

Begin

This "string" begins at Delphi's Canal Park where the local Canal Association has many buildings and the beautiful new 12,000 square foot Canal Interpretive Center.

The Carroll County Economic Development Commission presented an award for this "outstanding new building" on September 16, 2004.

Just above Lockport is the site of Burnetts Creek Arch. This "pearl" will soon shine even brighter with INDOT's historic transportation funding for restoration and visitor interpretive facilities. Approval of the T-21 grant was announced by Governor Kernan for the stabilization work much needed after the July 2003 flood. A diversion will be built to take the pressure off future flooding. The cut stone arch will be brought back to near its original specifications.

At Lockport large grain storage facilities kept the canal busy shipping grain to eastern markets.

Visitors also may see the following sites nearby along the canal trails that have been placed on the National Register

The Irish Construction Camp at Sunset Point



Burnett's Creek Arch

Photo by Bob Schmidt

Following the "string" a little farther northeast is Rattlesnake Creek where the canal crossed over a wooden culvert as it did over many smaller streams. Here the "Trail of Death" passed by where Indians were forced to march endless days on their removal to Kansas.

### A STRING OF PEARLS

Indiana's oldest bridge happens to be in Carroll County and it's still considered a "keeper." Several other bridges nearby the Wabash and Erie Canal route north of Delphi also happen to have historic status as well. These relics of the past have caught the eyes of historians and the touring public. More important, however, they are a part of a "string of pearls" that show off their integrity and usefulness.

Dan McCain

Carrollton Bridge itself was recently placed on the National Register of Historic Structures.

The Locktender's house and Lock #33 site

The 1857 Harley and Hubbard Lime Kiln site

Another pearl is 4 miles north of Delphi by the Carrollton bridge where recent archaeological digs found evidence of a wooden hull of a post Civil War canal boat in the chamber of Lock No. 31. At this point the 468-mile-long Wabash & Erie Canal crossed the Wabash River.

Locks No. 31 and 32 raised/ lowered canal boats into the slackwater created by a dam across the Wabash at Pittsburgh.