that it was all very worthwhile.

Forty six people were in attendance, and after a 'deli'-type spread had been effectively demolished, the meeting was called to order by Raymond S. Hyde of Fort Wayne, an early supporter of the idea of the Canal Society of Indiana and a personal friend of ours. Ray taught High School classes in Fort Wayne for a number of years, and the experience served him well in conducting the meeting.

In order to refresh the memories of participants, a short account of the efforts to establish the Canal Society was read by Julia Meek, after which I gave a short address.

The election of officers was the next order of business. A provisional listing of the duties of Officers was read, and the floor was opened for nominations. I was nominated for

President, and although I was deeply honored by the compliment, I refused to accept because of two reasons: A; INDIANA WATERWAYS is quite demanding of time, and we also have other canal projects to pursue, as well as the usual working, vegetable gardening, sleeping, etc. B. It is our firm belief that in order for the Canal Society to be a strong organization, it is best to get as many people involved in the effort as possible, and to get them as involved as possible. I must say, however, that soliciting nominations from the floor in a meeting of forty-six people, most of whom have never met, is a rather risky business. In the awkward silence which resulted, Mr. Hyde wisely opened the floor to comments, suggestions, and discussion of our problem. During the discussion, many ideas surfaced and were kicked around; among them: selecting a nominating committee, and electing a Board of Directors and letting them pick the officers from their own ranks. The first idea was rejected, mainly because it would require another meeting before things could get under way, and the second seemed rather un-democratic, as well as being hampered by the fact that the Board of Directors, if fairly chosen, probably wouldn't know each other any better than they did already. This would be further complicated by the geographical dispersion of the

group. There was a gentleman who consistently had good questions, as well as good comments and suggestions. He obviously saw the situation clearly, and had a good grasp on our predicament. Finally, Dennis McCouch of Delphi, who had earlier declined the nomination himself, asked the name of this gentleman. "Clarence Hudson" was the reply. "Well then, Mr. Chairman," said McCouch, "I nominate Clarence Hudson for the office of President." Mr. Hudson graciously accepted the nomination on the condition

of President." Mr. Hudson graciously accepted the nomination on the condition that he receive the advice and guidance of other members of the group. I don't know about guidance, but I have never known canal enthusiasts to be at a loss for advice.

Clarence Hudson was elected by acclamation almost immediately. We thought we'd better grab him before he got away!

After the office of President was filled, things went a little easier. Dan McCain of Woodburn was elected Vice-President; Ardith Haas of Fort Wayne was elected Secretary, and Frances Hyde of Fort Wayne was elected Treasurer. The Canal Society is very fortunate in having these people as officers. They are capable, enthusiastic, conscientious individuals, and will serve the Society well. They are deserving of your support. After months of hopes, plans, and work, the Canal Society of Indiana is alive, well, and in excellent hands.

-Thomas Meek

YOUR NEW OFFICERS ARE:

President:
Clarence Hudson
3910 Locust St.
Muncie, Indiana
47304

Vice President:
Dan McCain
Route 1, Woodburn,
Indiana 46797

Secretary:
Ardith Haas
1906 Ardmore
Fort Wayne, Indiana
46804

Treasurer:
Frances Hyde
1537 Northlawn Ave.
Fort Wayne, Indiana
46815

Editors of Newsletter:
Thomas & Julia Meek
7029 Adams Center Road
Fort Wayne, Indiana
46816

Wabash & Erie Canal Tour

by Julia Meek

Although the week of May 17th had been rainy, blue skies and sunshine greeted forty-three early risers on Sunday, May 23rd at the Allen County -Fort Wayne Historical Society. This group gathered at 6:00 AM for a continental breakfast and registration for a bus tour of the Wabash & Erie Canal from Fort Wayne to Delphi, Indiana. This trip was the first official event held by the Canal Society of Indiana (which had its organizational meeting the night before). The tour was co-sponsored by the Allen County-Fort Wayne Historical Society.

At 7:30, a final head count was taken, guide books were passed out, and the tour got under way. The bus wound its way through the South-West quarter of Fort Wayne, roughly following the route of the canal.

The first stop was at the stream called Aboite Creek, which had been crossed by means of an aqueduct 112 feet long. Very little remains of this structure, but the stones of two of the piers are still visible, and at low water the timber foundations are prominent.

We proceeded along US Hwy. 24, which closely follows the route of the canal, into Roanoke, where the first lock West of Fort Wayne was located. The lock, unfortunately, is gone, but the foundations of the Cow Creek Culvert (No. 36) are quite visible in the creek bed.

As we approached Huntington, Jody Steixner, a tour participant and Huntington resident, agreed to tell us a bit about the history of her

town as we bussed leisurely through. Jody gave an interesting talk which was well received by the group.

Our next stop was the home of Jean Baptiste Richardville, a Miami Indian chief. The house was built in the late 1820's and is being restored by a group of active Huntington historians. These lovely people opened the house especially for our tour, and provided cider and cookies for a mid-morning snack. Local historian Luke Scheer gave a delightful and informative talk on the Wabash Valley during the canal era. We were then invited to roam through the house and the log cabin which has been recently moved to the site and which is also being renovated.

Two and one-half miles West of Richardville's house is the Silver Creek Culvert. This stone arch of about 20 foot span was built in 1862 to replace a wooden culvert. This culvert is visible from the highway, and is one of the most spectacular ruins of the canal.

As we left Silver Creek, Cliff Richards, the interim Director of the Allen County-Fort Wayne Historical Society and the County Historian for Allen County, gave a short talk about the Indian School which had been established in that area by the Quakers, who hoped to teach the Indians the art of agriculture so that they could get along in what was fast becoming a White Man's world. The school, unfortunately, was not a success.

On into Lagro, and we stopped at the site of Kerr Lock (No 14) which is preserved in its own little park at the West side of Lagro. This is one of the best-preserved of the Wabash & Erie Canal locks, and by far the most accessible. Both walls are in good shape, although the top course of stones is mostly gone. The sky had been getting greyer, and as we boarded the bus we caught a few sprinkles which followed us through Wabash and the Richvalley area; but this was all over by the time we turned onto the Paw Paw Pike, East of Peru, and stopped to pick up Mrs. Faye S. Bowman, who had consented to "talk us through" Peru and Miami County. Mrs. Bowman was a lovely sport. She hopped aboard and promptly began filling us in on the county history, pointing out historic landmarks through Peru, and providing an enjoyable narration on frontier life in Miami County. Special attention was given to the "Old Stone House" West of Peru. Built around 1838, this is the oldest stone structure in the county, and is one of the oldest buildings of any kind in the vicinity of Peru.

Our scheduled stop in this area was culvert #73 at LaFontaine's Creek (now known as Prairie Ditch). This is a particularly charming stone arch culvert, and Ruth Gridley, the fortunate property owner, had the side yard all mowed for our coming, and generously welcomed our eager bunch to get a good look at her "treasure".

We proceeded along the Old Stone Road which parallels the canal, and, incidentally, was one of the first MacAdam roads in the area to the little town of Lewisburg, where Mrs. Bowman transferred to the car of her husband, (who had been patiently following us from the far side of the county!).

By this time, 43 hungry canallers and one hungry bus driver were ready to pile into the Logansport Holiday Inn for a noon-time meal. The Manager and restaurant workers are to be commended for the excellent service we received. Knowing our tight schedule, they had agreed to serve a family-style dinner, and they were literally loading the tables with platters of delicious food as we arrived. No-one needed encouragement to relax and "dig in". A morning of tramping and exploring had well acquainted us with each other, and appetites were heightened to a point at which it was certainly a good old "family" meal. Exactly one hour later we were quite well fed and back on the bus, heading into our one hang-up of the day.

On the East edge of Logansport, at the end of Erie Avenue, are the ruins of the old Wabash Railroad bridge crossing the Canal. On our way to this site, we found that our intended route had been converted to a Soap Box Derby track for the day. Unfortunately, there was no other access to the bridge site, so we had to pass it up for that day.

We proceeded along Erie Avenue, which is built on the bed of the canal, into Downtown Logansport to the Eel River Aqueduct (No 5). This was a long aqueduct, (200 feet) and the abutments are still fairly intact on each bank, while the sites of the piers can be discerned as a series of four narrow islands stretching in a straight line across the Eel River.

As we neared Carroll County, Dennis McCouch, President of the Carroll County Wabash and Erie Canal, Inc. (and a very knowledgeable local historian) gave a fine history sketch of Carroll County and the Wabash and Erie Canal. A stop at Burnett's Creek Arch (Culvert No. 100) offered a look at one of the most picturesque stone arches on the canal line.

This has been taken over by Carroll County, and is used as a road bridge for the county road. Our thanks to the County Commissioners for repairing the wooden steps which lead down to the creek bed at the North end of the culvert to provide a better look at the structure.

A few yards down the road we viewed the ruins of Lock No. 28, which is of particular note because it is one of the few "composite" type locks remaining on the Wabash-Erie Canal. In fact, in that respect, it may well be unique. We were given permission to explore this site by property owner William Schaefer.

Two miles further on, we stopped at the Carrollton Bridge. This is a modern road bridge built on the spot where a towpath bridge originally carried the mules over the Wabash as they towed the boats across. The navigation continued for the next four miles in the river, in the slackwater created by the dam at Pittsburg, near Delphi. The piers of the towpath bridge are still visible on the river bottom.

Letter From the Editor

Dear Readers;

We recently received a request for help from a group of sociologists in Toledo, Ohio, who are doing demographic studies concerning the ethnic make-up of that city and the surrounding area. Of special interest to the group is the immigration of persons (Irish or otherwise) as a result of the construction of the Wabash & Erie Canal.

As I understand it, they wish to determine the extent to which various influences (including canals and canal construction) affected the ethnic composition of their area.

Such research can have a far-reaching effect upon our understanding of

From there, we travelled into Delphi. We stopped for a visit at the Peters-Revington Wabash & Erie Canal Park (the Canal Association's major project) and were invited to tour the log cabin which has recently been moved to the park, and which is now undergoing renovation. We marvelled over the beautiful park and the work which has been done on the log cabin—all of it volunteer work by dedicated citizens.

Our final halt was a splendid refreshment stop hosted by the Carroll County Wabash & Erie Canal Association at the City Park pavillion. It was a whirl of friendly Delphi faces, lots of canal talk, and plenty of refreshments. We regretfully boarded the bus for the last time at 4:30 PM, and one very tired but very happy group of canallers arrived back in Fort Wayne at 6:35, only five minutes late.

A special thanks goes to David and Linda Freund for all of their help on the tour, and a big Thank You to everyone, including the participants, for making the tour a real success.

populations; to sociologists, historians and geneologists, as well as being of interest to amateurs and laymen.

If you know of the existence of any records from the period of 1820-1850 which might indicate the current occupations and places of origin of recent immigrants to the area in which you live, please contact:

Mary L. Sarabia
2719 Chestnut Street
Toledo, Ohio 43608

(I understand that County census records and old Church Parrish records have been useful in the Toledo area. Perhaps these will prove helpful in Indiana also.)

TM

W&E Canal Packets

FORT WAYNE SENTINEL
May 15, 1852

WABASH & ERIE PACKETS

We have before spoken of the superior style in which these Packets are fitted up this season. We took a trip to Toledo on the Caspian, Capt. George D. David, who is one of the best and most comfortable fellows living, and whose genial, jolly countenance imparts a degree of happi-

ness to his passengers that makes the trip not only pleasant, but seems so to shorten the time occupied by the trip, that it might almost be fancied to be made with railroad speed.

The packets leave here for the East every morning at 7 o'clock, and for the West at 11 or 12 o'clock. In pleasant weather no more agreeable trip can be taken than on one of these packets.

New Packets Boats

FORT WAYNE TIMES
June 17, 1852
from: TOLEDO BLADE

One new enterprize begets another, and improvements of enterprizing men have no end. Our new line of steamers has increased travel to such an extent, as to require renewed facilities in our Canal Packet accommodations. Mr. Petrie, the enterprising proprietor of the Toledo and Wabash Line, has just completed at the famous boat yard of Goodal & Thomas, Utica, New York, two magnificent Packets, for our canal, one named the Northern Indiana, the other the Southern Michigan. They were to leave Utica off the 2d inst., for their destination. The Utica Observer of the 1st says:

"The Northern Indiana is in command of Capt. Knight favorably known in this region, who will take charge of the boats on their westward route. The boats are as neat and finished specimens of this kind of work as

were ever turned out, and will give the western people a good idea of our mechanics, and with such masters as Capt. Knight, must be favorites with the traveling public."

The facilities for Canal travel by Petrie's Packets, are now fully equal to those of any other canal in the country; the boats are neatly finished and furnished—the captain's all gentlemanly accomodating men, and fare the best of the country affords. Everybody speaks well of the Packet Line. The additional evidence of a desire to merit the patronage and good will of the public, by the erection of two new and elegant Packets, must secure for the enterprising proprietor of this line a popularity no ordinary competition can effect. For our own part we think the improvements in the means of Canal travel equal to, and worthy of the improvements in Lake travel. They correspond with each other, and deserve equally well of the public.

The Packets

FORT WAYNE TIMES & PRESS
November 10, 1852

THE PACKETS

We understand, will continue to run until the canal is closed by ice. Heretofore they have been laid up about the 25th of November, whether the canal was closed or not.—By that time travel is about at an end, and the canal can hardly be expected to remain open much beyond that date; so it may be regarded as virtually the termination of Packet navigation.

The line under the management of Mr. Petree, during the past season, has been unusually prompt and regular, and given the highest satisfaction to the traveling community. He has shown himself to be just the man to

own it; and, with the assistance of as able and efficient a corps of captains as ever run a canal, everything has gone on like clock-work. The travel has been immense, and must have paid handsomely. The boats have generally been well filled, and frequently to their utmost capacity. We have been glad to see an enterprise, so useful to the public, so liberally patronized.

With the opening of spring, these fine Packets, refitted and repaired, with probably some new ones, will be again in motion on the line; and we hope to see them under the command of the same captains. Their places could not be so well filled by others,—May they all live a thousand years, and "their shadows never grow less."

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Cranberries, Potash, Staves and Saleratus

by Ben W. Meek

The report of the Wabash and Erie Canal Commissioners of 1848, shows some interesting products that were shipped via canal, and gives some insight into the early economy of Indiana. For instance, in 1848, 267 tons of cranberries were shipped on the Wabash and Erie, mostly from Fort Wayne to Ohio and the east.

Today the wild cranberry is nearly extinct in the Hoosier state,¹ but in the early days they grew in great quantities in the bogs and marshes which covered much of northern Indiana and northwest Ohio.² Cranberries grow only in acid sphagnum bogs, and the large-scale drainage projects which were started around 1890 ruined the wet lands for cranberries.

The plant is a slender, trailing and creeping shrub which needs a moist environment. The leaves are dark green and turn a red hue in the fall. The small flowers appear around the last of June and the berries are ripe in the early fall, often remaining on the plant until spring.³ This gave a long season for harvesting when farm work might not be so demanding.

Potash, Pearl Ash and Saleratus also appear in the reports of products shipped.⁴ They were of the clearing and burning of the huge forests which covered most of the state. The 1850 Federal census of Fort Wayne⁵ lists a Saleratus factory which used 1,500 bushels of coal and 80 tons of pearl ash to produce 40 tons of saleratus worth \$8,000. Saleratus was used as a leavening agent like baking powder. A recipe for muffins published in the Ohio Cultivator⁶ in 1848, reads: "Stir into a pint of sour or buttermilk, a spoon of saleratus, dissolved in warm water, a tea spoon of salt, two tablespoons of fresh lard melted, and sifted indian meal (corn meal) enough to make a thick batter, bake in muffin tins.

In the 1850 census, an Ashery is listed in Fort Wayne,⁷ which used 1,500 bushels of ashes, 300 cord of wood and employed 5 hands. Lye was leached out of the ashes and burned to make pearl ash and Potash (potassium carbonate). 240 tons of ashes, worth \$7,500 were shipped in 1848; they were used in making soap and in the manufacture of glass. It was possible for a settler to pay for his land with the sale of wood ashes left from burning the trees.⁸ Field ashes brought 8 to 10 cents a bushel and fireplace ash 12 1/2 cents.⁹

Quite a number of other forest products were shipped on the canal in 1848: 19,000 cord of wood, which was the ordinary fuel of the time, much oak bark for use in tanneries, wood shingles, laths and 58,428,000 feet of lumber.

There were four cooperage companies in Fort Wayne in 1850¹⁰ which employed 25 workers and produced an estimated total of 7,000 barrels, used for flour, beer, whiskey, cranberries, etc. (four flour mills were in operation in the town, most using water from the canal for power). Coopers also made tubs, kegs, piggins, etc.

The barrel staves were usually oak, ash, chestnut and maple, hoop poles were cut from hickory saplings and used to bind the staves together.¹¹ In addition to barrels produced along the canal, many staves, headers and hoop poles were shipped out of the state. The Indiana Stave Company had two factories in New Haven and one in Fort Wayne.¹²

Northern Indiana would not have developed as rapidly as it did without the canal to provide transportation for these industries. It was just a sleepy little village before the Wabash and Erie was constructed and it might have remained so, or become a small county seat.¹³

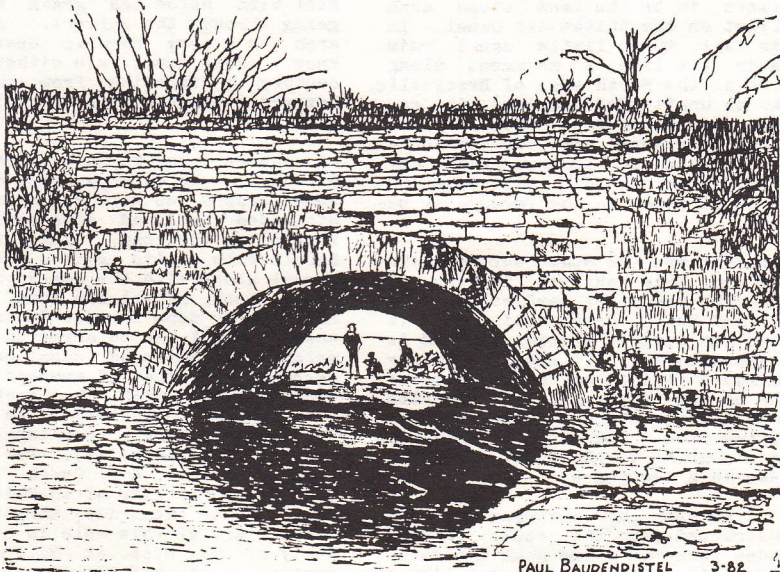
NOTES

- 1 Lee A. Casebere, letter April 14 1982. State of Indiana, Department of Natural Resources, Assistant Director, Division of Nature Preserves
- 2 Charles C. Deam, Flora of Indiana, 1940, also Weston Goodspeed, Counties of Whitley and Noble, F.A. Battey Pub. Chicago, 1882
- 3 Charles C. Deam, Shrubs of Indiana second edition 1932
- 4 Report of Wabash and Erie Canal Commissioners 1848
- 5 Fort Wayne During the Canal Era 1828-1855 Chas. Poinsette, 1969, Ind. Hist. Bureau, pp 247-231
- 6 Ohio Historical Society, Corn Meal Recipes compiled from the pages of the OHIO CULTIVATOR 1848 Dist. at Indian Mill State Memorial, Wyandot County, Ohio
- 7 see #5
- 8 The Old Northwest, Pioneer Period, 1815-1840 vol 1, R. C. Buley. Ind. University Press 1951 pp549
- 9 see#8
- 10 see #5

- 11 Eric Sloane American Barns and Covered Bridges Funk & Wagnalls 1954 pp 23-29
- 12 Col. Rob't S. Robertson Valley of the Upper Maumee River 1889
- 13 Anita P. Pearson, Canal Town OLD FORT NEWS Vol. 37 No. 3 1974 Allen County-Fort Wayne Historical Society

Aqueduct Hunting in Indiana

by Paul Baudendistel



Stone Arch Culvert on Whitewater Canal near Brookville, Indiana

Now before I plunge into a nail by nail tour of the Duck Creek wooden aqueduct here at Metamora, Indiana, let me tell you a story about my experiences with hunting canal aqueducts along the Whitewater Canal and why I consider it a worthwhile summer activity. As hunting goes, it doesn't require a license; and to my mind it is more of merit than blasting little cotton tails with a 12 gauge shotgun.

For a couple of years I had been a lock ruin hunter. Having mapped all the easy sites and getting no where with the more evasive ones, I decided to abandon locks for a while and map aqueducts. Sounds easy, every place a major stream crossed the route of the canal some form of crossing had to be employed. An aqueduct, right? A list of streams that meet these requirements can be easily matched up with aqueducts as mentioned in historic accounts and engineers'

reports. Aqueducts as a rule are named for the stream they cross. And so we begin another set of structure index sheets. Example: Canal Section 51, Wooden Aqueduct over Big Cedar Creek: 2 spans of 34', built by Joel Palmer 1838 etc. On my field trip to this site I actually found some stone work which might be remains of an abutment. Except for the wooden aqueduct over Duck Creek in Metamora, this classification is now extinct in the United States! So what's next?

The original State contract for the first Whitewater Canal letting from Brookville to Lawrenceburg, in Sept. 1836, spoke mostly of stone arch culverts. Twenty one of them were used in this first thirty miles of ditch. Later accounts made no distinction, calling all the major crossings aqueducts. A culvert of 10' chord at Bonds Mill Race, section 17, was changed by the engineers to a very simple wooden culvert.

I bring this subject to you Indiana canal enthusiasts because, on the cover of INDIANA WATERWAYS, Vol.1, October, 1981, I read that on the entire Wabash & Erie Canal only three

stone arch culverts are known to remain standing. To my knowledge there is only one left on the Whitewater! How about you Central Canal neighbors? Let us begin by indexing stone arch culvert aqueducts.

THE LAST STONE CULVERT ON THE WHITEWATER CANAL IS DESTROYING ITSELF!!

Come with me, readers, for just a moment. I'd like you to see what I believe to be the last stone arch culvert on the Whitewater Canal. In late Fall this little canal ruin stands out like a monument along US 52 at the North edge of Brookville. Like an unattended cemetery, it receives sparse notice. I believe that apathy has done more for historic preservation in Indiana than any other force, as this site owes its existence today to the fortune of neglect.

W.S. Webb was the State surveyor who laid out this culvert in June of 1839. The forgotten contractors were Reid and Kelly Construction Co. It is within canal section #63 and is of approximately 17' chord. Butler Run Aqueduct (at the South property line of the Whitewater Canal State Memorial) is in the process of destroying itself and could easily weaken its arch to the point of collapse in a few years.

In an open cut, a wooden arch was constructed over the creek. On this wooden form the stone arch was carefully laid. Each stone set like a wedge, one keying into the next, and finished off with dressed stone wing walls and cap stone railing. With the arch completed and backfilled, the shoring was knocked out and forms removed. The arch is thereafter held up by the forces of gravity. I inspected this ruin in 1979 and, other than a small weep hole over the center arch, it was in excellent condition. The small funnel of erosion no bigger than the loss of one key stone increased the next spring to the size of a garbage can.

The culvert is located in one of those typical small patches of fringe jungle tied up in easements and overlapping right-of-ways for highway, railroad, power lines and the whims of both creek and river. As has been written, the tow-path of the Whitewater Canal by 1863 became a railroad bed and with it the railroad inherited the culvert aqueducts. My first memory of this aqueduct was a time when the creek was up and neighbor boys invited me to use this ruin as a diving platform, and some years before that I am told, the local farmer found the stone arch to be a

peaceful access to his flood-plain corn field. He'd cross the railroad fill with horse and grain wagon by going through the culvert. A stone arch is a very durable design you know. This canal ruin withstood a century of vibration from railroad boxcars without a flinch. Well, perhaps one.

I suppose I should have patched it. For anyone who cared, a sheet of plywood propped up with one of several discarded railroad ties could have formed up the leak. Any three Boy Scouts with a five gallon bucket of cement along with the amply abundant creek rock, gravel and sand, might easily have done the job in an afternoon. Might one be arrested for patching a railroad canal culvert? Probably not. What if someone saw me? Very unlikely. Might they lock me up as a 'danger to society'? An alternative. Much more professional. I'll contact State Authority. The center line of Butler Run Creek is the South property line of the Whitewater Canal State Memorial; therefore at least half of this hole is the property of the Dept. of Natural Resources. At that time it was under the authority of the Division of Historic Preservation. I notified this office and in a short time a field investigation was made. They never acknowledged any particular gratitude to me for bringing this to their attention but did instruct their local property manager to put a snow fence around the hole to discourage a person from falling in.

Today the hole has grown enough strength to cave in a tree at its edge and what was an ankle twister could now conceal a picnic table. The purpose of this article is to give this warning:

Hunt Indiana culvert aqueducts if you care, and periodically inspect them. For Butler Run Culvert the alarm is already ringing and time is running out. Take heed of a funnel with the sands of time washing into it. This is a first hand account of the disastrous effects of erosion on a stone arch culvert. The remains of Indiana's vast canal system are today not abundant; and, of them, stone arch culvert aqueducts are nearly extinct. -Paul Baudendistel