

THE
HOOSIER-PACKET



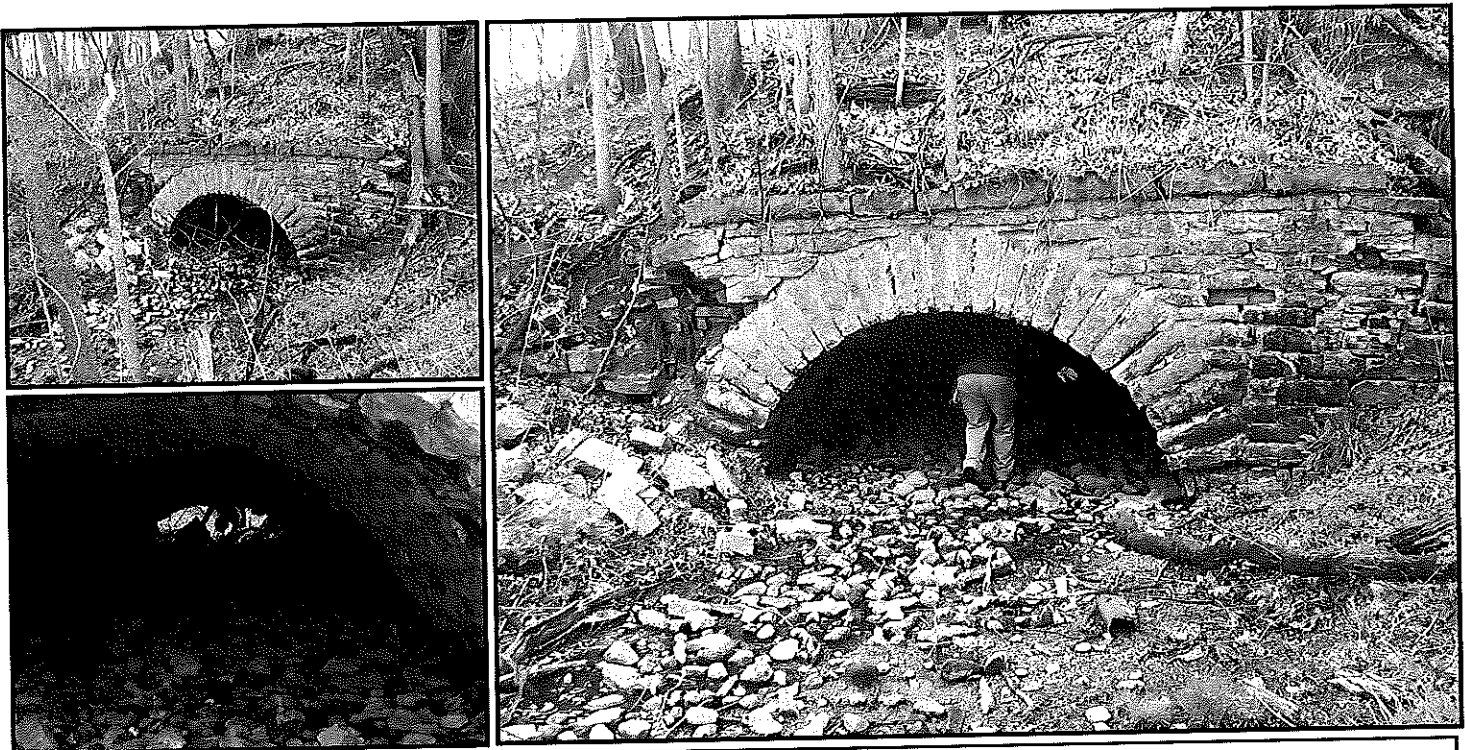
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 15 NO. 6

P.O. BOX 10808 FORT WAYNE, IN 46854

JUNE 2016

REMNANTS VISITED



Only the culvert beneath the towpath side of the Hagerstown Extension of the Whitewater Canal remains at Nettle Creek. In these pictures Michael Thrall enters the culvert on the river side and crawls through to where the prism had been. Photos by Sue Simerman

FEATURES

1. "Extend The Canal"
14. Canawlers At Rest: Daniel McKahan
16. CSI Fall Tour Announcement
17. To Weigh Or Not To Weigh?
19. Last Commercial Navigation On Canal In 1875
21. In Their Words: 1830
27. Gunter's Chain
29. News From Delphi: Canal Volunteers Pull Together, Gronauer Lock Timbers Used
31. Boat Displayed In Covington
32. CSI Membership Form

"EXTEND THE CANAL"

The Canal Society of Indiana headquartered its spring tour, "Extend the Canal," in New Castle, Indiana on April 8-10, 2016. Forty members and guests participated in seeing the remains of the Hagerstown Extension of the Whitewater Canal from Cambridge City to Hagerstown.

Although the Whitewater Canal was originally planned to be built all the way to Hagerstown, when work stopped on the canal at Cambridge City

THE HOOSIER PACKET - JUNE 2016

CANAL SOCIETY OF INDIANA

P.O. BOX 10808
FORT WAYNE, IN 46854-0808
Phone 260-432-0279
E-mail: indcanal@aol.com
Web: www.indcanal.org

Officers

President

Robert Schmidt Ft. Wayne, IN
indcanal@aol.com Speaker Indiana Canals

Vice-President

Mike Morthorst Cincinnati, OH
gongoozler@fuse.net

Secretary

Sue Simerman Ossian, IN
simerman46777@msn.com

Treasurer

Cynthia Powers Roanoke, IN
zzedpowers@aol.com

Editor

Carolyn Schmidt Ft. Wayne, IN
indcanal@aol.com Speaker Indiana Canals

Directors

Terry Bodine Covington, IN
abodine1@wildblue.net

Thomas E. Castaldi Ft. Wayne, IN
tcastaldi@yahoo.com Speaker W-E Canal

Don Haack Ft. Wayne, IN
donbettyhaack@yahoo.com

Jeffrey Koehler Center Point, IN
koehlerjm@frontier.com Speaker W-E Canal

Jerry Lehman Terre Haute, IN
JWLehman@Gmail.com

Sam Ligget Terre Haute, IN
samuel.ligget@frontier.com

Daniel McCain Delphi, IN
dan.mccain@gmail.com
Speaker/tours by appointment
wabashandericcanal.org

Gerald & Phyllis Mattheis Cambridge City, IN
obkhouse@frontier.com
Speaker Whitewater Canal

Ellsworth Smith Leo, IN
ellsworthsmith@aol.com

Brian Stirm Delphi, IN
stirmb@purdue.edu

Frank Timmers Carmel, IN
ftimmers@yahoo.com

Charles Whiting, Jr. Lawrenceburg, IN
cwhiting02@comcast.net

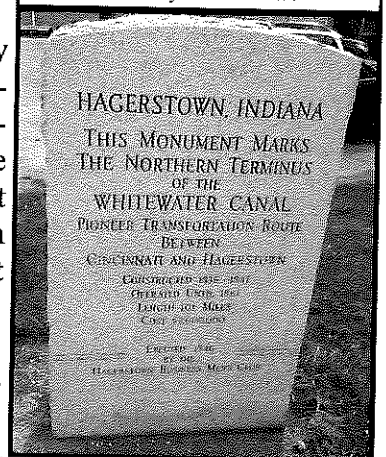
the businessmen of Hagerstown came together to finish the eight miles to their town. In June 1846 they decided to sell stock and hire an engineer to build it. They chose John Minesinger, an experienced canal engineer from Pennsylvania. The Hagerstown Canal Company was underway.

Minesinger hired contractors, dispensed with a groundbreaking ceremony and began digging immediately. On this stretch of canal six locks 15' by 90' were needed to overcome the change in elevation, an aqueduct had to be built across Symond's Creek, and culverts were needed to pass streams beneath the canal. There was a dam and control gate on the West branch of the Whitewater River.

By 1863 the Whitewater Canal Company was unable to fund required repairs to the Whitewater Canal and sold it to Henry C. Lord of Cincinnati. Without the Whitewater Canal, the Hagerstown Extension could only transport freight and passengers to Cambridge City. With no way to continue southward, it too ended. It had a short lifetime of 14 years.

In 1946, one hundred years after the canal's construction began, Hagerstown Business

Photo by Bob Schmidt



Tour:

Spring: April 8-10, 2016

"Extend the Canal" Hagerstown Extension and Whitewater Canal Cambridge City to Milton Hotel: Steve Alford All American Inn, 21 East Executive Drive, New Castle, IN
Tours of Indiana Basketball Hall of Fame, Wilbur Wright Birthplace
Friday night:

Dinner: Montgomery's Steak House, 5800 South State Road 3

Speaker Beth Edstene, Henry Co. Historical Society; Saturday sites slideshow, Bob Schmidt; CSI Board of Directors Meeting, Election of Directors

Saturday: Car caravan to Hoosier Gym, Soldiers & Sailors Home, Overbeck Museum, City Run Culvert, Lock #50 Whitewater Canal, Vinton House Museum, Cambridge City murals, National Road, Hagerstown Extension Canal, Culvert at Scout Lake

Saturday Lunch: The American Legion, 224 E. Main St., Knightstown, IN

Saturday Dinner: Willie & Reds, 40 E. Main, Hagerstown

Sunday: Tour of Governor Oliver P. Morton's home in Centerville by Dr. Ron Morris

Caravan route planners & Docents: Bob & Carolyn Schmidt

Tour help from Jerry & Phyllis Mattheis, Steve & Sue Simerman

Tour book, Registration/confirmation, Goodie bags, Name tags, Thank you notes: Carolyn Schmidt

Saturday Refreshments, Budget, Hotel arrangements, Walkie-talkies, Maps: Bob Schmidt

Tour Attendees: 40 Illinois 2, Indiana 31, Ohio 7, Sunday morning: 30

Attendees: Sally Bancroft, Carl Bauer, Janette & Sue Burger, Tom & Linda Castaldi, Keith & Margaret Conner, Tom & Diane Fledderjohann, Webster Hall, Phyllis Hess, Gerald & Jean Hulslander, Sue Jesse, Jerry & Barbara Lehman, Sam & JoAnn Ligget, Linn Loomis, Jerry & Phyllis Mattheis, Ron & Pauline Meyer, Dr. Ron Morris, Mike & Tom Morthorst, Bob & Carolyn Schmidt, Bruce & Kay Sheldon, Steve & Sue Simerman, Michael Thrall, Frank & Mary Timmers, Earl & Marilyn Toops, Chuck & Anne Whiting

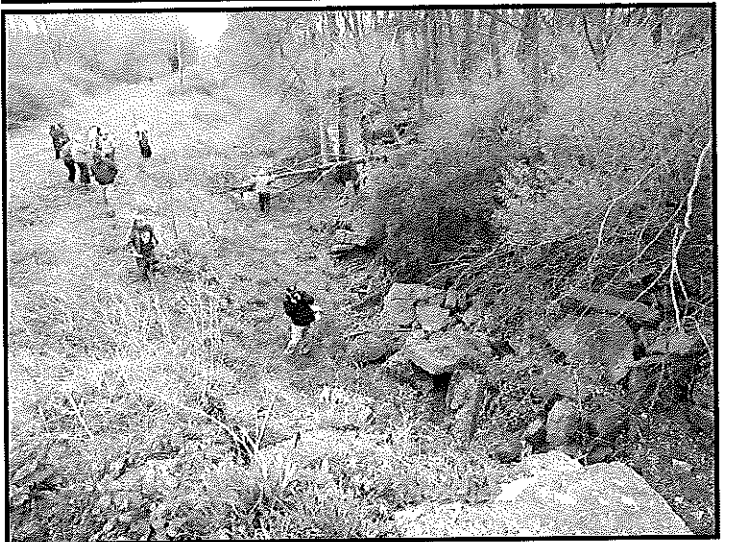
THE HOOSIER PACKET - JUNE 2016

Men's Club erected a stone monument recognizing this historic canal.

Since the Hagerstown Extension was so short, canawlers also followed the Whitewater Canal from Cambridge City to Milton, Indiana. At Milton they saw the remains of a huge culvert over City Run, a creek. Since last seen it had really fallen in and was very dangerous. Canawlers were asked not to go very close to it. It was the larger of the culverts seen.



City Run culvert on the Whitewater Canal Photo by Bob Schmidt



Lock #50 of the Whitewater Canal

Top and middle photos by Bob Schmidt
Bottom photo by Sue Simerman

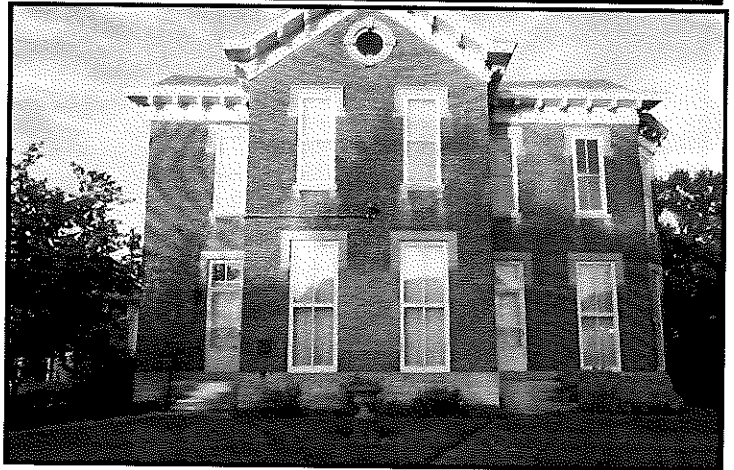
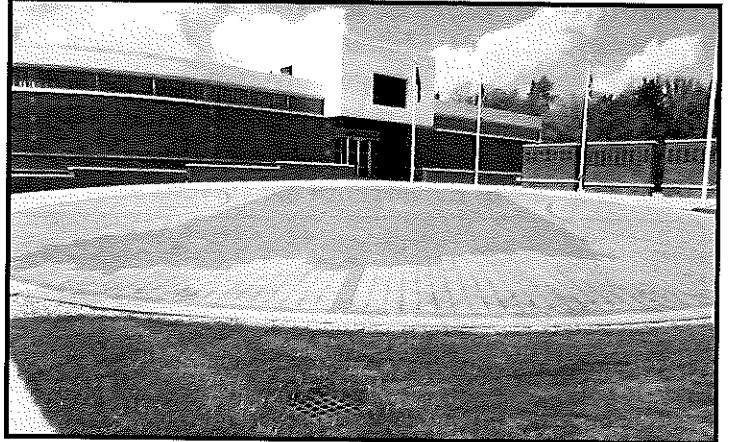
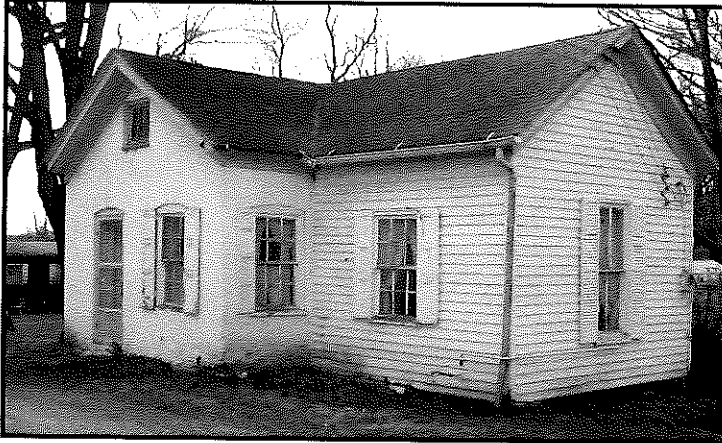


Lock #50 of the Whitewater Canal Photo by Sue Simerman

THE HOOSIER PACKET - JUNE 2016

Near City Run culvert they saw the toll house for the Milton-Connersville Pike. They also followed the Whitewater Canal prism through Milton.

ana Basketball Hall of Fame while others toured the home of Willliam Gross, Civil War general, that is now the Henry County Historical Society Museum. Both were located in New Castle, Indiana.

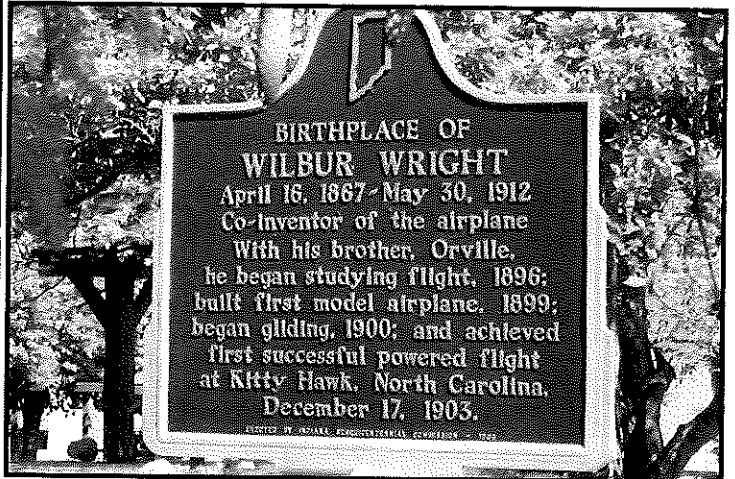


Indiana Basketball Hall of Fame
Henry County Historical Society Museum Photos by Bob Schmidt



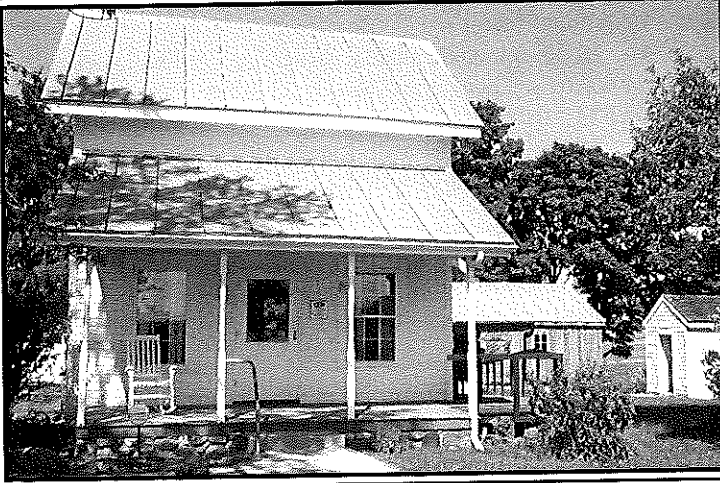
At 3 o'clock everyone gathered at the Wilbur Wright Birthplace near Millville, Indiana.

Milton-Connersville Pike toll house. Photos by Bob Schmidt
Whitewater Canal prism in Milton
Whitewater Canal prism in Cambridge City in front yard of home

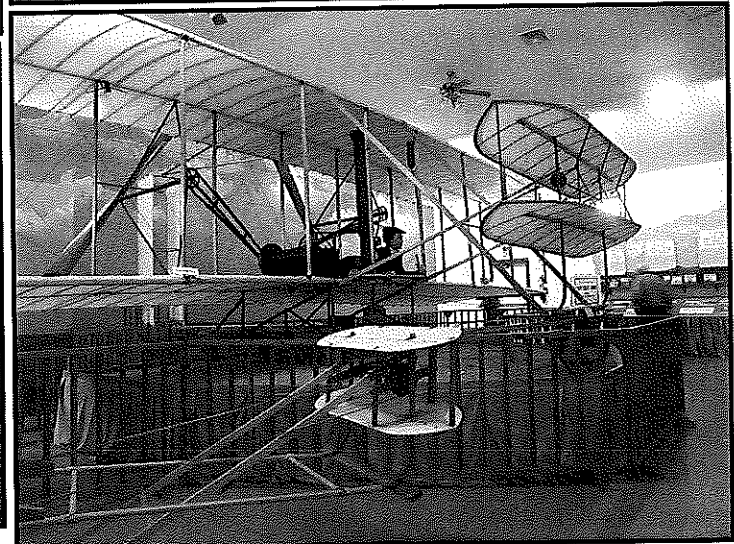
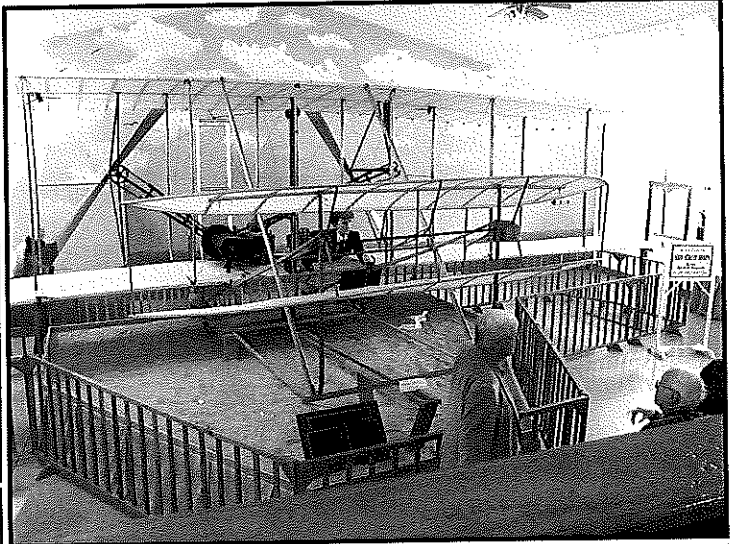


During the tour many other venues were seen. On Friday afternoon some canawlers visited the Indi-

THE HOOSIER PACKET - JUNE 2016

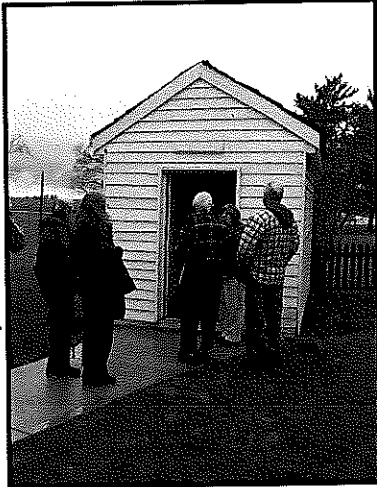


Wilbur Wright's Birthplace Photo by Bob Schmidt
Smokehouse on Wright farm Photo by Sue Simerman

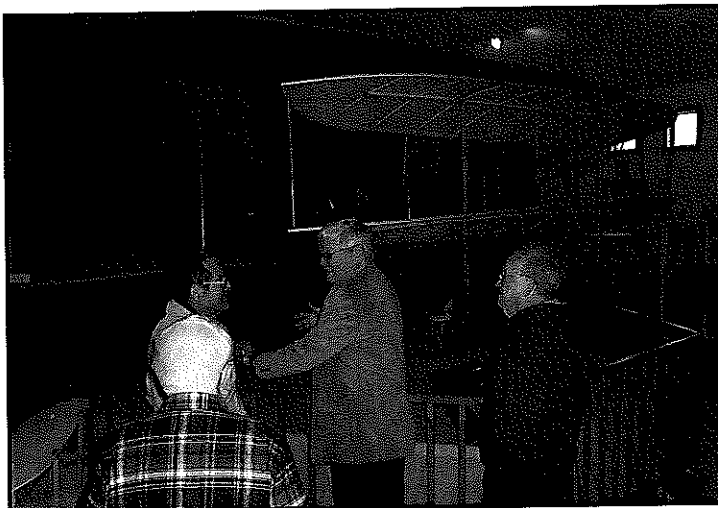


This model of Orville and Wilbur Wright's first plane was made in Peru, Indiana. A special room was built for it at the Wilbur Wright birth place. Photos by Carl Bauer

There, after viewing a short video about the Wright brothers and their family, canawlers were divided into four groups and were led by docents and rotated through the home, the barn, the model exhibit of their first airplane, and shops that included a barber shop, millinery shop, their bicycle shop, etc.



The weather was so cold and the wind so strong, canawlers spent as little time as possible outside on the Wright farm. However, the inside exhibits were great!



Model of the Wright's first airplane. Photo by Sue Simerman



Montgomery's Steak House Photo by Bob Schmidt

Friday night's banquet and CSI's annual meeting were held at Montgomery's Steak House near Spiceland, Indiana. Beth Edstene, Director of the Henry County Museum, spoke about John Minesinger, who was the engineer of the Hagerstown Extension Canal, the Hoosier Cabinet and the Maxwell automobile that were built in New Castle, and other things that were related to Henry county. Bob Schmidt, CSI president, showed slides of sites that would be seen on the Saturday tour and talked about upcoming tours, the Gronauer Lock timbers, Terry Bodine's canal boat, Linn Loomis' artifacts, etc. Sue Simerman, nominating chair, presented the slate of directors. Up for reelection were Tom Castaldi, Don Haack, Chuck Huppert, Jeff Koehler, Mike Morthorst, and Bob Schmidt. Chuck Huppert now resides in Maryland. She nominated Sam Ligget to fill Chuck's place and passed out Sam's biography. Everyone else agreed to serve again. All of these men were elected to serve a three year term.

Sam Ligget:

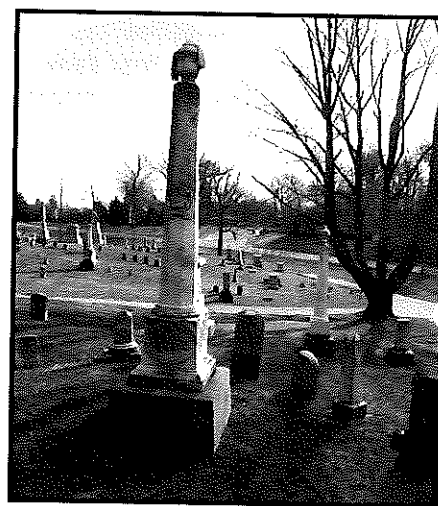
- Born in Terre Haute, IN, in 1947; graduate of Wiley High School
- BS and MS degrees in math education from Indiana State University (1970, 1974)
- Taught 33 years in public junior high and high schools in Indiana (30 years in Vigo Co.) and 7 years at Ivy Tech Community College
- Worked 8 years inspecting seed crops for Indiana Crop Improvement, an extension of the Purdue Ag Alumni
- Past president and vice-president and present board member of the Wabash Valley Master Gardeners Association
- Also a member of Canal Society of Indiana, Wabash Valley Genealogical Society, Sullivan County Historical Society, Indiana Historical Society, Indiana Landmarks, and Indiana Retired Teachers Association
- Vigo County volunteer for the DNR-coordinated Indiana

Cemetery Project

- Hobbies include canals, gardening, reading historical books, travel, genealogy, helping children (2) & grandchildren (4), fishing
- Married 45 years to Jo Ligget who is also a retired math teacher and grew up 1 mile from the W & E Canal in Warrick County

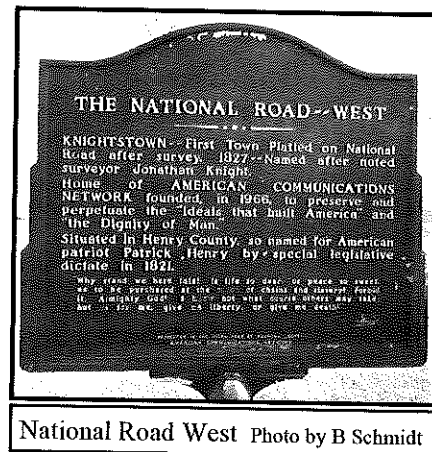
As required by the Canal Society of Indiana's bylaws, the directors elected the officers for the upcoming year. They are Bob Schmidt president, Mike Morthorst vice-president, Sue Simerman secretary, and Cynthia Powers treasurer.

Saturday morning canawlers awoke to a parking lot covered by a sheet of ice and ice on their cars' windshields. Snow was flying and the wind was strong. That did not stop them from getting into their car pools and lining up for the car caravan. Their first stop was at the grave of John Minesinger, who was the engineer on the Hagerstown Extension Canal and also platted the town of Millville near the Wright's home.



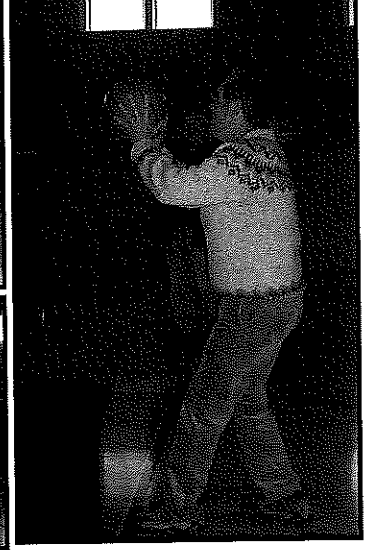
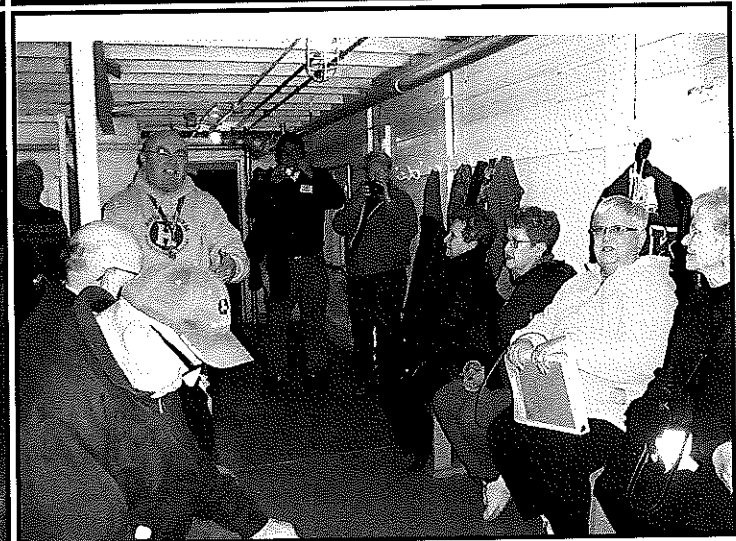
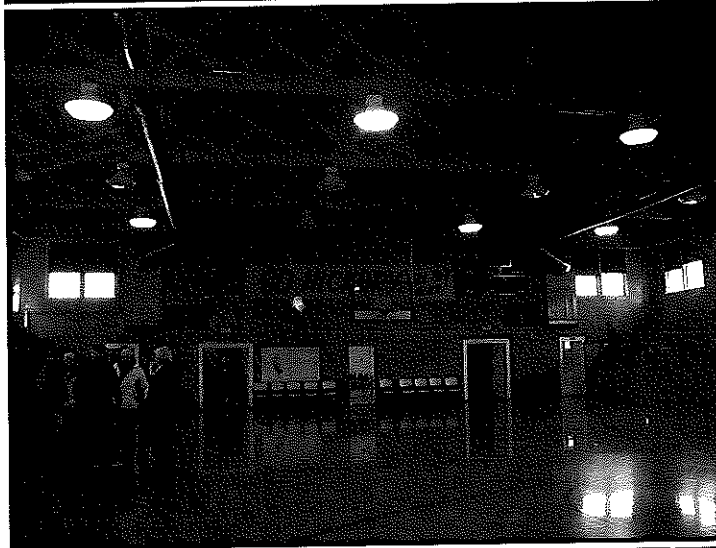
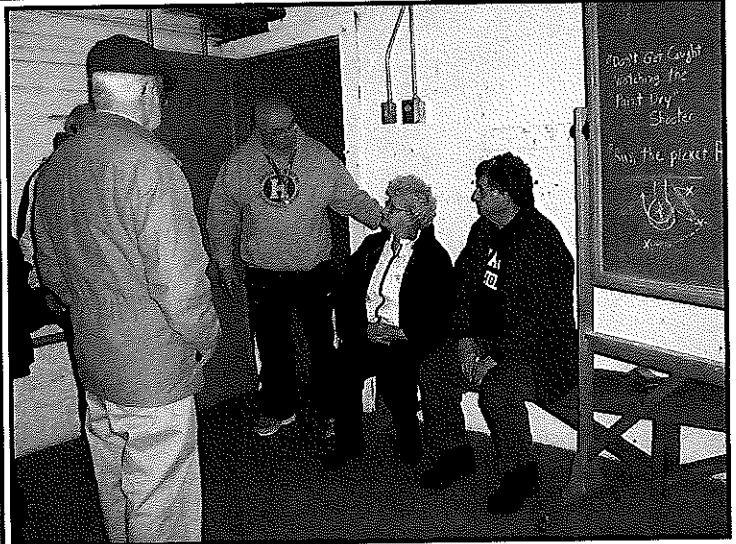
John Minesinger's grave in South Mound Cemetery, Newcastle, Indiana
Photo by Bob Schmidt

The caravan then left New Castle and headed for Knightstown. They turned onto the old National Road, now U.S. 40, and near Knightstown stopped at an Indiana State Format marker that told about Knightstown and the National Road West.

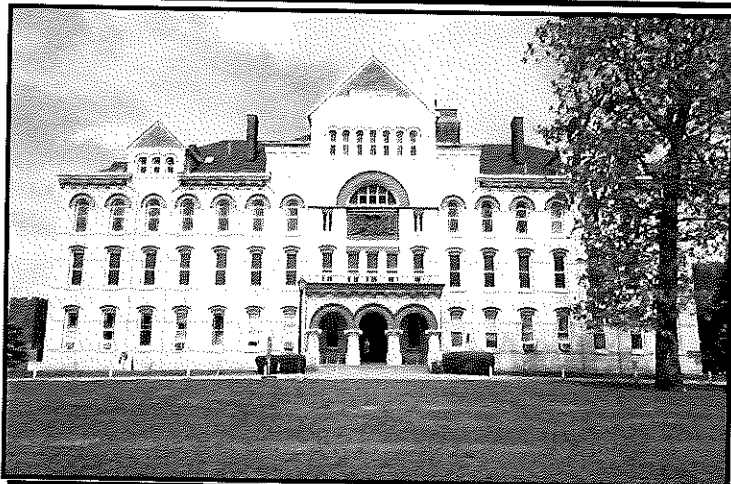


National Road West Photo by B Schmidt

THE HOOSIER PACKET - JUNE 2016



The second step of Saturday morning was the Hoosier Gym in Knightstown. They learned about the filming of the movie "Hoosiers" from a docent and then went down into the locker room where he told more about the gym. Carl Bauer and Earl Toops shot hoops while others looked at display cases. Photos -S Simerman



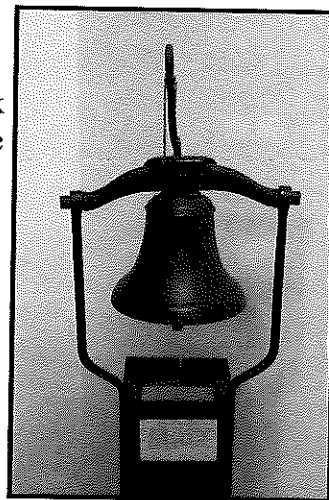
Old Soldiers, Sailors and Orphans Home in Knightstown
Photo by Bob Schmidt

The caravan then drove past the Soldiers and Sailors Home in Knightstown. The original grounds were known as Knightstown Springs and were purchased by Oliver P. Morton in 1865. The original building was dedicated in 1867. It was rebuilt in 1878 after a fire. It served as a home for Civil War veterans and their families, became an orphanage that closed in 2009, and was then turned over to the Indiana National Guard for use as the Hoosier Youth Challenge Academy, for students ages 16-18 who have dropped out of high school. Thirty-one of the fifty-one structures on the campus qualified to be put on the National Register of Historic Places in 2011.

grown up in the orphanage, told about its history and what life was like living there. They told how just before bed check they had slipped down through the steam tunnels that connected the buildings, came up in the storeroom, grabbed a box just before the watchman came, left their wet clothes in a field, climbed into bed just before bed check, and then opened the box. To their displeasure they had gotten a box with several dozen toothbrushes. Later they cut off the bristles and put them in the beds of the other residents.

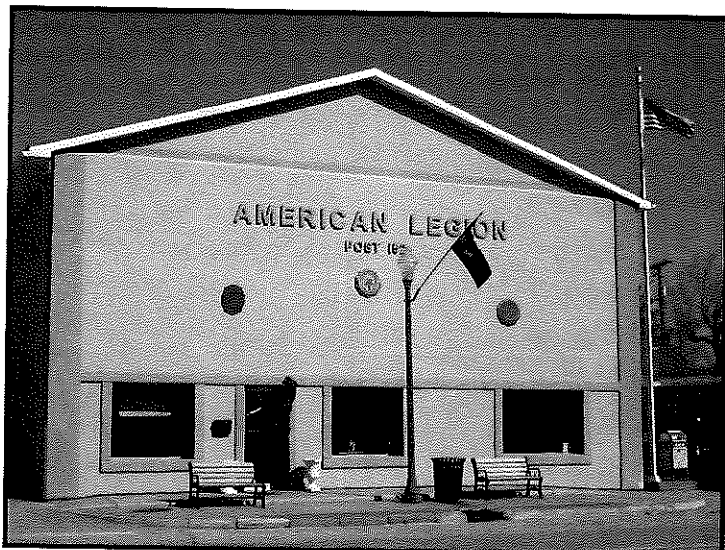
While at the American Legion Phyllis and Jerry Mattheis talked about places to visit in Center-ville near Governor Oliver P. Morton's home, Dr. Ron Morris talked about Governor Morton, and Bob Schmidt showed slides of Indiana canals' statistics. Jamie Moss served everyone a delicious lunch before we left the Legion.

The caravan headed to Cambridge City to see canal relics and the Overbeck Museum that is located in the Cambridge City Library. In the lower floor of the library they saw maps showing the Whitewater and the Hagerstown Extension Canal, a canal boat bell, and the keel from a canal boat, as well as memorabilia about Single-G, a famous harness racing horse. They later saw the location of the track on which the horse raced.



Canal boat bell P-B Schmidt

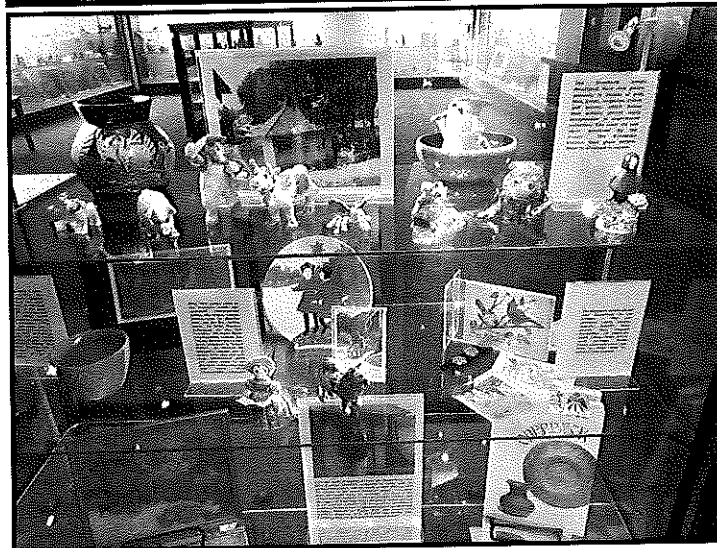
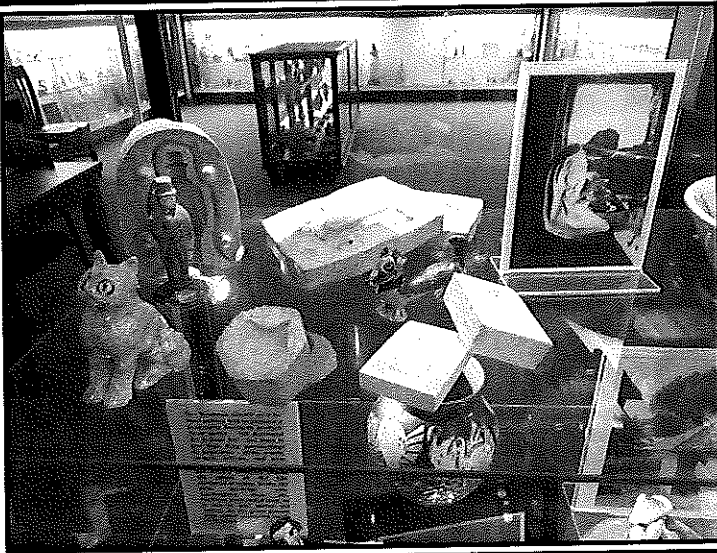
The group was divided into two. One group saw the film about the Overbeck sisters, their art and pottery while the others toured the Overbeck Museum and saw cases and cases of their pottery and paintings. The groups then changed places. Jerry Mattheis was the docent in the Overbeck Museum and told how the Overbeck's home and kiln were located on property once owned by the Whitewater Canal Company from 1844-49. He said that he and his wife Phyllis had purchased the Overbeck home and kiln, restored it and had it placed on the National Register. Each couple



American Legion Post 182, Knightstown Photo by Bob Schmidt

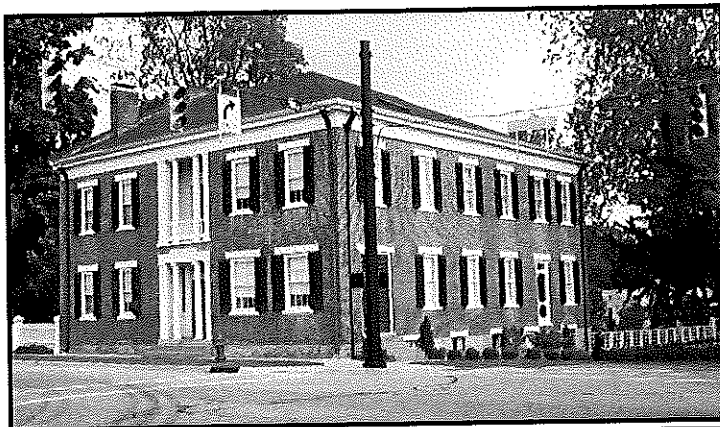
They then drove to the American Legion where Ed Ferguson and Doug Jordan, both who had

THE HOOSIER PACKET - JUNE 2016



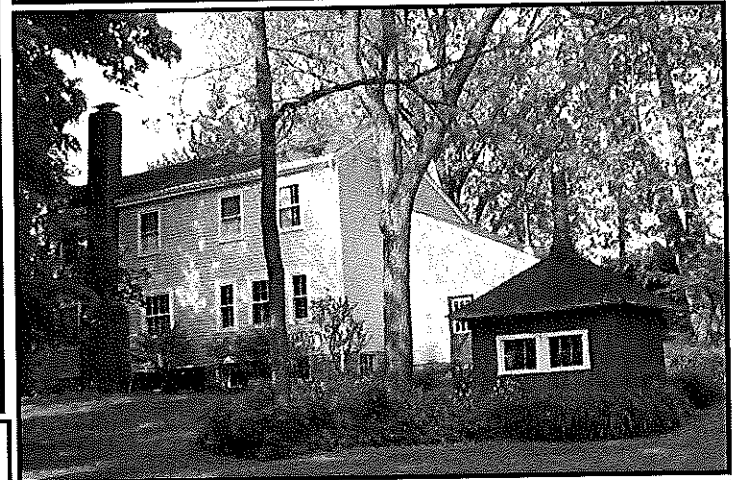
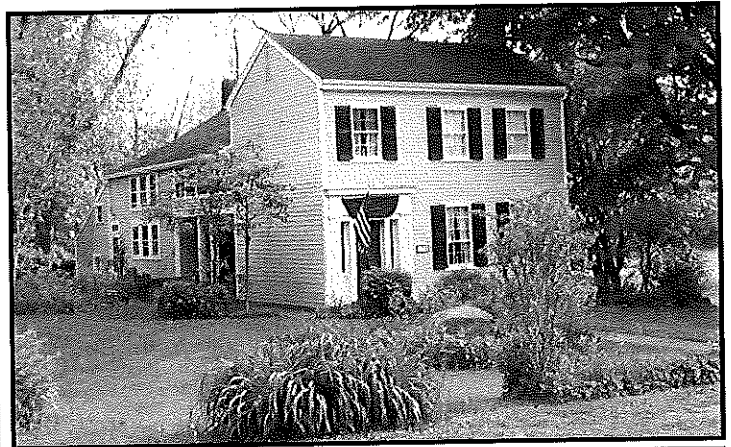
Display cases outside the Overbeck Museum in the Cambridge City Library look into the museum. Photos by Bob Schmidt

was given a book about the Overbeck Pottery. Some of their works sell in the thousands of dollars.



Benjamin Conklin's home Photo by Bob Schmidt

The caravan then drove past the Benjamin Conklin/Montgomery house. Conklin completed the last portion of the Hagerstown Extension Canal and used water from it to power his mill located on the north side of the National Road. They then passed the Overbeck/Mattheis home and saw the kiln.



Overbeck house and studio: Indiana's first art pottery, a nationally-recognized product of the American Arts and Crafts Movement, was produced 1911-1955 by the Overbeck sisters.

Photos by Bob Schmidt

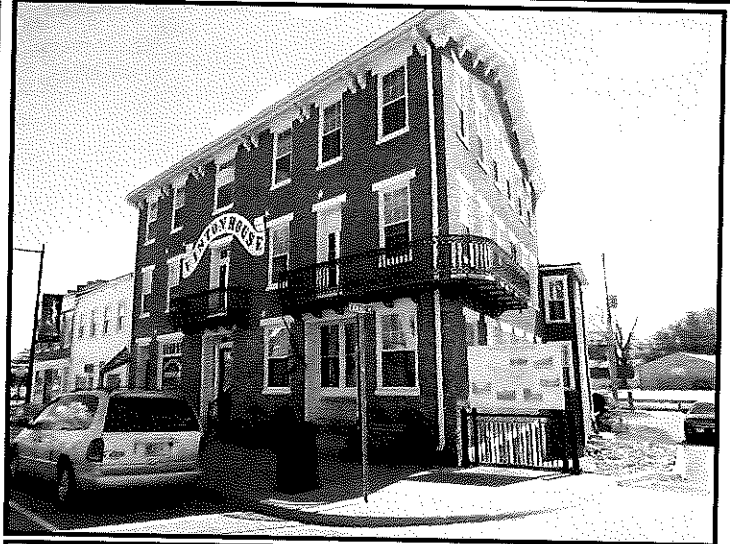
They continued on to see Historic Oakland Farm/Meredith-Rice Home built in 1836 for General Solomon A. Meredith, Commander of the Iron Brigade at Gettysburg. He was born in North Carolina and was an Indiana political leader and post-war Surveyor-General of Montana Territory. Nearby was a marker for Virginia Claypool Meredith, a writer, speaker, stockbreeder and university professor who inherited Oakland Farm and became a farm expert. Appointed to the 1893 World's Fair Board of Lady Managers, she was known as the Queen of American Agriculture.

THE HOOSIER PACKET - JUNE 2016

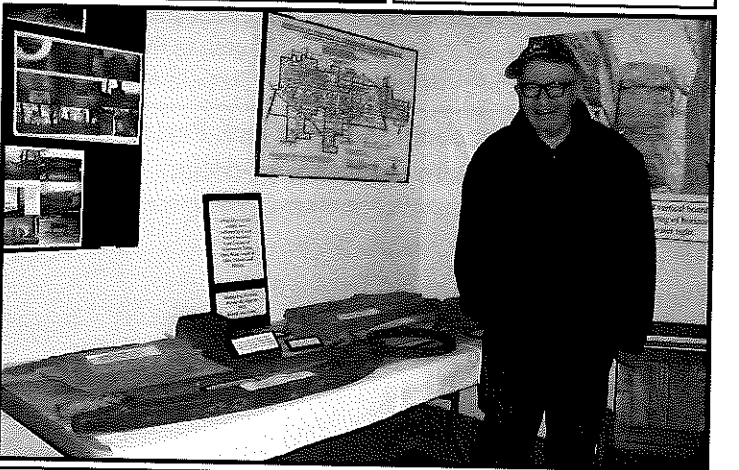


General Solomon A. Meredith's Oakland Farm home in Cambridge City, Indiana. Photo by Bob Schmidt

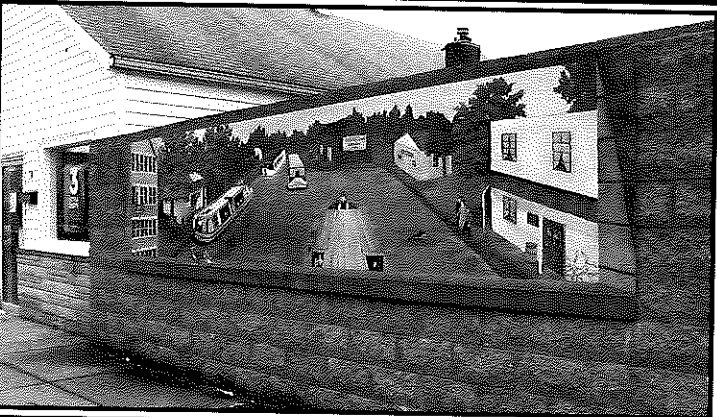
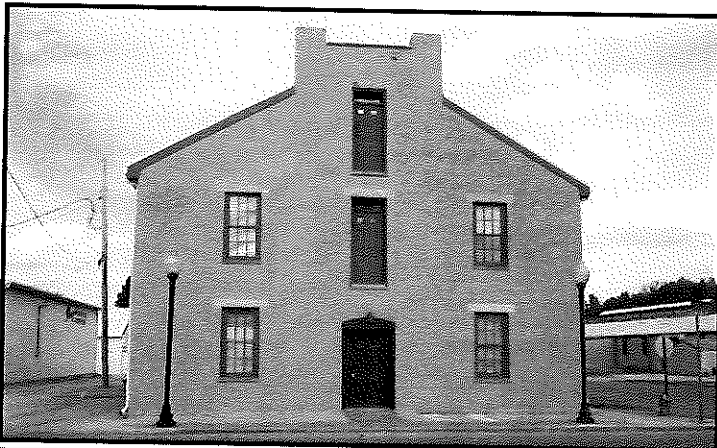
Again following the Whitewater Canal they passed a canal warehouse, now a Doctor's office, that sat beside a huge canal basin. They parked in the basin that extended up to the National Road. A mural of the basin was seen before they toured the Vinton House, a National Road and Whitewater Canal Inn. Canal boats pulled up beside the Vinton House to load/unload into the basement of the sharply angled building.



VINTON HOUSE



The Vinton House angles along the canal basin. Photo B. Schmidt
 Vinton House balconies and entrance. Photo Sue Simerman
 Linn Loomis with Phyllis & Jerry Mattheis, who set up a canal exhibit in the Vinton House's 3rd floor museum. Photo Bob Schmidt
 Linn Loomis donated these canal artifacts for display in the Vinton House museum. Photo Sue Simerman



Cambridge City canal warehouse on Whitewater Canal basin. Basin mural along National Road where the Whitewater Canal ended and the Hagerstown Extension began.

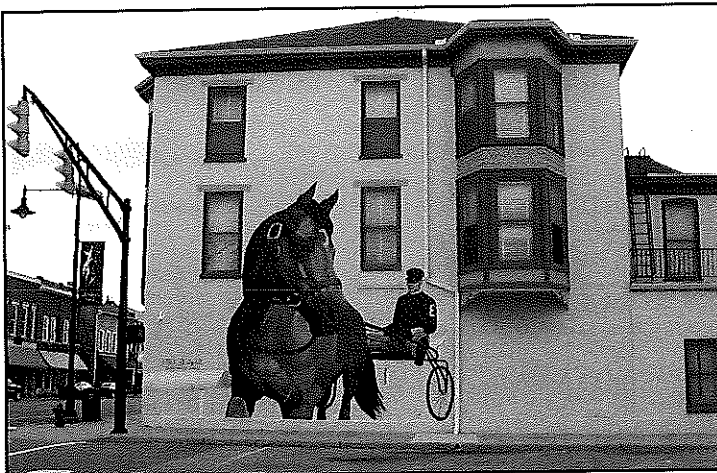
Photos by Bob Schmidt and Sue Simerman

THE HOOSIER PACKET - JUNE 2016



The two heavy iron pieces shown fit atop one another and were attached to the lock gate allowing the gate to pivot open and closed. Photo by Bob Schmidt

Murals of Single G and the Lincoln Funeral Train were seen on buildings in Cambridge City.

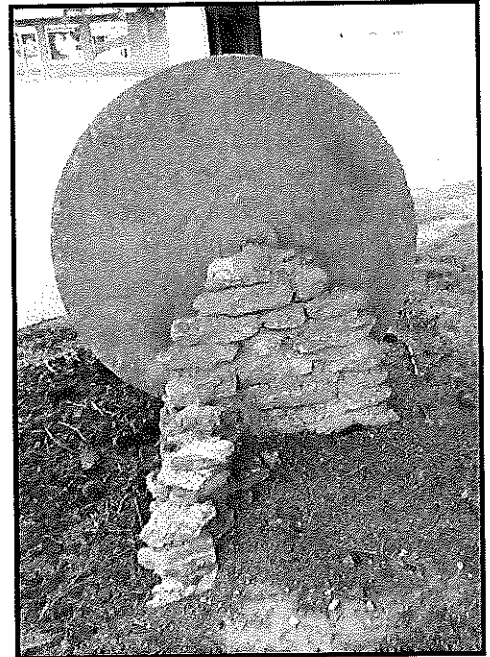


One of Cambridge City's murals pictures Single G. Photo by Sue Simerman

A marker said that Cambridge City was a transportation center, platted 1836 along the Whitewater River, the Cumberland/National Road, and the Whitewater Canal route. Four steam railroads served the town; interurban electric railroad opened 1903. Cambridge City Historic District listed in National Register, 1991.

The caravan then started following the Hagerstown Extension Canal on the north side of the National Road. Walkie-talkies kept canawlers informed about

the location of the canal and sites along the way. The first stop was at a car wash where Conklin's mill had been located. Across the street an old mill stone was seen. From there the canal went through Creitz Park and continued north as a ditch and tree line. Some places the towpath still existed.



Conklin Mill stone Photo Bob Schmidt

When the caravan stopped at Scout Lake, Michael Thrall crawled through the portion of the culvert under the towpath side of the Hagerstown Extension as seen on the front page. The rest of the culvert has been destroyed over the years.



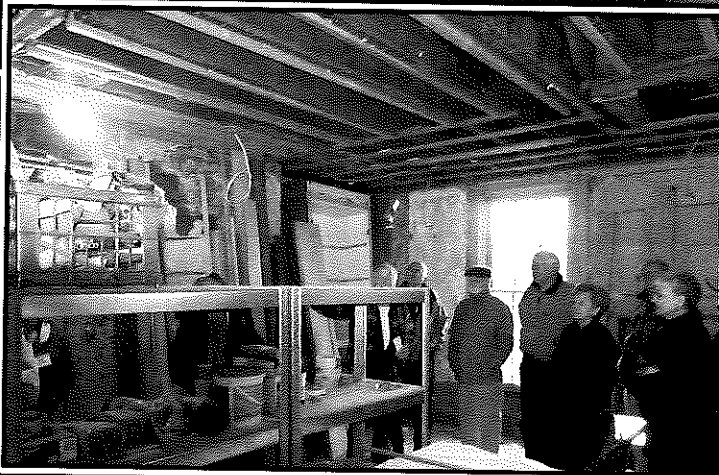
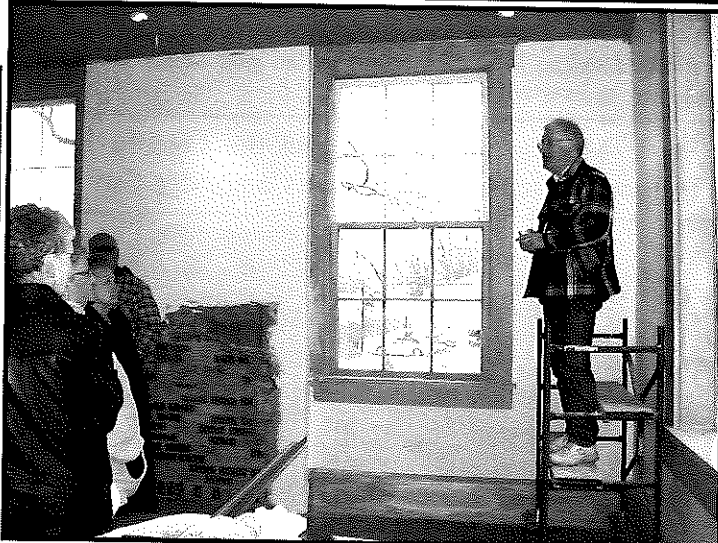
Michael Thrall emerged from the culvert at Scout Lake. Photo by Bob Schmidt

Canawlers changed from their muddy shoes to clean ones and headed for Willie and Reds in Hagerstown where they enjoyed a sumptuous buffet. They returned to New Castle and played cards at the motel.

THE HOOSIER PACKET - JUNE 2016

On Sunday morning they caravanned to Governor Oliver P. Morton's home in Centerville, Indiana. It is undergoing restoration by Dr. Ron Morris, a professor at Ball State University. He purchased the home from Indiana Landmarks and plans to restore it over a 9 year period. He hopes to serve dinners in it and tell its history much like is done in the old taverns and inns in Williamsburg, Virginia. Canawlers are looking forward to having dinner with Governor Morton or some other early Indiana politician in the future.

During the past four years all the changes to the home have been removed, walls stabilized, heating installed, windows covered with protective plexiglass, wiring updated and a new roof put on. He is now in the process of painting the walls and woodwork.



Top: Dr. Ron Morris welcomes canawlers at the side door since the front porch was covered with ice. Photo Bob Schmidt
 Center: In the parlor he talked about his renovation plans. Photo Sue Simerman
 In the dining room they saw the new beams and ceiling work. Photo Bob Schmidt

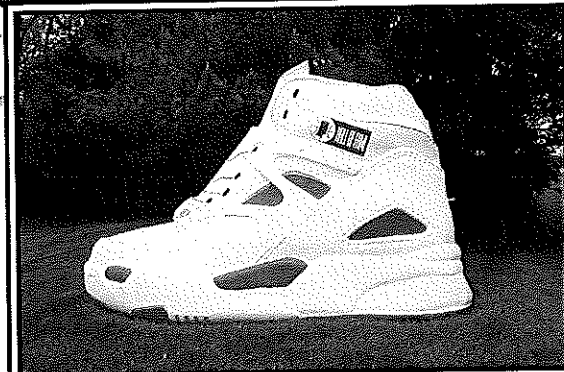
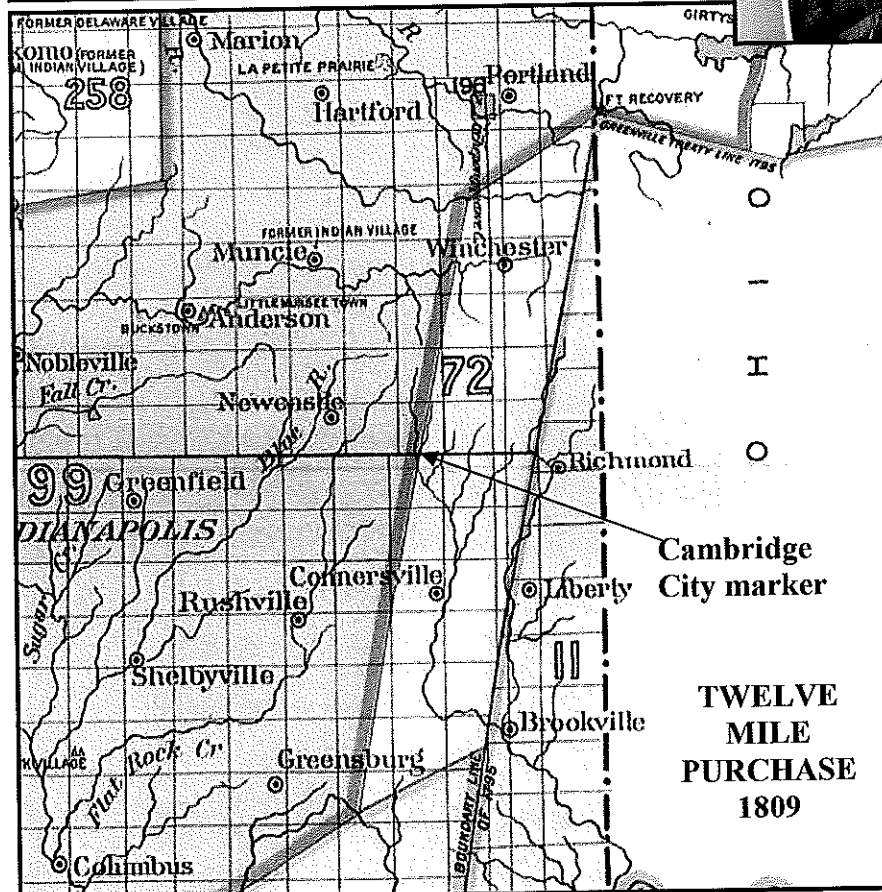
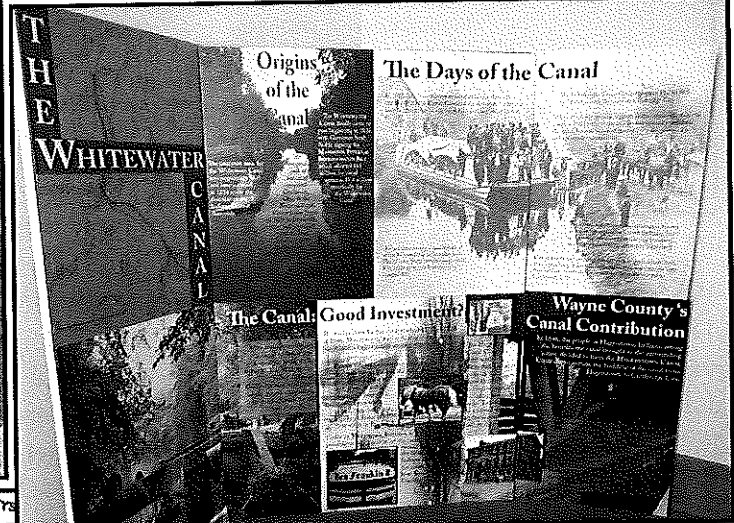
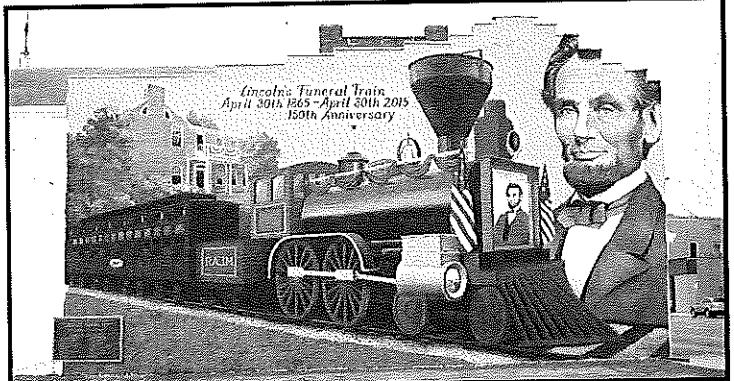


Governor Morton's home Top Bob Schmidt Bottom Sue Simerman

THE HOOSIER PACKET - JUNE 2016

The visit to Governor Morton's house was the last venue on the tour. Canawlers were ready to go home after a busy weekend.

A few other things seen on the tour was a rock with a plaque on it across the street from the Cambridge City library. This rock marked the western edge of the 12 Mile Purchase Treaty of 1809. White population growth required adding this additional twelve miles to the Greenville Treaty of 1795.



Top: Lincoln Funeral Train April 30, 1865-April 30, 2015 150th Anniversary mural in Cambridge City

Center: Whitewater Canal display at the Vinton House made by Ball State students.

Bottom: Large basketball shoes like this one at the Indiana Basketball of Fame were seen throughout New Castle. One was by the Steve Alford All American Inn, our host motel.

Photos by Bob Schmidt

CANAWLERS AT REST

DANIEL McKAHAN

Find-A-Grave # 39875388

b. March 18, 1825
d. September 2, 1863

By Carolyn I. Schmidt

Daniel McKahan was born to Mr. and Mrs. William McKahan in Pennsylvania on March 18, 1825. He was one of their ten children. The others were Hugh, who died at the age of sixty-two; Mary Jane, who married John Q. Simons, of Wabash, a captain of Company K. One Hundred and First Regiment Indiana Volunteers, who served as sheriff of Wabash county from 1868 to 1872 before moving to Indianapolis, Indiana where he died at age 60; Elizabeth; Lewis, a physician, who died at the age of 44; Andrew Jackson, who died at the age of 31; Ellen; John M.; Julia and Jerry.

William and his wife came to the new country poor in worldly wealth. But they were strong and noble and through hard work managed to accumulate enough money to buy land. In 1836 he purchased land in Indiana from the government. It was located about three miles north of the Wabash county seat. There the family settled. They cleared and otherwise developed a good farm. His wife preceded him in death at the age of 68. William died at age 84.

Daniel McKahan, our subject, was a young man, age 18, when he first came to Wabash county. For a number of years he dealt quite extensively in horses, buying and shipping to the Eastern market. He was also largely identified with traffic on the Wabash & Erie Canal, owning two boats, which he ran for many years, being captain of one and exercising per-

sonnel supervision over the other. The 1860 U.S. Federal Census lists his occupation as boatman. He was an aggressive business man and was financially successful. His trading operations, as well as his boats, returned him a liberal income.

Daniel, at age 25, married Mary Barnhart. They had ten children within a 12 year period. Their oldest child was born on November 15, 1850 and was named Daniel B. after our subject. Almost half of their children died as little more than infants. Unfortunately Daniel died in Wabash on September 2, 1863 when only 37 years old leaving Mary to survive him and rear their children. She died on June 9, 1899.



McKAHAN

DANIEL McKAHAN 1825-1863
MARY McKAHAN 1828-1899
MATTIE M. McKAHAN 1882-1914

Plot: Sec H, Lot 82
Falls Memorial Gardens
Wabash, Wabash County, Indiana, USA

Photo courtesy Friends of Falls Cemetery

Upon his father's death, Daniel B. McKahan found that although Daniel had been successful in life, he had left little beyond a piece of swamp land. Thus Daniel B., a mere boy, was obliged to contribute largely to the support of his mother and the younger children. Their home was a little log cabin around which a small area of ground had been cleared. It was not even large enough to be dignified by calling it a field. The family survived by selling the timber from this land. Whenever possible Daniel B. attended what schools the county afforded.



Daniel B. McKahan

As Daniel B. grew up he remained with his mother looking after her interests until age 40. He worked at clearing more land on the home place. He cleared and cultivated fifty acres, meanwhile devoting certain portions of his time to cutting cord wood for other people and converting nearly all the available timber on the farm into wood to add to his earnings. At some later date he sold this farm to A. W. Schuler. In Schuler's biography it describes the old homestead as "a fine farm of sixty-seven acres in Lagro township, located two and a half miles from Urbana on the north Manchester Pike. This place has a peculiar interest not only as a tract of land exceptionally well managed and producing the staple crops of Wabash county, but also because of the fact that it has produced two exceptionally efficient and honored county officers. It was originally the Daniel McKahan heirs' farm, and from this place Daniel [B.] McKahan, Jr. went into the office of sheriff by the vote of his fellow citizens. Only recently Mr. A. W. Schuler retired from the office of county recorder..."

Daniel B.'s timber business eventually overtook his farming. For the next five or six years he also engaged in the manufacture of hubs, dealt in lumber in connection with the timber business and met with success and financial profit. He built up a large trade.

On November 15, 1894, the forty-first anniversary of his birth, Daniel B. married Mrs. Florence DeArmond. Her maiden name had been Jack. She was

the daughter of John Jack and the widow of Job DeArmond, who had served a justice of the peace in his township and was also the trustee for several consecutive terms. She had married DeArmond when she was nineteen years of age. He died fourteen years later. They had one child, Zoe DeArmond. After marrying Daniel B., they had a child and named her Mary after Daniel B.'s mother.

Later Daniel B. began the manufacture of brick and drain tile, which he carried on for eight to ten years, in the meantime purchasing a large sawmill. The mill was quite extensive and gave employment to 6-8 men. Although the mill was very successful, his last two or three years in the tile trade were not profitable because of the competition in the gas belt where the tile could be manufactured very cheaply on account of the nominal cost of fuel.

For a number of years Daniel B. was an active worker in the Republican party. In recognition of his valuable services, he received the nomination for sheriff in 1890 but was defeated due to the strength of the opposing party. Four years later he was re-nominated for the office and elected by one of the largest majorities ever given to a candidate for the office. He served in this position from 1895 to 1899.

After his term as sheriff expired, Daniel B. opened a meat market in Wabash and continued his farming. He eventually owned a valuable farm of one hundred and eighty acres. In addition to general agriculture he was largely interested in live stock, especially cattle, which he bought, fed and shipped in partnership with a gentleman who lived on his place. He was on the board of directors of the Timber Canyon Mines Company. The mine was located 25 miles east of Baker City, Oregon.

Sources:

Biographical Memoirs of Wabash County, Indiana. Chicago, IL/ B. F. Bowen, Publisher, 1901.

Find-A-Grave :

Daniel McKahan, Mary Barnhart, Daniel B. McKahan "Metal Mining Profits." *The Mining World.* Chicago, IL/Mining World Company, October 1905.

U.S. Federal Census 1850, 1860

Weesner, Clarkson W. *History of Wabash County, Indiana.*

Chicago, IL? The Lewis Publishing Company, 1914.

DANIEL MCKAHAN'S FAMILY

<u>NAME</u>	<u>BIRTH</u>	<u>PLACE</u>	<u>DEATH</u>	<u>PLACE</u>	<u>CEMETERY</u>	<u>MARRIAGE</u>	<u>PLACE</u>
McKahan, William m.		PA	Age 84 Age 68				
McKahan, Daniel m. Barnhart, Mary	3-18-1826 8-22-1828	PA Huntington IN	9-02-1863 6-16-1899	Wabash IN Wabash IN	Falls Memorial Gardens Falls Memorial Gardens	5-31-1849 5-31-1849	Huntington IN Huntington IN
McKahan, Elizabeth McKahan, William J.	1850 1851		10-07-1850 1852				
McKahan, Daniel B m. DeArmond, Ida Florence (nee Jack)	11-15-1853	IN	4-23-1923	Wabash IN	Falls Memorial Gardens	11-15-1894	Wabash IN
McKahan, Mary m. Morgan, Clio	6-29-1896		1929 1986			11-15-1894 11-15-1894	Wabash IN Wabash IN
McKahan, Emma	1855		1855				
McKahan, Claire	1861		1861				
McKahan, Matilda M.	1862		1014				
McKahan, Luettie m. Miller	1863		1923				
McKahan, ? McKahan, ? McKahan, ?							
McKahan, Hugh McKahan, Mary Jane			Age 62				
m. Simons, John Q. McKahan, Elizabeth Jane			Age 44 Age 31				
McKahan, Lewis McKahan, Andrew Jackson			Age 60+				
McKahan, Ellen McKahan, John M. McKahan, Julia McKahan, Jerry			boyhood				

CANAL SOCIETY
OF INDIANA
FALL TOUR

AUGUST 26-28
2016

Bus tour:
Wabash & Erie Canal
from Fort Wayne,
Indiana to Toledo,
Ohio

Hotel:
Best Western Luxbury
5501 Coventry Lane
Ft. Wayne, IN
(260) 435-0242
\$90 + tax
Make your reservations now!

Friday Banquet
The Lodge, Coyote Creek
Golf Course
Speaker Michael Galbraith

Saturday Bus trip to:
Maumee Side-Cut Park
Staircase Locks

National Museum of the
Great Lakes and tour the
James M. Schoonmaker, a
Great Lakes freighter

Providence Metropark
Isaac Ludwig Mill
See "Volunteer Canal Boat"

Saturday night:
Cards and fellowship

Registration forms and
more details later.

amount reported, was one thousand, nine hundred and fifty seven tons, upon which tolls were collected that otherwise would have been lost to the State, to the amount of three hundred and ninety six dollars. A corresponding difference for the whole season of navigation, a period of Two hundred and forty days, would show a savings by the Weigh Lock of Three Thousand, seven hundred, and eighty-eight dollars.”

Even if the above sample savings could have been maintained, it would have taken more than 5½ years to recoup the expenditure for the building and weigh lock set up alone. And the high point of economic return from Ohio’s Canals had been reached. After the mid 1850s, railroad competition and a lack of enthusiasm for Ohio’s Canal system from the populace and the State Legislature, kept any improvements to a minimum.

In 1854, the Board recommended the immediate installation of a weigh lock at Lockland in the southern portion of the Miami & Erie Canal stating that, “the experience with the one at Cleveland and the one at Toledo justifies the conclusion that it would soon effect a saving to the State of enough to soon liquidate all expenses incurred in its erection.” Nothing was done about this recommendation.

As late as 1859, the Board of Public Works was pleading with the Legislature to appropriate funds to install one of the sets of Weigh Scales that had already been paid for, at the junction of the Ohio and Hocking Canals. No appropriations were forthcoming for that project, either. Then, all of Ohio’s State Owned Canals were leased to a private Company in June of 1861, That Company abandoned their lease (once renewed) in December of 1877. Records of canal income and operational details are hard to determine for this time period, but apparently, though the Cleveland Weigh Lock (though relocated due to a shortening of the line in Cleveland in 1878) was still operating well, the one in Toledo had been abandoned sometime during the Lease period.

An excerpt from the Board of public Works Report for the year 1879, the first full year the canal system was back under State control, proves interesting,

“In 1851 the Board of Public Works purchased full outfits, including scales, etc. for four Weigh-Locks to be located at Lockland, Junction, Toledo and Cleveland, at a cost of about \$5,000 for each lock. The Weigh-Locks at Cleveland and Toledo were built and put into use, but the outfits for those at Junction and Lockland were never used, and although delivered and paid for by the State, have from that time to the present been useless property and have been allowed to be wasted, until they are to-day comparatively useless.

“The Weigh-Lock at Cleveland has always since its construction and is now a valuable means of protecting the revenues of the Ohio Canal and has and will continue to be worth all and more than its original cost. But the others were a mere waste of money. The Weigh-Lock at Toledo was built and put in good condition for weighing boats, but upon trial was found unnecessary in conducting the business of the canal and its use was long ago abandoned.

“Within the last year, the Board leased the ground upon which this Weigh-lock was formerly located to the city of Toledo for Work House purposes, with the stipulation that the irons, scales, and fixtures of the Weigh-Lock should be carefully taken out and stored at some convenient place, subject to the order of the Board.

“There was, therefore, one full set of Weigh-Lock irons with what may be left of two other sets, that are not needed

TO WEIGH OR NOT TO WEIGH?

From Canal Comments 81

By Terry K. Woods

We've made mention in a previous column of the "games" often played between Canal Boat Captains and Toll Collectors on Ohio's Canals when it came to certifying the exact weights in a boat's cargo. This "problem" was early noted on many eastern canals and rectified by erecting Weigh Locks where an exact reading of a cargo's weight could be ascertained.

As early as 1825, the year New York's Erie Canal was opened in its entirety, two Hydrostatic Locks were constructed on the main canal, one at Syracuse and one at Troy. A third Hydrostatic Weigh Lock was constructed at Utica N.Y. on the Junction Canal of the Champlain Branch. In a Hydrostatic Weigh Lock, a boat was drawn into a special lock that had a known volume of water let into it. All boats were "weighed" empty and that data recorded. The amount of water level increased by the entering of the loaded boat into the weigh lock was recorded (sometimes the overflow entered a special chamber to be measured) and a difference in the boat's weight recorded for the paying of tolls. The Hydrostatic Locks were replaced by Balance Beam Weigh Scale Locks on the Erie Canal in 1829 and, later, Weigh Locks were added at Albany and Rochester. The New York State canal system also installed Weigh Locks at Oswego and Waterford.

On the Delaware & Hudson Canal, a Weigh Lock was located at Ellenville, New York, the eastern terminus. Weigh Locks on Pennsylvania's canal system were located at Harrisburg, Portsmouth and Northumberland. There was also a Weigh Lock on the Morris Canal at Port Washington, New Jersey. In 1838, the Pennsylvania Canal Commissioners recommended a Weigh Lock be erected on the Beaver Division Canal in expectation of increased traffic which was expected with the completion of the Pennsylvania & Ohio and Erie Extension Canals. This Weigh Lock was never erected.

Weigh Locks didn't come onto Ohio's Canal System until 1850-51, at the peak of the traffic flow on

these canals. Contracts for three sets of weigh scales were let in 1850. In 1851 one of the scales and a Weigh Lock were installed in Cleveland at the foot of Seneca (West 3rd.) Street. Early photographs of this installation show the weigh lock and scale housed in a fine brick edifice, similar to ones housing scales on the Erie Canal. That same year, 1851, the Ohio Board of Public works contracted for another of the scales and housing to be erected on the Swan Creek Side Cut of the Miami & Erie Canal in Toledo. That installation was completed in 1853. Plans were made to install the third set of scales near the Junction of the Wabash & Erie Canal and the Miami & Erie, but the Legislature did not, at that time, approve the expenditure for the installation, which was estimated to be "over \$20,000." A fourth set of weigh scales was purchased by the Board of Public Works in 1855 to be installed in the southern division of the Ohio Canal, possibly near the Junction of that canal with the Hocking.

Initial reaction to the installation of the first two Weigh Locks was glowing. The Board of Public Works Report to the State Legislature for the year 1853, stated,

"An unusually large expenditure has been incurred on this division during the last year, by the completion of the Weigh Lock at Toledo...The Weigh-Lock a large brick building to cover it and afford offices for the Weigh master and Collector, has been completed at a cost of over \$25,000, and is one of the most necessary, valuable and permanent structures connected with the Public Works of the State. The lock was finished and boats were required to begin weighing on the 2nd. day of August. . . . This structure, the erection of which was regarded by many experienced friends of the Public Works, as doubtful policy, has more than met the most sanguine expectations of the Board. The lock was in operation eighty days from the time of its completion to the close of the year, and the excess of freight, as shown by the scales, during that period, over the

for canal purposes, which ought to be dispensed of at once, as the cost of their storage is rapidly eating up their value”

One can't help but wonder at what the above description of events indicates to us. Perhaps it is that the boatmen of the northern end of the Ohio & Erie Canal were not as scrupulously honest in their dealings with State Toll Collectors as were those boatmen from the northern end of the Miami & Erie Canal, since confirming weights of canal boat cargoes on the northern end of the Miami and Erie Canal was found “unnecessary.”

The Cleveland Weigh Lock was still operating when the northern section of the Ohio Canal was “temporarily” closed in June of 1905 while the canal was being refurbished. Only God (and maybe the Board of Public Works) knows what happened to the scale and machinery at Cleveland, and the other weigh scales scattered about the State, after that.

A great deal of the information for this column came from, OHIO'S CANALS, Frank W. Trevor, 1973, self-published, pgs. 63-65.

LAST COMMERCIAL NAVIGATION ON CANAL IN 1875 CONSISTED OF HAULING GRAIN FROM LAGRO TO WABASH FOR TRANSSHIPMENT

Mrs. Leola Hockett

Curator: Wabash County Historical Museum

January 24, 1946 Wabash Plain Dealer

(final installment continued from last issue)

cents and 60 cents a bushel to \$1.25. Other products advanced in proportion. Prices paid at Wabash were higher than anywhere else and grain was brought here from Delaware, Madison, Howard, Kosciusko, Whitley, Fulton and Blackford counties. It is said that Wabash alone shipped between 500,000 to 1,000,000 bushels each season. Wabash had 9 warehouses in 1848, 16 in 1851.

When a boat entered a lock (at Wabash), the gate behind it was closed until the water was sufficiently raised for those going east or lowered for those going west to allow the boat to pass out of the lock. It required 15 minutes for a boat to pass through a lock.

The Indiana Journal said that in 1846 the tolls increased 100 per cent over those of 1845, that the receipts for the year would probably reach \$100,000. By 1847 the (Wabash & Erie) canal had cost the state \$5,456,872.30.

Distance posts were located about 200 yards from either end of a lock. One of the rules of navigation was that when the horses pulling a packet reached one of the posts, and no boat was yet in the lock, the packet had preference over all freights that might be nearing the lock. A freight boat violating this rule had to possess a crew of superior fighters if it succeeded in entering the lock ahead of the packet.

In 1848 Wabash shipped 12,103 bushels of corn, 78,410 bushels of wheat, and 904 barrels of pork. Lagro shipped 9,445 bushels of corn, 83,937 bushels of wheat and 1,461 barrels of pork. Tolls collected at Lagro amounted to \$10,618.68 in 1851.

Begin to Deteriorate

Boats traveling at night were required to carry a conspicuous light on the bow. It would be interesting to know just what sort of light would be conspicuous in the days before coal oil.

By the time the canal was completed, the beginning was sadly in need of repairs. Grass and other obstructions had been allowed to collect in the bed until boats had trouble getting through. A Huntington newspaper in 1853 said that as many as 50 to 70 boats had lain at that place for nearly a week.

The competition of the canal caused a revolution in the price of produce. The people, having no market for their grain, had been unable to obtain its value in a little obscure village. Wheat went from 50

With the coming of the railroad in 1856, business on the canal began to decline. In an effort to compete with the railroad the owners of the canal built new warehouses along the line, tolls were lowered, and fi-

nally removed from all boats returning from the east. Meetings were held to “devise ways and means of putting the canal in navigable condition.” J. D. Conner, our representative in the legislature, introduced a bill that was “designed to insure the permanency of the canal.”

The state turned the canal over to the bond holders and for a short time prospects seemed better, but, because of the competition of the railroad, floods, and mismanagement, or carelessness on the part of the new owners, or their trustees, business became worse. At the end of the season of 1857 there was a “deficiency of \$50,000.” In 1859 there was a deficiency of \$80,000. Estimates for repairs for that year were \$155,000.

Produce was still shipped on the canal. During the 1870 season Wabash shipped 85,000 bushels of wheat, 10,030 bushels of corn, 8,160 bushels of oats, 240,652 feet of lumber, 413 bushels of clover seed, 979 cubic feet of timber, 8,625 perch of stone, 135,400 pounds of merchandise, and 380 cords of wood. A raft of logs was \$10,000 and was sent east that year. Tolls at Wabash \$7,924.

In 1871 the town shipped 117,000 bushels of wheat, 68,849 bushels of corn, 24,000 bushels of oats, 675 bushels of clover seed, 447,098 feet of lumber. Local tolls were \$214.17, western \$35,220, eastern \$13,743.71, a total of \$49,177.88 collected at Wabash. This is the last record I found of shipping on the canal.

In 1872 the county (Wabash) spent \$3,000 on new bridges over the canal at Allen and Miami streets and at the alley between Cass and Fisher. They were “swing bridges, wooden structures with stone or pile abutments, wheels, or travelers, underneath.” The bridge at Allen street had an 18 feet roadway, Miami street, 15 feet roadway with 3 feet sidewalk on each side, at the alley a 12 feet roadway.” The bridge at Wabash street was built like the covered bridge across the river, without the roof, with two tracks and a sidewalk.

Expensive For County

In 1873 the county spent \$1,102.79 on the canal; in 1873 the county repaired the feeder dam at

Lagro and appropriated \$1,000 “to aid in putting the canal in repair for purposes of navigation.”

In 1875 Henry Stevens of Lagro was buying grain which he was shipping on the railroad as well as on the canal. Another buyer leased the elevator owned by the railroad. To protect him the railroad charged several cents a bushel for grain loaded from wagons, and, as Stevens owned only a small elevator he was virtually put out of business. The grain for which he had contracted was coming rapidly. David Watkins owned a boat that was rotting in the canal near Lagro. Stevens proposed to Watkins that he raise and repair the boat and haul his grain to the C.W. and M. at Wabash, offering him and two helpers each \$5 a day during the season. The boat was soon ready and made one trip each day with two carloads of grain each trip. When the season ended the boat was grounded again—and business on the canal ended forever.

In 1876 the canal was sold, that part in Wabash county bringing \$505. This dismantling of the dredge boat near Lagro destroyed all hope of the canal ever being repaired and being put into navigable condition.

Mills and factories on the canal were operated by the water. They new company demanded rent for the water, from the lock mills \$450, oil mill, woolen mills and railroad shops \$50 each, and all other industries \$25 each. Whether or not the company was able to collect I could not learn.

In 1884 the Wabash Hydraulic Co., was organized with a capital of \$12,000. The company purchased the canal between the west edge of Wabash and the feeder dam at Lagro. Macy Good, one of the originators of the venture said that an estimated outlay of \$3,000 would make the canal capable of supplying power to ever mill, shop and factory in the city and that a yearly rental much less than is paid now. Macy Good, W. G. Thompson, and O. H. Bogue were president, vice-president and secretary-treasurer respectively of the company. That pipe dream soon ended. In 1888 the company filled the bed of the canal and offered the land for sale and most of the traces of the old Wabash & Erie Canal, the longest artificial water-course in the world, passed into oblivion.

IN THEIR WORDS

In the May issue of *The Hoosier Packet* you heard the arguments for building a canal from the Legislative Committee on Canals and Internal Improvements that were recorded in the Indiana Senate Journal of December 1830. Now let us see what actions the Canal Commissioners took during 1830. Remember the Legislature accepted the land grant in 1828. It has not yet authorized the actual building of a canal, but, if action isn't taken soon, the State will lose the federal land grant, which will expire in March of 1832.

Report of the 3 Canal Commissioners

**TO THE GENERAL ASSEMBLY OF
THE STATE OF INDIANA**

The commissioners of the Wabash and Erie Canal respectfully report – That in May last they were organized as a board, under the provisions of the canal law of the last session of the Legislature, and immediately made arrangements to procure an Engineer to superintend the construction of the canal in Indiana. Convinced that a sound regard to economy required the work to be entrusted to competent hands, they omitted no labor, which was supposed necessary to accomplish that object. From an extensive correspondence in relation to canals and various places, and opinion was clearly formed that for prudence in the management, economy in the construction of canals, and satisfaction with the persons employed, the school of Engineers in Ohio had been particularly fortunate; which with their acquaintance with the prices of labor, cost of materials in the western country, and persons qualified to construct the various works of canals, as well as from the fact, that the particular work which each Engineer had performed, was well known to the board, it determined them, if possible, to procure an Engineer from that quarter. With some difficulty they engaged Joseph Ridgway, Jr. Esq. who had superintended extensive and difficult portions of the Ohio canals from their first location to their final completion. Scientific acquirements of the first order, joined with much practical knowledge and experience in canalling, render him entirely competent for the various duties of

Chief Engineer. He entered on the discharge of his trust early in August last, and has completed the examinations of the summit section as was contemplated by the canal law of the last session. To his report for estimates in detail, plans, etc. you are respectfully referred.

The act of Congress of May 29th, 1830, authorized the commissioners to select 29,528 71/100 acres of land in lieu of those sold and permanently reserved in the tiers of sections falling to the state in the canal donation. This quantity has been selected with great care, generally in small tracts of the public surveys contiguous to the canal line, and reported to the Fort Wayne and Crawfordsville Land Offices previous to the late sale of lands in those districts. Sufficient time, however, has not elapsed to receive the answer of the commissioner of the General Land Office in relation to this subject, but as the selection was made in the manner and time proposed by the department, no doubts are entertained of its assent to the selection.

The canal lands were advertised according to the provisions of the canal law, and in October last, 41,931 41/100 acres, sold for the total sum of \$71,038.85, of which \$24,849.59 of the purchase money, and \$2,771.46, the interest one year in advance on the residue of \$16,189.26, was received in cash, making the amount received by the Fund Commissioner, \$27,621.05. The average price per acre was less than was anticipated. In Carroll and Cass counties, which were partially settled, the sales fully realized the expectations formed of them; but higher up the route, where but few persons resided, much the largest portion sold was struck off at \$1.25 per acre.

It will be observed by reference to the report of the Engineer that his estimates of the cost of the summit section, exceeds the estimates made by the Commissioners in 1828. In making their estimates they were governed by the prices of labor then generally given in Ohio and Indiana, and the prices of provisions on the route; labor at \$8 per month, flour at \$4.50 per barrel, and bacon at 5 cents per lb. The Engineer supposed the price of labor too low, and increased his estimates to bear a nearer proportion to the present value of labor, which from the flourishing condition of the western country, and the extensive works of improve-

ment has materially increased in value. He found it necessary to extend the feeder about one mile further up the St. Joseph's, which with \$24,000 dollars, or more than 10 per cent, or contingencies in his report, an item not charged in the Commissioners estimate from the belief, that the liberal allowance of cost on the other portions of the route would cover that item, has increased the estimate of the Engineer for the summit section, over that of the Commissioners, near the sum of \$48,000.

The board are not, however, apprehensive that the cost of constructing the whole work will exceed the total amount of the original estimate. The work on either side of the summit section was estimated at a much higher rate. The board were not able to procure an engineer on whom they could freely rely, for a salary as low as was expected. They have contracted with Mr. Ridgway for a salary of two thousand dollars per annum, to be paid quarterly – board and traveling expenses to be paid by the State – conditioned that his compensation shall not be less than one thousand dollars, or equal to six months salary for the present season. It was considered a matter of more importance to the interests of the State to have the superintendence of the canal entrusted to a person of undoubted skill and ability, than a few hundred dollars in the compensation. The sum, however, that Mr. Ridgway receives, is the same as the lowest price paid in Pennsylvania – the same as was paid to Judge Bates in Ohio, and a less sum it is believed, than is paid to the Engineer of the Louisville canal in Kentucky. The portion of lands sold at the late sale, is by no means superior in soil or situation, to an equal quantity which, under the provisions of the law, will be offered for sale in April next (1831). The 29,528 acres lately selected before the lands in the canal donation were offered for sale, are of the first quality, and would have commanded fair prices if they could have been offered at the late sale. The board are fully aware that with perfect propriety, the sphere of their duties is limited to carrying into effect such measures as they may be directed to perform rather than to offering opinions to those who are much more able to decide. They cannot, however, forbear from expressing the deep solicitude which they feel for having a portion of the canal put under contract the ensuing summer, a measure which they believe is equally demanded by

the increased value it would give to the unsold lands in the canal donation, and the terms held by the law of last session to the purchasers who bought lands under its provisions.

The sum received in cash for lands sold at the October sale, as before stated, is \$27,621.05, an amount too small to commence the work, and carry it on with sufficient rapidity to command public confidence, or in a manner which would be warranted by principles of economy. The board are far from desiring that any course should be taken which would involve the state in liabilities of any kind, that would increase taxation on the people. They view, however, the grant of lands made by Congress as a rich boon, and wish to have the amount for which the lands will sell for, applied prudently and economically to the construction of the work so far as it will go; feeling assured that with this amount expended in the first instance, no difficulty would be found in afterwards pledging the canal for a term of years for its ultimate completion.

The commencement of the canal is necessary to make the canal lands realize their full value. A loan limited to the amount the lands may sell for, with the faith of the state pledged for the punctual payment of the interest and its ultimate redemption, is believed to be the true policy to advance the interests of the state. No sum can be better secured than the amount which is, and will be due from the purchasers of the canal lands. The interest is payable in advance, and the lands on which the several balances are due, are subject to be forfeited for twenty days delay of payment. The location of the canal directly in the centre of the lands from which the fund is derived, must so enhance their value, that few or no tracts will be forfeited, and if, in rare cases they should take place, from their situation they will be worth more than the three-fourths of the purchase money of balance due; and from the faith of the state being pledged to the purchasers of the donation that all such tracts shall be sold without delay; and the entire proceeds of such sales applied for the benefit of the canal, no loss can be sustained.

For the faith of the state to be pledged for the regular payment of the interest and ultimate redemption of a loan limited to the amount of the balance due

from the purchasers of the canal lands secured as that fund is, with the lands from which it is derived, rendered daily more valuable by the construction of a great work of public improvement in their vicinity, no hazard can be perceived. This assurance given would prevent distrust with the persons who might advance the loan, and perhaps insure better terms in procuring it, than could be obtained without its being given.

A law authorizing actual operations on a canal should provide for the entire measures to be pursued in constructing it. The sums necessarily required, in the progress of a canal, must depend on the labor done in each particular year, which, from a variety of considerations, cannot be anticipated or met by annual legislative provisions, so as to prevent injurious delays. A course of canal policy well defined by legislative enactment, providing for the measures to be pursued, would establish a confidence in the work, which would facilitate the means of procuring a loan, and give a character which would be highly beneficial in enhancing the value of the canal lands.

In contemplation of a loan, limited to the amount of the balances due from the purchasers of the canal lands, a board of loan (Fund) commissioners, to negotiate loans will perhaps be necessary. The business of selling the canal lands, and having the contracts executed for canal operations, will give the board of canal commissioners sufficient employ.

The St. Joseph's Feeder is partly located on lands which were sold previous to the act of Congress, 1827, and a few tracts are similarly situated on the canal line. Provisions will be necessary to authorize the Engineer or Commissioners to enter on the lands of any person for timber, stone or other materials to construct the canal, with power to call a jury and assess damages, if any should be sustained more than would be compensated for by the increased value which the canal would give the property it passes through. And provisions necessary to prevent the destruction of banks, mechanical structures, and interference with locks, gates, etc.

It is a matter of some regret to the board, that the state of Ohio has not ratified the compact with

Indiana, in regard to that part of the canal line, on the Maumee, in the bounds of Ohio. The act of Congress, offering that state five alternate sections on each side of the canal route, contemplated a continuation of the Miami canal from Dayton to the Auglaize and down the Maumee. The difficulty, if not impracticability of supplying the Loramie summit with water, has probably had greater weight in producing their delay in ratifying the compact, than an unwillingness to co-operate with Indiana, should our canal be made from the Tippecanoe to the Ohio state line. The making of seventy-eight miles of canal, and that not of expensive construction, would give them the benefit of the tolls on all the freight which would pass in or out of the state, on our canal of 128 miles in length; the portion of the canal in Ohio will evidently be the most profitable part of the route and independent of the advantages of the canal to that section of country, a regard alone to the profits arising from it will ensure its construction.

In recommending a loan, the board are influenced only by the wish to advance the interests of the State; they consider the Canal Fund, arising from the sales of the public lands, to be so well secured, that the state cannot doubt its stability or value, and no risk would be hazarded in making the strongest pledges in its favor.

The increased value of property and lands in the vicinity of canals, can scarcely be appreciated, nor are the benefits arising from them, limited to the districts they pass through – they essentially contribute to the convenience of a country, unfold its resources, stimulate its energies and add to its wealth. The sums which would be expended in the construction of the canal, would be that much additional capital paid to the farmers and laborers of the state, and would give an impulse to business and enterprise, which would have a salutary effect in every quarter.

Whatever disposition may be made of the canal subject, or measures adopted in relation to it, will give the board great pleasure to execute such duties as they may be directed to perform, and on their part will use every effort, which they suppose may assist in the least degree, in promoting an object so important to the interests of the state.

THE HOOSIER PACKET - JUNE 2016

<u>Expenditures for the past year (1830)</u>	
Pay for Canal Commissioners	\$1,180.00
Pay for Engineer salary to Feb 4 th 1831 (in advance)	1,000.00
Asst Engineer, Surveyor, hands, provisions, spirit level, instruments, camp equipage, transportation, board of engineers etc.	<u>1,038.02</u>
Applicable to canal expenditures	\$3,218.02
Books, clerk hire, advertising sales, etc.	<u>721.45</u>
Total expenditure	\$3,939.47
Land sale deposits - J. Vigus to Treasurer of State	24,065.30
Funds retained by D. Burr for outstanding claims	<u>616.28</u>
<u>Total Disbursements</u>	<u>\$28,621.05</u>
The sums received have been -	
Cash advanced from State Treasurer	\$1,000.00
Cash received from sale of canal lands	<u>27,621.05</u>
<u>Total Receipts</u>	<u>\$28,621.05</u>

The editors who published the sale of lands were requested early in October last to forward duplicate receipts of their bills to the office of the commissioners for payment. A small number of the accounts only have been received, varying in amount from fifteen to forty-three dollars. The settlement of these bills is in a train of negotiation. The reported balance of \$616.28 has been placed in the hands of David Burr to meet these claims and to be accounted for in the next quarterly report. All of which is respectfully submitted.

D. Burr Canal Commissioners
 J. Vigus of the Wabash & Erie Canal
 Saml. Lewis
 Indianapolis, Dec. 18th 1830

Engineer's Report

TO THE GENERAL ASSEMBLY OF THE STATE OF INDIANA

In conformity to "an act to provide means for constructing that portion of the Wabash & Erie Canal, within the state of Indiana," passed January 28, 1830, the following report of the estimated expense of constructing the summit or middle division of said canal is respectfully submitted.

Early in July last, The Board of Canal Commissioners of the state of Indiana, in conformity to their instructions, employed the subscriber to make such examinations as would be necessary to determine the final location of the middle division of the Wabash and Erie canal, and to make such estimates of the cost of its

construction as, in his opinion, would satisfactorily effect the object contemplated. The examinations were commenced early in August, and were prosecuted until the latter part of September; during which time, so much of the main line as extends from the termination of the St. Joseph's Feeder to the mouth of Little River, together with the Feeder from the St. Joseph's river, was satisfactorily located, embracing together, a distance of 31 miles and 46 chains.

The examinations which have heretofore been made across the same summit, by the United States' Engineers, and also by your board of canal commissioners, have been found of very great advantage in determining the permanent location of the line. The elevation of the base line of the canal, crossing the summit, seemed to be determined by the height to which the water rises in St. Mary's river, at the contemplated crossing of the canal, as it had been ascertained, by previous examination, that a line crossing the St. Mary's river, sufficiently elevated to be above the range of its highest floods, would cross the summit, without encountering any extraordinary depth of excavation. This preparatory step being determined, it became necessary to ascertain at what point on the St. Joseph's river, a feeder could be taken out to the best advantage, for supplying the summit level with water. After a close examination of the river, for several miles above its confluence with the St. Mary's, a point about six miles above Fort Wayne was selected, as being most suitable for its commencement.

The immediate valley of the St. Joseph, particularly near its lower termination is narrow, and high bluff banks alternately project into the river from either side. One of these bluffs it will be necessary to encounter in the construction of the feeder, and will add very considerably to its cost. The feeder commences immediately at the lower termination of the second bluff, and at this place it will be necessary to construct a dam across the St. Joseph's river, fourteen feet in height, and two hundred and forty feet long, which together with a guard lock for the passage of boats from the river into the canal, and also to guard the feeder against the operation of high water, will constitute considerable items of expense. The further extension of the feeder up the St. Joseph, would greatly add to its

cost without materially diminishing the height of the dam which it would be necessary to build, as the river above this place, has but little fall for many miles. With the exception of the first bluff, which is about three-fourths of a mile in extent, there are no obstacles presented in the construction of the feeder of more than ordinary occurrence: several culverts and a small aqueduct across Spy Run, are the only remaining mechanical structures upon the feeder line.

The main line of canal, from the termination of the St. Joseph's Feeder to the mouth of Little river, passes over ground more than usually favorable for its construction. The first five miles is located along the north-western side of Mill Creek Prairie, and immediately at the base of high open oak land, which rise to the right. This distance includes the crossing of Marais Du Perches, which is a low flat arm of Portage Prairie; but not sufficiently depressed to have its waters pass under the canal by means of culverts, or to permit the canal to be passed over it by an aqueduct; but as it is necessary to provide a passage for a large quantity of water, which it is said to afford during the winter and spring floods, an extensive waste weir with guard gates at either end is contemplated as the best means for securing the safety of the work. The next five miles of the line, extending to the crossing of Rivierre a Boit, passes mostly along the western side of Portage Prairie, and is similar in its character to the preceding part of the line. It may here be remarked, that wherever the line of canal is located along the edge of the different prairies, it frequently crosses wet and swampy ground, the towing path, through which, must necessarily be made of firm earth brought from the adjoining high land. Such additional expense is included in the estimates. Rivierre a Boit is by far the largest stream to be encountered on the middle division of the canal, and will require an aqueduct, having a clear space of 90 (9?) feet beneath it for the passage of its water; this lateral space is considerably larger than the ordinary channel of the stream, but is rendered necessary, owing to the slight elevation of the base line of canal, above the ordinary surface of low water in the river, and is intended to compensate for the consequent depression of the water way. From this point to section No. 25, embracing about two miles, the line lies along the west side of Raccoon Prairie, and in its course passes

through Raccoon village. At section No. 25, the prairies terminate, and the line between this place and Lock No. 1, passes through heavily timbered land, embracing in its course the crossing of several small streams and one stream which will require a small aqueduct (Calf Creek).

It may be observed, that the canal throughout its whole location, is at or near the base of high land, rising immediately to the right, and that its general course is so well defined as not to admit any material change in its position. Lock No. 1 (Roanoke) is located on section No. 31, about sixteen miles from the commencement of the canal and at a point where Little river approaches very nearly to the line: from this place to section No. 40, at the crossing of the Fort Wayne and Logansport road, the land is heavily timbered, and the canal in traversing this distance, crosses several inconsiderable streams, which are passed by means of culverts and small aqueducts in the usual manner. From this point a range of narrow prairies skirt the southern side of the canal for about one and a half miles, when the heavily timbered land again commences, and continues to the end of the line, throughout the whole length of which, no obstruction of importance occurs. Locks No. 2 and 3 are located on section No. 49, and Lock No. 4 on section No. 50, which section terminates the location of the middle division, and is a half mile above Sharlow's Town (Forks of the Wabash), at the mouth of Little river. It is to be regretted that stone of a suitable quality for the construction of a dam and aqueduct abutments and for culverts, has not been found contiguous to the north end of the line, as the re-building of any of these structures must necessarily be attended with much extra expense and a considerable interruption in the use of the canal; the great distance which it would be necessary to transport stone, however, for all works between the head of St. Joseph's Feeder and section No. 26 of the canal line, entirely precludes the idea, of using that material, and a resort to wood as a substitute, is the necessary consequence; accordingly all structures upon the feeder, and upon that part of the main line included in the first 25 sections are estimated to be built of timber, and all culverts and aqueduct abutments between sections 25 and 50 inclusive, are estimated to be constructed of stone. The cost of these will, in the first instance, be consid-

erably more than the cost of wooden structures of the same kind, but it is believed that when the difference of expense is not too great it had better be encountered at the first construction of the work. The locks are not included in the preceding remarks and are estimated to be built of wood.

Timber of an excellent quality abounds in the vicinity of the Lock sites; and as the first cost of a Lock constructed of timber, will not exceed one third of the expense incident to a stone Lock, it may be estimated that the interest upon the difference of their cost, would be much more than sufficient to renew the timber Lock every eight years; particularly when it is recollected that the necessary repairs of such Lock, will not involve more than one half the expense of its original construction, as the foundation, and all the lower part of the Lock, embracing 4 feet in height, which is constantly submerged in water will scarcely ever require any repairs.

With regard to a supply of water for the summit division of the Wabash and Erie Canal, it may be remarked, there is no other permanent source to depend upon than the St. Joseph's river, but this with proper care in the construction of the work, is deemed sufficient for all necessary purposes. From several careful examinations it is satisfactorily ascertained that the St. Joseph's river at its lowest stage gauges more than 5000 cubic feet of water per minute, of which quantity it is fair to estimate that 4600 cubic feet may be introduced into the canal. Experiments have been extensively made upon newly constructed canals in different countries, and composed of different materials for the purpose of ascertaining the average quantity of water expended by lockage and evaporation; the average thus obtained is about 100 cubic feet per minute for each mile of canal; experience, however, shows that the loss of water by leakage continually decreases, and that the use of a canal one season only, will very materially lessen the expenditure. This diminution is owing to the continual deposit of fine earth which is carried from the streams supplying the canal, particularly during the continuance of winter and spring floods; and the same cause continuing to operate, will in time render the bottom of a canal almost impervious to water, even where it is composed of the most porous materials. The

middle section of the Wabash and Erie canal for more than half its length, passes along the edge of a series of small prairies, which are kept wet on their margin throughout the year, by water issuing from springs along the banks of the high land adjoining — When it is considered that this location occupies nearly the lowest ground in the vicinity, for at least 15 miles, and that all the water collected from the numerous springs, will be taken into the canal, it is not unreasonable to suppose, that the water necessary to be drawn from the Feeder, for supplying this part of the line, will not exceed the one fourth part of the quantity usually required for the same distance.

It has been already remarked, that a minimum of 4600 cubic feet per minute may be introduced upon the summit level, and this, it is believed, will be sufficient to supply a line of 67 miles in extent, commencing at a point on the Maumee, below the state line, and extending across the summit to a point on the Wabash, some distance below its confluence with Little river; 52 miles of this line, it is believed, may be supplied by the introduction of 75 cubic feet of water per minute; and 15 miles on the summit will not probably expend more than 50 cubic feet per minute for each mile of canal; there can be no doubt but that at the northern and southern terminations of this line, the Wabash and Maumee rivers will respectively furnish a sufficient quantity for the continuation of the canal particularly when it is considered that a great proportion of water which escapes by leakage from the upper level of the canal, will find its way into either the one or the other of these streams.

Particular estimates in detail of the expense of constructing the middle division of the canal, have been made and are presented accompanying this report, together with such plans, maps, and profiles as have been perfected, all of which it is hoped will be satisfactory to your honorable body. The annexed schedule shows the estimated expense of contracting each separate section of the feeder and canal line.

All of which is respectfully submitted,
J. Ridgway, Jr. Engineer in Chief
Indianapolis, Dec. 18, 1830

ST. JOSEPH'S FEEDER.

Sta.		Length.		Grubbing.	Ex. & Emb.	Culverts.	Aqueducts.	Locks.	Dam.	Protection.	Bridges.	TOTAL.
No.	Chs.	M.	Chs.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1					1656 07				10714 90			12370 97
2	39	0	39	292 50	6054 74	670 35		2165 05				8182 64
3	39	0	78	263 25	2085 12	584 97						2933 34
4	42	1	40	283 50	1391 18			Guard lock				1674 68
5	39	1	79	253 50	1596 38							1849 88
6	42	2	41	294 00	1432 79							1726 79
7	39	3	00	273 00	1830 62	585 07						2688 69
8	30	3	30	172 50	1708 25	545 78						2426 54
9	39	3	60	273 00	10141 40		Spy Run Creek			980 10		11394 50
10	51	4	40	357 00	14876 26					1110 78	130 00	16474 04
11	39	4	79	243 75	2911 44		1561 44					4716 63
12	57	5	56	327 75	1469 13						130 00	1926 88
13	57	6	33	228 00	1483 62							1711 62

Gunter's Chain

than 6 feet 8 inches. The full length of the chain is 66 feet.

This chain was designed and introduced in 1620 by English clergyman and mathematician Edmund Gunter (1581-1626). It enabled plots of land to be accurately surveyed and plotted, for legal and commercial purposes. The chain is divided into 100 links, marked off into groups of 10 by brass rings which simplify intermediate measurement. Each link is 7.92 inches long, with 10 links making slightly less

1 Chain of 100 links = 66 feet | Link = 7.92 inches (100 links x 7.92 = 7920 / 12 inches = 66 feet)

80 Chains = 1 mile (66 feet x 80 Chains = 5,280 feet) 40 Chains = 1/2 mile 20 Chains = 1/4 mile

1 acre = 10 sq. Chains = 43,560 sq. feet

Middle Division of Canal Line.

From junction of St. Joseph Feeder in Fort Wayne to Huntington, Indiana

Sta.		Length.		Grubbing.	Ex. & Emb.	Culverts.	Aqueducts.	Locks.	Waste weir.	Bridges.	TOTAL.
No.	Chs.	M.	Chs.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1	39	0	39	175 50	1108 47						1283 97
2	42	1	01	252 00	2275 61	829 74					3487 35
3	39	1	40	224 25	1531 25					130 00	1755 50
4	39	1	79	97 50	1686 38						1783 88
5	39	2	38	107 25	1414 90						1522 15
6	42	3	00	294 00	1679 12	346 90					2318 02
7	39	3	39	234 00	1377 64						1611 64
8	39	3	78	282 75	1550 44						1833 19
9	81	4	79	243 00	3563 45				1695 52		5501 97
10	39	5	38	136 50	1227 47						1363 97
11	42	6	00	126 00	1567 05				Marais Du Perches		1692 05
12	39	6	39	107 25	1423 26						1530 51
13	39	6	78	126 75	1386 35						1513 10
14	42	7	40	294 00	1456 53						1750 53
15	39	7	79	292 50	1139 06						1431 56
16	39	8	38	312 00	2030 55	843 30					3185 75
17	42	9	00	262 50	1493 55						1748 05
18	39	9	39	312 00	1619 70	335 06					2286 76

THE HOOSIER PACKET - JUNE 2016

Sta.		Length.		Grubbing.	Ex. & Emb.	Culverts.	Aqueducts.	Locks.	Waste weir.	Bridges.	Page 2 TOTAL.
No.	Chs.	M.	Chs.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
19	42	10	01	378 00	1910 38		2367 80				4656 18
20	39	10	40	195 00	2133 76½		Aboite River (Creek)				2328 76½
21	39	10	79	117 00	1643 21½						1760 21½
22	39	11	38	68 25	1842 16						1910 41
23	42	12	00	168 00	2263 05	335 06					2766 11
24	39	12	39	48 75	1545 68						1594 43
25	39	12	78	234 00	2938 98		1415 12				4588 10
26	42	13	40	378 00	1545 64	847 67	Calf Creek				2771 31
27	39	13	79	331 50	1192 27						1523 77
28	39	14	38	321 75	1775 75½	847 67					2945 17½
29	42	15	00	378 00	4771 51½		5323 74				10473 25½
30	39	15	39	234 00	1206 61						1440 61
31	39	15	78	331 50	2085 30	605 54	Cow Creek	3585 00			6606 34
32	42	16	40	315 00	1500 12½			Lock #1 Roanoke "Dickey"			1815 12½
33	39	16	79	292 50	1528 64½	592 29					2413 43½
34	39	17	38	204 75	1524 49½						1729 24½
35	42	18	00	262 50	1404 54						1667 04
36	39	18	39	292 50	1249 65						1542 15
37	39	18	78	321 75	2013 53½		4078 94				6414 22½
38	42	19	40	315 00	1588 06½		Bull Creek				1903 06½
39	39	19	79	234 00	1341 88						1575 88
40	39	20	38	87 75	1536 18					130 00	1763 93

Sta.		Length.		Grubbing.	Ex. & Emb.	Culverts.	Aqueducts.	Locks.	Waste weir.	Bridges.	Page 3 TOTAL.
No.	Chs.	M.	Chs.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
41	42	21	00	168 00	1607 61						1775 61
42	39	21	39	78 00	1868 66						1946 66
43	39	21	78	87 75	1620 10½						1707 85½
44	42	22	40	294 00	1447 19						1741 19
45	39	22	79	263 25	1417 10			Locks # 2 & 3			1680 35
46	39	23	38	312 00	1529 25		2637 44				4678 69
47	42	24	00	315 00	1576 38		Flint Creek	"Bulke"			1891 33
48	39	24	39	292 50	1403 96½						1696 46½
49	39	24	78	292 50	2568 48	443 46		7012 00			10316 44
50	16	25	13	112 50	1412 53	443 46		3515 00			5483 49

RECAPITULATION:

Total amount of Canal,	Dolls. Cts.
Do. " Feeder,	141,677 88
	70,077 21½
	211,755 09½
Add for contingencies,	24,194 90

Total Cost	\$ 235,950.00
Average cost per mile	\$7,500
(See May 2016 issue p. 20)	

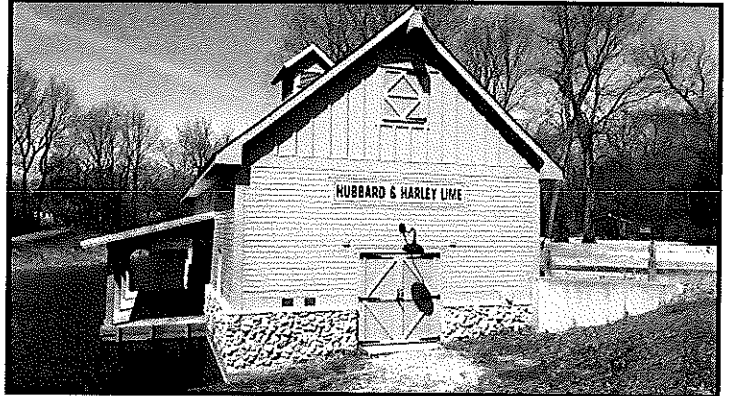
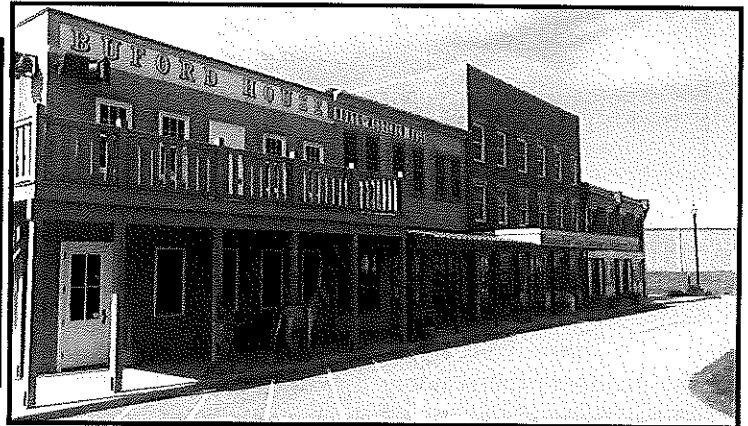
NEWS FROM DELPHI

CANAL VOLUNTEERS PULL TOGETHER

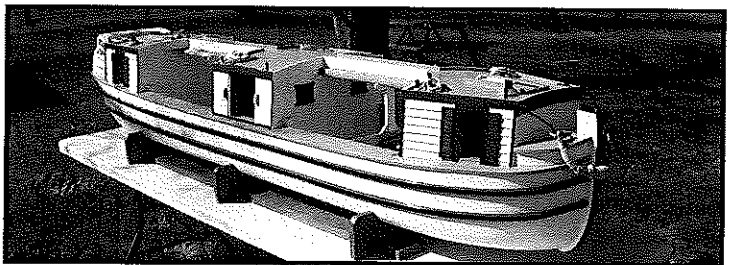


At a recent Volunteer Call-out meeting, Vicki Sickler (in the background speaking) and Cecilia Henning organized various topics at each round table. A total of 35 people including 10 new recruits turned out to learn more about specific areas in which they were interested in volunteering.

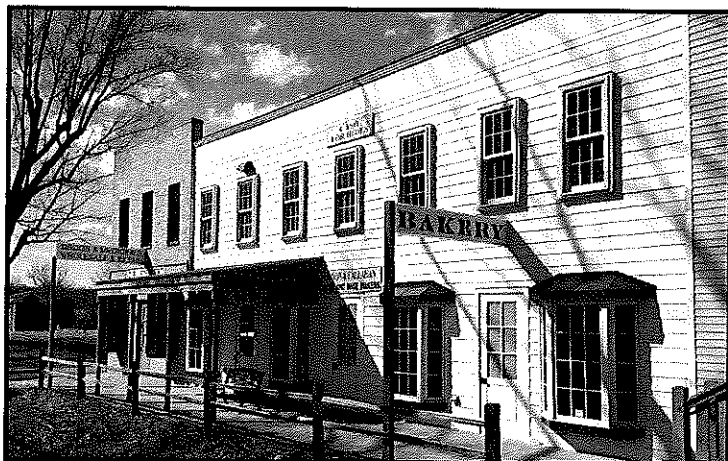
North Westren Hall was spelled differently and we don't know if this was meant to be or just an error.



The Canal Boat Warehouse is named for the primary commercial area in the Red Bridge Settlement. Hubbard and Harley were brothers-in-law and operated Lime and Kilns beginning in 1857 on this property.



This canal freight boat was built by two Canal Society of Indiana members and will be brought to Delphi for display during Canal Days Festival on Saturday, July 2 and Sunday, July 3. It has remarkable detail and is 1/8 scale. In the meantime there are more special weekend events scheduled for Canal Park beginning with Transportation Day on Saturday, May 14 when the canal boat cruises begin. Runs by "The Delphi" will last throughout the summer on every weekend through Labor Day.



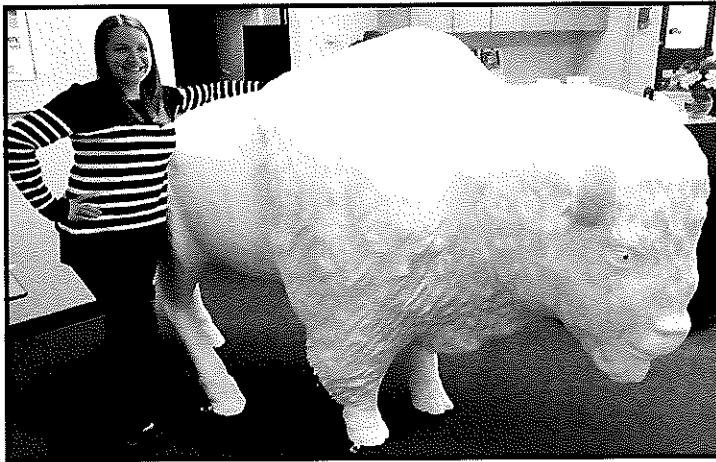
Signage on the storefront facades of the Canal Center is being added as part of the recent grant the Canal received from Tippecanoe Arts Federation. These individual signs are made with a more durable metal backing and vinyl lettering. Thirteen years ago when the building was dedicated it was not affordable to put these markings on the fronts. All four sides of the Canal Center have relevant facades depicting the canal era.

The original Buford House was destroyed by fire in the 1870s when someone out on the street dipped a live rat in kerosene and lit it on fire. The varmint went into a hole under the building and therefore brought on a blaze. The next door to the right 1850s

THE HOOSIER PACKET - JUNE 2016



Mary Crary and Vicki Sickler display one of the products the sewing crew made during the winter. Shirts were made for the boat crew from historic patterns.



Bison may appear again in Indiana through local efforts in many of Indiana's 92 counties. These mammoth beasts were prevalent at one time and appear on our state's logo. They will reappear outdoors as long lasting fibreglass models painted especially to commemorate the state's two hundredth celebration in 2016. Plans for 2-3 in Carroll County are being made.

Restoration work continues on the Little Lutheran Church recently moved to the Gray Bridge area in Canal Park. Monday-Wednesday-Friday volunteers have until the end of June to finish the grant work for this project funded by Tippecanoe Arts Federation. Once completed it will begin a setting for potentially more buildings on the city side of the canal across from the Pioneer Village.



Some significant spot damage occurred to the 1884 church structure but it is remarkable that most of the building is in fine restorable shape. This area around the chimney is being evaluated by volunteer Bruce Crowell as plans for reinforcing the upper wall and ceiling are being contemplated.



Indoors in the Interpretive Center is an interactive feature that illustrates how the lime kilns operated. Participants can lift small chunks of lime (styrofoam



THE HOOSIER PACKET - JUNE 2016

balls with metal inserted) to be lifted by the gen pole (crane) and released into the "stack" (heating chamber) in the tabletop model kiln. Original kilns of the 1800s were huge three-story-tall, outdoor structures producing plaster, mortar and whitewash products for shipping on the canal.



Kindergarten age "Elizabeth" tries on a canal era bonnet as she plays in the Millinery Shop of the Canal museum. Looking in the mirror makes for realism for many school age children as they enjoy a trek through the past and explore the dozen galleries that take the participant through time.

When work on the exhibits was finished in 2005 the Canal Association won a national award that year for "the best new volunteer driven museum in the United States."

GRONAUER LOCK TIMBERS USED

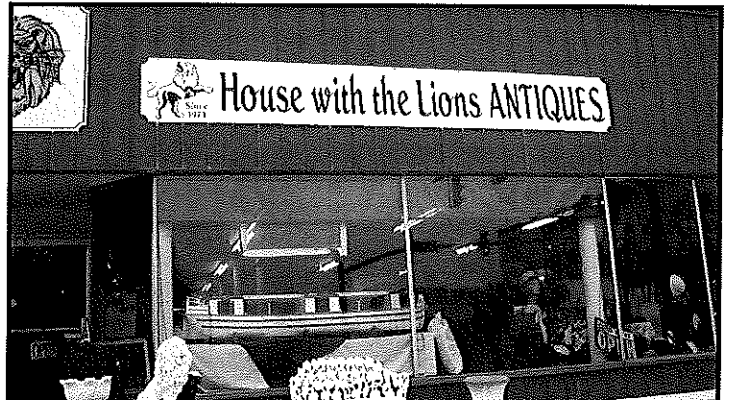
Articles in Fort Wayne's newspapers and elsewhere said that the timbers from the Gronauer Lock unearthed in 1991 and stored in the old New Haven Sewage Treatment Plant are likely to be removed from the tanks, buried and a marker explaining their importance placed above them. They want to use the old tanks to train fire fighters. The articles made it sound like the other timbers not used in the Indiana State Museum canal exhibit were wasted. Dan McCain, President of Carroll County Wabash & Erie Canal, Inc. explained how Canal Park used these timbers.

"We have used dozens of the Gronauer lock timbers, the ones that were originally destined for use in the new State Museum, in three of our log buildings in Carroll County's Wabash & Erie Canal Park. When it was known that the treated timbers were going to be thrown out of a warehouse near New Haven Avenue we trucked two semi loads back to our Park in Delphi. These timbers were huge and we sized them to fit our needs as sill log replacements in the three buildings. We didn't waste anything either as the material trimmed off to size the timbers were made into doors, benches and a beautiful table. We cleaned the surface without destroying the original adz marks and sealed them with polyurethane. If you would like to see the log buildings or some that were used inside our Interpretive Center come to our next event."

BOAT DISPLAYED IN COVINGTON

The "General Grant" canal boat built by Terry Bodine with help from Guy Filchak is displayed at The House with the Lions antique shop before going to Delphi's Canal Park for the July 2 & 3 festival.

The "General Grant" is displayed in The House with the Lions antique shop in Covington, Indiana. Photos by Anne Bodine



THE HOOSIER PACKET - JUNE 2016

**CSI TOUR AT
HOOSIER GYM**
Photo courtesy Carl Bauer



CANAL SOCIETY of INDIANA MEMBERSHIP APPLICATION New Renewal

Membership year January 1—December 31

Dues over the \$25 Single /Family membership level are tax deductible.

Will your employer match your gift?

----- **DETACH & MAIL** -----

Please enroll me as a member of the Canal Society of Indiana for one year. I will receive the official publication, The Hoosier Packet, which includes articles on canal history, reprints of original documents, and reports about technical aspects of canaling.

Name: _____

Address: _____

City: _____ State: _____

Phone: () _____ 9-Digit Zip Code: _____

E-Mail: _____

- \$ 15.00 Institution / Non-profit
- \$ 25.00 Single / Family
- \$ 50.00 Contributor
- \$ 75.00 Patron
- \$ 100.00 Frog Prince
- \$ _____ Other
- \$ 1,000.00 Life Membership



Mail to: Canal Society of Indiana
P.O. Box 10808, Fort Wayne, Indiana 46854
(260) 432-0279