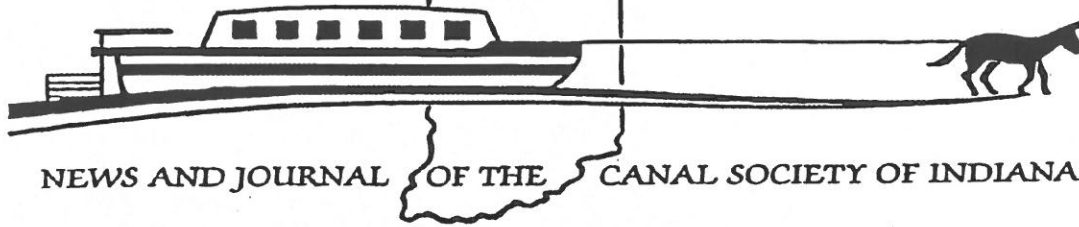


THE
HOOSIER-PACKET



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 156 NO. 3

P.O. BOX 40087 FORT WAYNE, IN 46804

JULY 2002

ELEVEN YEARS LATER



Photo by
Chuck Huppert

Jerry & Mary Ann Getty and Carolyn & Bob Schmidt stand before the Gronauer Lock exhibit at the new Indiana State Museum in Indianapolis. These two couples were instrumental in saving the lock by obtaining hundreds of signatures from visitors at the lock site in New Haven, IN in 1991, working with the city of New Haven to preserve it, helping ship the timbers and working with the museum.

Features

1. Gronauer Lock - 11 Years Later
3. World Canal Conference - Montreal, Canada
4. Canawlers At Rest - Elisha Long
6. Old Letter On Web
8. Welcome New Members
9. Straightening the Ropes
9. Speakers Bureau - Huntington
10. Dearly Departed
10. CSI Archives
11. Map of Daviess County
2. W & E In Daviess County, Indiana
14. News From Delphi - May at Canal Park, Cemetery Walk, Trail Volunteer Recognition, Concerts in Park

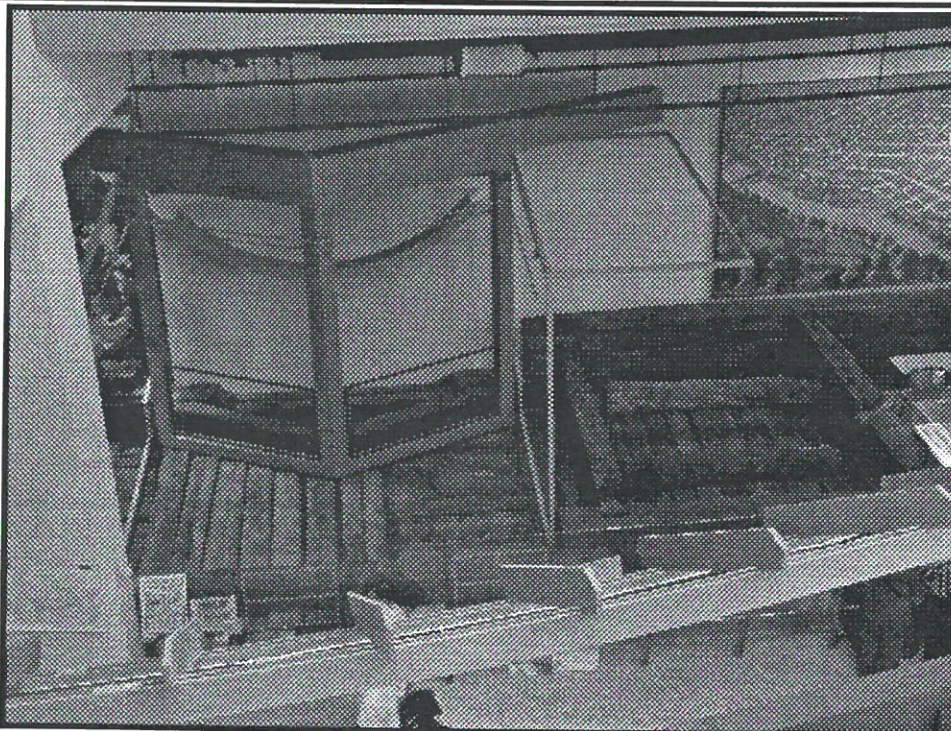
GRONAUER LOCK - 11 YEARS LATER

By Carolyn Schmidt

A dry run of the new Indiana State Museum was held on May 14, 2002 for invited guests so the museum staff could test and evaluate their operational procedures before the "grand opening" on May 23, 2002. The Canal Society of Indiana (CSI) board of directors and advisory council members received a special invitation to the event from Tom Castaldi, CSI advisory council and past president of the Indiana State Museum Foundation.

Eager to see the Gronauer Lock exhibit, CSI members gathered around it shortly after arriving.

Although incomplete at that time, the timber foundation, forebay of the lock, the mitre sill, floor planking, one crib with bents and a wing wall were seen. A frame represented the gates against the mitre sill and somewhat hid the detail of the sill. A blue curved piece was to represent the bottom of a boat sitting in the water in the lock. This was not easily understood by those of us looking at it. The polyethylene treated lock timbers were very solid and we noted that some still had the bark on them. The bents were round logs while the timbers in the chamber were hand hewn. The dove tail and mortise and tennon joints were easily seen. The numbered tags, which were placed on the timbers when they were removed from the ground so they could be charted for reassembly, were still on some of them. A small plaque at one end of the display pointed out the parts of the lock. Hopefully a mural will be painted on the back wall to show the rest of the lock with a boat in it.



This view of the lock exhibit was taken from the third floor of the museum. Here the mitre sill is seen with the representative lock gates resting against it. The curved portion represents the bottom of a canal boat. The floor of the lock has planks over the hewn timber foundation. To the right is the first crib of the lock with a plank floor and bents from wall to wall for strength. The birdseye map of Lafayette is seen on the right with the lock wing wall in front of it.

Photo by Chuck Huppert

A huge birdseye view of an Indiana town hung on the wall nearby and showed the canal. We had to look at it a long time to determine it was of Lafayette, IN. It needs a sign stating the name of the town and perhaps pointing out the various basins on the canal and showing the names of the major streets more prominently.

A model of a lock with a boat and a blue strip alongside, which represented the water level in the canal, was tested out by those present. The whole lower panel of the model's lock gates opened to show where water entered or left the lock chamber versus the butterfly wickets or guillotine wickets that were used on Indiana's locks. Since the model did not actually use water, observers had to watch the blue line. It was more difficult to understand than models that use water.

A short color video showed the unearthing of the lock. It told of

the part played by CSI and others in saving the timbers. It also showed reassembling this small portion of the lock in the museum. It was very well done.

Displays of buttons and buckles found at Delphi's paper mill sites illustrated canal related industries. Other displays showed artifacts from the lock such as the lock wrench, gate straps, and glass and pottery found in the lock. The glass display wall around the lock timbers, which was not completely finished, had a profile chart of all the locks on the Wabash & Erie Canal in Indiana on it.

Although there is more work to be done to make the display easily understood by the general public, canawlers were thrilled to see this major artifact on display. They are planning to return with family and friends to see the exhibit when it is completed.

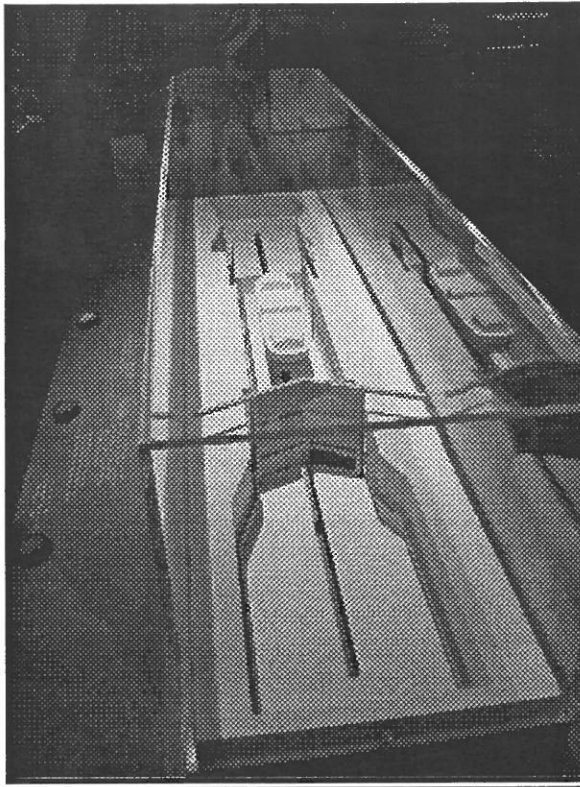
CSI is happy to see this project come to fruition after eleven long years of working and waiting. We hope others will become as enthused in saving our remaining canal remnants as our society members.

Approval has been granted to CSI to erect an Indiana State Format Marker at the site where the Gronauer Lock was located. The Indiana Historical Bureau, which will provide 2/3 of the funding, has asked that it be placed next year rather than this summer due to cutbacks in the number of marker staff meetings and funding.

Saving the Gronauer Lock has brought Indiana's canals to the attention of the Indiana Department of Transportation, the Indiana Department of Natural Resources, cities and town, and the general public. Over the past eleven years CSI was contacted before new road

work or road widening took place, shopping centers were built, etc. Subdivisions in various parts of Indiana now carry canal names. And the latest proposal by consultants for updating downtown Fort Wayne is to level the elevated railroad that was placed over the canal and to redig the Wabash & Erie Canal. If the proposal is accepted we will probably have to wait another eleven years for its completion.

Those CSI members who attended the sneak preview were Sally Bancroft, Tom Castaldi and family, Jerry & Mary Ann Getty, Chuck and Lynda Huppert, Bette Lockhart, Dan McCain, Jerry & Phyllis Mattheis, Charlotte May, Bob & Carolyn Schmidt, and Chuck Whiting. Besides seeing the lock exhibit, they toured the museum's other exhibits, saw an IMAX theater presentation about countries working together on the space station and were treated to hot dogs, potato chips, cookies, and pop in the



The model of the lock lowers or raises the boat within the chamber. A blue line represents the water level in the canal and in the lock chamber.

Photo by Chuck Huppert

Crossroads Cafe overlooking the Central Canal. The Chinasaurus (dinosaur discoveries from China) exhibit was under construction at the time. It opened May 22 and will run through September 29, 2002.

The Indiana State Museum located in White River State Park is an adventure worth taking. It is open Monday through Saturday 9 a.m. to 5 p.m. and on Sunday from noon until 5 p.m. It is closed New Year's Day, Easter, Thanksgiving, Christmas Eve and Christmas Day. Tickets may be purchased for the just the museum, IMAX, or a combination of both.

The lock is on display.

HIP HIP HOORAY!

WORLD CANAL CONFERENCE

Montreal, Canada September 11-13, 2002

website: <http://wcc.2002.cic.ca>

General Headquarters: Hilton Bonaventure next to Central Bus, Train and Subway stations
195\$CAN + tx (about 125\$US) group code RIV
<http://www.hilton-montreal.com>

Alternate Hotel: Best Western Europa
Drummond Street - 5 minute walk
\$99 1-800-361-3000 group code 142900

Pre-conference Activities: Tuesday Sept. 10
2-hour bus tour of Montreal offered upon registration.

Early evening, cocktail at the McCord Museum with private viewing of the "Navigation on the Lachine Canal" and a launching of a new book of photographs on the same subject.

World Canal Conference Sept. 11-13 presentations:
Paddington Basin and London
Milan and Paderno Canal
Lyon and Canal of Jonage, etc.
Concepts of ecological and commemorative cultural landscapes, industrial heritage,

etc. in the context of canals and waterways

Workshops on environment, heritage, presentation, nautical activities, partnership, engineering, etc.

On site tours: Lachine Canal, Chambly Canal, St-Ours Canal.

Included: All lunches
Evening cocktails on Tuesday, Wednesday, Thursday

Banquet on Wednesday
Dinner on Friday

Post-conference Activities: Saturday Sept. 14 optional
3 1/2 hour boat trip from Montreal to Quebec (on Saint Lawrence of course)

Evening train or bus trip towards Coteau du Lac (first lock canal in N. America) Soulanges Canal.

Registration: 425\$CAN + tx before July 15,
525\$CAN + tx after July 15, 2000

Pre and Post Activities extra

Ph: (514) 283-5622 Fax: (514) 496-1263 Julie Talbot

CANAWLERS AT REST

ELISHA LONG

b. May 1794
d. Oct. 2, 1842

By Charles A. Whiting Jr.

Elisha Long was born in Henry County, Virginia in May 1794 to Christopher and Sarah Turner Long. He was one of 8 children. His siblings were Rueben Long (1773-1826), Ellis Long (1778-1863), Ellen Long (1780-1860), Dicy Long Humphries (1786-1864), Gabriel Long (1789-1815), Benjamin Long (1791-1854), and Joel Long (1797-1817).

Elisha moved to Ohio. During the War of 1812 he served in two militia units for short periods. He was a Private in the 2nd Regiment of the Ohio Militia under Capt. Issac Butler from August 9 to October 9, 1812. He later was a Private in Womeldorf's Mounted Regiment of Ohio's volunteers and Militia under Captain John Roadanour from August 1 to September 4, 1813.

Elisha married Malinda Hale on January 14, 1814. Through the years they had 10 children. They migrated to Henry County, Indiana in 1822. In 1823 he served as a Colonel in the 37th Regiment of the Indiana Militia. He also served as a Colonel in the 48th Regiment from 1823 to 1831.

Politics became a part of Elisha's life. In Henry County, Indiana, he was an associate judge from 1822 to 1826, seminary trustee in 1827, marshal in 1828, and presidential elector in 1828. He served in the Indiana House of Representatives from 1826 to 1830 and in the Indiana Senate from 1831 to 1835. He was a pro Jackson Democrat.

Elisha and his family moved to Franklin County, Indiana around 1839. There he was a farmer, a merchant, an assistant engineer for the Whitewater Canal, an engineer on the Richmond and Brookville Canal, a canal commissioner and a member of the State

Board of Internal Improvements from 1836 to 1839. An interesting incident with Colonel Long follows as written in the Papers of Erasmus Gest found in the Indiana Magazine of History of June 1977, Vol. LXXIII No. 2.

"Colnl. Elish Long — was the Acting Commissoon of the State — the go between the Chief Engineer and the Resident Engineers on the Canals. He was probably 55 [He died at age 48.] years of age when I knew him, was pleasant company, plain, put on no airs, but quiet in manner. He new how to appreciate us young fry, in our ups and downs, in good humor or bad. I certainly never shall forget a night he spent with the Party in what we supposed was in a nice White frame house with its Green shutters &c — it had been sellected specially for its seductive looks, supposing it was something better than the ordinary — things past well enough until we went to bed if thirteen tired chaps like us lying on the floor with a single blanket for Feathers under us (the Colonel in the only bed in the room in one corner) for Pillows each his coat rolled up in a ball. Not more than ten minutes elapsed after the light was put out, than the more sensitive began to show restiveness, a while after commenced exchanging views and become unanimous that there were Bed Bugs about, some said they smelt them others that they felt some thing crawling over them all the time, others that they could feel them with their hands. By mid night every body was wider awake than ever before in their lives. As for myself being the hot head of the crowd and not given to withholding truthful deserving opinions, had by my oaths attracted Col. Longs especial attintion, and he came over to where I was and insisted on exchanging places, which he did as he thought I would not swear so bad, but good lord — the Bugs were so thick in the bed that they over ran me at once and it [was] impossible to put my hand any where either on my body, or the bed but what it rested on bugs. It was from the Frying pan into the Fire, and the change by the Colonel, as he said, as I could do the most and loudest swearing, it was not more than right that I should have the most cause. Such a night. I never experienced and hope no human being ever will have to undergo again. The Coln never let me forget it when we met. After leaving Indiana I never saw him again nor heard of him. I [he] took great fancy to me and gave me a very rare book."

During this canal period, General Elisha Long commanded the Ben Franklin, the first canal boat to

reach Brookville from Lawrenceburg on the Whitewater Canal. No record has been found to explain the title general that was used at this time. It is believed to be an honorary title.

In the census of 1840 Elisha was living in Franklin County, Indiana, with his wife and five of the children. From 1841 to 1842 Elisha was the treasurer and collector of Franklin County, IN. He died on October 2, 1842, in Brookville, IN. He is not listed in the Old Brookville Cemetery records but the list doesn't cover those with missing or unreadable markers. References only say that he was buried in Indiana.

OBITUARY

Brookville American - October 7, 1842

"As for man, his days are as grass; as a flower of the field, so he flourisheth:—For the wind passeth over it, and it is gone; and the place thereof shall know it no more.—*Psalms*.

DIED—In this town, on Sunday evening the 2d October, 1842, after a painful illness of one week, General Elisha Long.

The subject of this brief notice was born in Henry county, Va., in the year 1794, and, after having served some time in the Army during the late war, emigrated to Henry county, Indiana, in the year 1822, since which time he has sustained a high character for integrity, and the warm affection of those whose fortune it was to become intimately acquainted with all the phases of his character.

As an evidence of the estimate placed upon his worth, he was perhaps entrusted with a various and as important offices as any other man in Indiana;—having been as associate Judge in Henry county; superintendent of a portion of the National Road, an appointment conferred upon him by the General Government, and which he held for two years during which time he gained honors to himself and rendered satisfaction to the Government. He was elected by the Indiana Legislature, a member of the Board of Internal Improvements, which office he held for three years; and although immense sums of money passed through his hands, while occupying this situation, and also in his private business he was unfortunate, yet every dollar of the public money entrusted to his care was appropriated to its legitimate object; and though much censure has been cast upon the Board (as well as all connected with the Improvement system in Indiana,) yet it is due to the memory of the deceased to say, that he acted in accordance with his convictions of duty, and as most men in like times and under similar circumstances, would have done.

Gen. L. served ten years in the councils of Indiana, as Senator and Representative—in the Legislature he stood high, as an honest man, and one faithful to his constituents. At the

time of his death he held an important office in the County (Treasurer,) which was given to him by the people because he was believed to be deserving.

As a man, Gen. L. was gentlemanly, courteous, humane, generous, and so urbane in his deportment that his society was agreeable to his friends and courted by strangers. As a politician, when in the field, he was active, untiring and unconquerable;—possessing a strong mind, added to a vast knowledge of human nature, he could contend, successfully in a canvass, with men apparently superior in point of talents. His enemies were few, but his friends were many.

Although never associated with any Church, nor observing the outward formula of any peculiar sect, yet his life shows that he practised many of the Divine precepts, and he was always gratified to see others pursuing the path of virtue.

In every point of his character there was much to admire, (doubtless he had his faults, and who has not?) but if any one trait stood out pre-eminent above the rest, for beauty and deserving of praise, it was in the capacity of Husband and of Father. Was he a fond, affectionate husband? Go ask the weeping sharer of his toils, "mourning as a dove," and her looks will tell

"———from Love's shining circle,
The gem hath dropp'd away."

Was he a kind, indulgent Parent? The telltale tear drops gently, mutely but rapidly streaming from the eyes of the bereaved orphans, tell but too plainly how dear to them was the lost, the buried, Father.

He is gone? But O,"mourn not as those who have no hope—" He truly remarked the evening prior to his death, "this is the last night we shall spend on earth together." But be of good cheer; there is hope beyond the tomb"
Though

"His bright locks all in the vault are hid—
"His brow concealed by the coffin lid;

Yet there are promises of an immortality beyond the grave; there is provided a place

"Where the saints of all ages in harmony meet,
Their Saviour and brethren transported to greet;
While the anthems of rapture unceasingly roll,
And the smile of the Lord is the feast of the soul."

J.

Sources:

Biographical Directory of the Indiana General Assembly
Brookville Public Library listing

Erasmus Gest Papers, Indiana Magazine of History
Brookville American. Obituary, October 4, 1842.

Internet Googles cache - Elisha Long Brookville, IN -
treeshakers

<http://216.239.37.100/search?q=cache:caes5o415HwC:www.geocities.com/Heartland/Flats/25..>

OLD LETTER ON WEB

By Bob Schmidt

CSI Headquarters was recently contacted by Neil Sowards, CSI member from Fort Wayne, about an old letter that was for sale on eBay. It had information about the route of the Wabash & Erie Canal in Ohio. Although our organization does not have funds to purchase documents such as this, it is interested in the information that can be gleaned from them.

Luckily the person selling the letter included both pictures, the text, and also some research he did regarding the text. The original four page folded letter is addressed to Messrs. A. Beatty and F. Chambers. Although I do not agree with the seller's conclusion that these gentlemen were trying to get the canal to terminate near Washington, KY (Maysville, KY is on the Ohio River nearby) his other research contains good information concerning the people mentioned in the letter.. He writes:

"Any city would have benefitted immensely by having the canal meet the Ohio River near their property or city. These gentlemen had great hopes to persuade the commissioners to end the Wabash and Erie Canal near Washington, Kentucky. I found some useful information on Mason County and Washington at the web address:

<http://www.rootsweb.com/~kymason/mason.htm>

It states, 'In the mid 1700s, a young pioneer named Simon Kenton journeyed down the Ohio River in search of bountiful canelands that he had heard so much about. In 1775, he and a companion landed their craft at what was to become Limestone (now Maysville) and headed inland. In 1785, Arthur Fox and William Wood acquire 400 acres of land from Kenton and established the town of Washington in honor of the Revolutionary War hero who would later become president of the United

First page

Perrysburg O

23

Messrs. A. Beatty and F. Chambers of Washington in Mason County, Kentucky

Fourth of July 1834

Gentlemen,

Knowing that you feel a deep interest in the termination of the Wabash & Erie Canal I take the earliest opportunity to inform you of the progress of location. Samuel Forrer acting commissioner with Mr. Dodge engineer came down the river from Defiance on the first inst. to Maumee in company with Col. Hunt. On the 2nd inst. they went to the mouth of Swan Creek, and yesterday they were home. This morning the commissioner and engineer start for Defiance.

Mr. Forrer states that the survey from Defiance down won't be immediately commenced by Mr. Dodge and won't be made on both sides of the river - that after settling Mr. Dodge at work he should return to his residence at Dayton (Ohio) and from there go to Columbus where the Board of Canal Commissioners are to meet on the 21st inst. That it was expected that they would adjourn from that plan to meet

Second page

again in this vicinity when the final question of location and termination won't be decided. We can't gather but little from Mr. Jones but were pretty well convinced that his opinion leaned against us, and the engineer evidently showed a full knowledge of all the objections against the south side of the river. I have no doubt, that Williams, the ex commissioner, has been very industrious in praising all the prejudices which the fortability of his ingenuity can be devised against the south side of the river.

I believe the canal commissioners to be honorable men, but like all others they are liable to be deceived, and where so much pains have been taken to effect it, it wants not be very strange if they should succeed. It is very possible, and in fact, not very improbable that there may be some difference of cost in favor of the north side of the river, which may be taken as an excuse for locating on that side. But it is easy to show that the advantage to the state by a location on this side would warrant an additional expense of

Third page

a very large amount. I do not believe that we have very much to fear from a lower point.

Would it not be advisable for one or more of you neighbors/interested men/ to be at Columbus at the meeting of the commissioners - I am satisfied that it will not do to lie still under the impression that we shall have justice done us. The commissioners are not above public opinion, and now is the time to assert our claims, for claims we certainly have. As near as I can learn it is the intention of the board to put the canal under contract this fall - in which case whatever the location may be will probably be final.

The board as now constituted consists of Benjamin Tappan, Steubenville; John Johnston, Piqua; Alexander Bowen, Chillicothe; Alfred Kelley, Cleveland or Columbus; S. Forrer, Dayton; Nathaniel Beasley, Ripley; & Ransom, Coshocton. Mr. Forrer which has observed that the location of this canal he was inclined to think would be a matter of more public feeling than he had anticipated a short time since & that he had formed a considerable feeling in our favor in various

Cover page

places, and particularly Columbus. In great haste I am very respectfully yours, E. Huntington

P.S. The mail is now about closing and I have not even time to look over what I have written.

States. Mason County is bounded on the north by the Ohio River, on the east by Lewis and Fleming Counties and on the west by Robertson and Bracken Counties. It has an area of 225 square miles and includes the city of Maysville, the county seat. First organized in 1788, Mason included one-fourth of the territory of KY in that part of the state, east of the Licking River. The early settlers came from Virginia, Pennsylvania, New Jersey, North Carolina, and Maryland. Maysville, at the mouth of Limestone Creek, was known as Limestone prior to 1790. It was made a town in 1787 and in 1833 became a city. Washington the old county seat, was once a thriving town in the uplands, but suffered a decline beginning in 1844, when the county seat was removed to Maysville.'

"The letter was sent from Perrysburg, Ohio and written by E. Huntington.

"The ex-commissioner Williams mentioned in the letter would be Micajah Williams, the older brother of Jesse Lynch Williams.

"There is some very good information on Benjamin Tappan of Steubenville at the web address: http://www.cli.ravenna.oh.us/History_Main.htm It states, 'The City of Ravenna was founded by Benjamin Tappan, who first arrived here on June 11, 1799. Tappan, born in Northampton, Massachusetts May 25, 1773, practiced Law in Connecticut before traveling to Ohio. He served as a member of the Ohio State Senate from 1803-1805. In 1809 Tappan moved to Steubenville where he continued to practice law. Tappan served in the War of 1812 under General Elijah Wadsworth. He later served as a United States Senator, representing Ohio from 1839-1845. Tappan died on April 20, 1857 in Steubenville, Ohio. Ravenna was originally included in Franklin Township, which at the time was part of Trumbull County. The first Ravenna mail route was established in 1802 and the first school opened in 1803. It was not until 1807 that Portage County was formed, and on April 22, 1808 Benjamin Tappan filed the town plot. In that same year, Ravenna was established as the County seat.'

"John Johnston was a noted Indian agent. His farm in Piqua, Ohio is still a tourist attraction today. A great deal of biographical information may be found at: <http://www.piquaoh.org/johnston.htm>

"Alfred Kelley of Cleveland is known as 'The Father of the Ohio Canal.' There is much information on him, including an engraving of his likeness, at the web address: <http://www.clevelandmemory.org/SpecColl/canal/sec2.htm>

"Samuel Forrer of Dayton was an engineer who

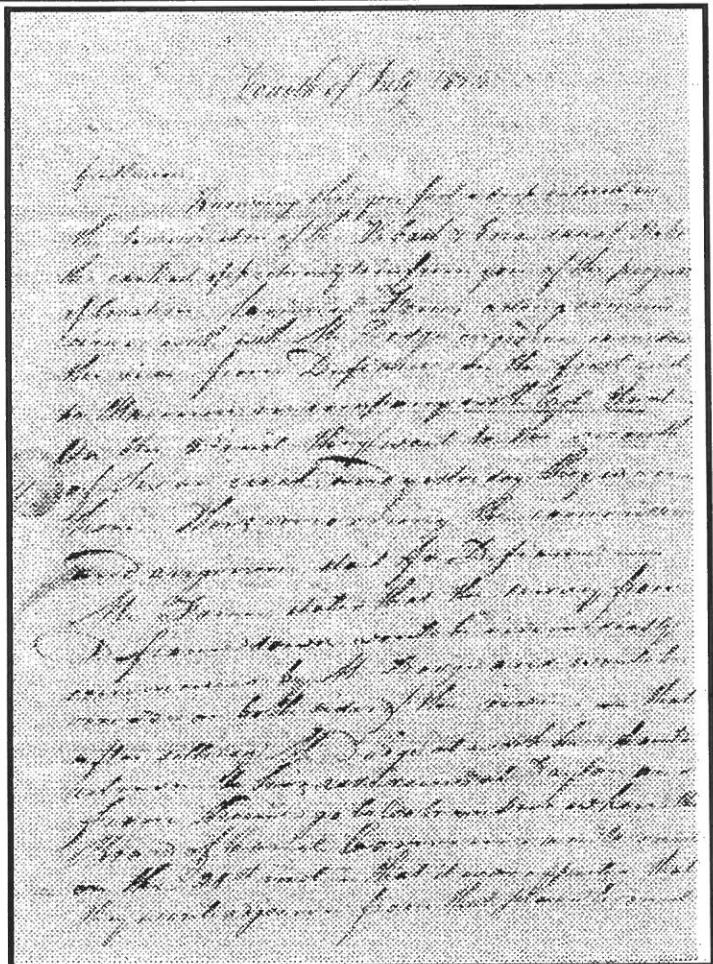
surveyed the canal.

"Nathaniel Beasley descended from the family that explored Kentucky with Daniel Boone and later became one of the very first settlers in the Indian lands called 'Ohio'.

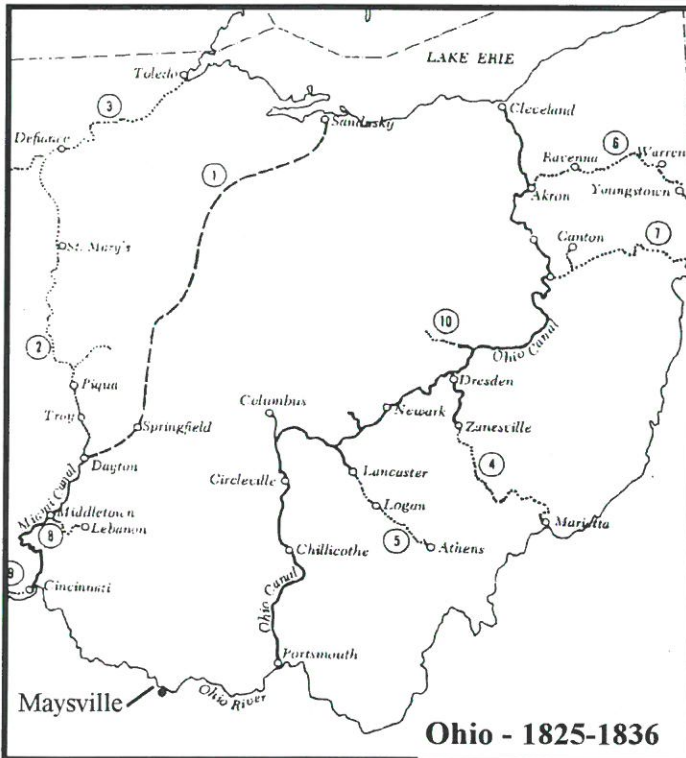
"The 'Ranson' of Coshocton mentioned is probably Alonzo Ransom who was one of the first superintendents of the Ohio Canal.

"I could not find any information on Alexander Bowen from Chillicothe, but I may have his name wrong."

One page of the letter is shown below courtesy of the seller..



The individuals in the letter seem to be concerned about where the canal route would run and apparently wanted it located on the southside of the Maumee River. However, it does not say that they wanted it to come to Washington, KY as suggested by the seller of the document. First of all Maysville, KY is 60 miles from Cincinnati, OH and about 45 miles from Portsmouth, OH. on the south side of the Ohio River. Washington, KY, was even further inland.



Ohio - 1825-1836

Solid Line = Existing Canal
 Dashes = Proposed Railroad
 Dotted Line = Proposed canals and river improvements.
 Map courtesy Scheiber, Harry. **Ohio Canal Era**.1968.

Secondly they had fairly close access to two Ohio canals. The Ohio and Erie Canal was completed from Cleveland to Portsmouth on October 15, 1832. This letter is dated July 4, 1834 so the access to a canal port was available at the time the letter was written. The Miami Canal from Dayton to Cincinnati was opened to the Ohio River in September 1834. The linking with the Wabash & Erie at Junction, OH did not occur until 1845. All of this information makes it highly unlikely that anyone was looking for a canal to Washington. What is more likely is that these two gentlemen were speculators in land or in business enterprise, as suggested in the book *Ohio Canal Era* by Harry N. Scheiber 1968

"The Ohio legislature therefore passed a resolution in February 1833 that committed the state either to build its portion of the canal with state funds, or else to charter a private company to build the line.

"But the most important factor favoring the project was the speculative fever that began to rage in the Maumee Valley in early 1833. Influential Ohio businessmen and politicians, as well as many wealthy eastern speculators, laid out a number of town sites in the lower portion of the valley. Each site was envisioned by its promoters as the canal terminus, and when the legislature convened for its winter session in December 1833, hordes of lobbyists pushed for early state

construction of the canal." Scheiber p. 99-100

"Plans for expansion of the canal program a few years later led to much the same pattern of speculative activity and new enterprise. For example, many farmers in western Ohio put money into petty land speculations along the line of the projected canal when the Miami Extension bill became law in 1831. During the mid-thirties, they were joined by scores of wealthy large-scale speculators, who snatched up much of the best land in western and northwest Ohio near the planned canal lines. Approval of the Wabash & Erie Canal by the legislature in 1834 produced the most frenzied episode of land speculation in the state's history. 'Wild land and wild cities' were bought and sold at prices that spiraled upward; and a full year before construction of the city's canal actually began, town lots in Toledo were selling for \$22 per foot frontage, a price comparable to what downtown Cincinnati real estate commanded. And all along the northern division of the projected Miami Extension, speculators traded in leases for water power sites on the canal line in what became an active and profitable market. The promoters of little hamlets in the Wabash Valley planned grandiose railroad ventures to link their sites with towns in the interior, and capital flowed into the canal region, where banking, commerce, and forwarding offered promising fields for new investment." Scheiber p. 188

Based on the tone of the letter and the above information on speculators, I conclude that this letter was written to or by speculators.

WELCOME NEW MEMBERS

CSI welcomes aboard the following members who have joined at the current membership rate unless otherwise noted:

Lori Eilts - Greenwood, IN

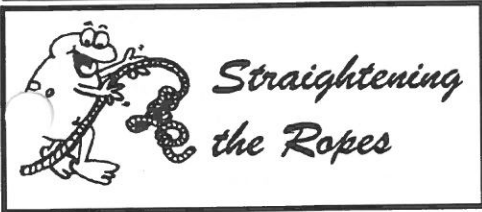
Jerry Nevins - Greencastle, IN

\$\$

NOTICE
SAVE MONEY

\$\$

CSI dues per single/family membership are being raised to \$22 a year as approved at the last board meeting. This new rate will be reflected in the new membership brochure now at the printers and on our website fairly soon. If you know of anyone wishing to join encourage them to do so now to receive the old \$20 rate.



The article that appeared in the Canal Society of Indiana Newsletter March 2002 paraphrased an earlier article from The Scanner about the Chief's House in Huntington, Indiana. Several "facts" repeated from the original article need correction. The statement that Chief LaFontaine was poisoned in the 1870s when returning to get his family after the government sent the Miamis to Oklahoma has many mistakes. He was not returning to get his family but to come back to them. They were allowed to remain in Indiana because they were part white. As chief he accompanied those removed by the government on canal boats to Kansas — not Oklahoma — and died in 1847 — not the 1870s — while trying to return me. His tombstone reads:

Francis LaFontaine
Principal Chief of the Miami Indians
of Indiana,
Died April 13, 1847

A newspaper article given your editor by Joan Keefer, the librarian who established the Indiana Room at Huntington's library, tells about moving his and bodies of other persons to Mt. Calvary Cemetery. It says,

"...This evening the bodies will be laid beneath the sod at Mt. Calvary, and next week Chief Lafontaine will be again but a faint memory.

"But one glance at the bones of the chief is sufficient to substantiate all stories of his mighty strength of body. Large and heavy bones, all well preserved, indicate his wonderful massive build. Remaining in a few places are portions of flesh preserved by lime which proves the story of the complete petrification of the body when it was removed from the old Sts. Peter and Paul cemetery some thirty

years ago at the time of the building of the school hall. At that time the story goes, the body was removed from the ground where it had lain about thirty years, (he was buried in 1847), and found to be petrified. Sharp metallic rings resulted when it was struck with pick or shovel. From this place it was removed to the old Catholic cemetery on Polk street, which was abandoned not many years ago.

"Although Lafontaine's home was in this county, the present residence of Mrs. Christian Engleman [Archangel LaFontaine's daughter], two miles west of the city along the Wabash, his death occurred at Lafayette in 1847. At that time he was thirty-seven years old and weighed 368 pounds. The body was brought to his home in a spring wagon, and with great ceremony was buried in the church yard. There were few people living in the county at the time who did not attend that funeral, for Chief Lafontaine was popular with both Indians and white men.

"...The death of the chief occurred when he was returning from a trip to the Indian reservation in Kansas, to which the Miami Indians were assigned by the government. At Lafayette on his return trip he became ill and went into a deserted building to rest. Here he was found violently ill and died before he could be brought to this city."

Also incorrect in the paraphrased article is his weight — 368 not 400 pounds — and probably his height. It also said the Indian (Chief's) house was originally built by Chief John B. Richardville...and LaFontaine lived in the house for many years thereafter. An article from the **Illustrated Historical Atlas of the State of Indiana 1876** given your editor by Joan Keefer said that,

"After the yearly payments ceased at the Forks, it was still something of a trading point; and here Francis La Fountain, the successor of Richardville as Chief of the Miamis, built a trading-house, and erected a fine residence and farm buildings."

Since it is not real clear if the home was built at the order of Chief Richardville, as your editor has

read in some accounts, or by Chief LaFontaine, as quoted above, the home is referred to as the "Chief's house." It was Chief LaFontaine who lived in it.

- 0 -

The Cass County Times news article about the ground breaking ceremony for the Wabash & Erie Canal that is referred to in Tom Castaldi's article about Colonel Jordan Vigus in The Hoosier Packet of May 2002, should be dated 1832 not 1932. This is your editor's typo and not a mistake made by Tom.

- 0 -

Sue Simerman wishes to clarify information about the railroad in her article on Pliny Hoagland that appeared in the June 2002 issue of The Hoosier Packet. It said that Hoagland "was respected enough that the town of Hoagland, on the railroad from Crestline, OH to Fort Wayne, was named in his honor." Actually the railroad from Crestline, OH goes through Maples to the north of Hoagland. The Grand Rapids and Indiana railroad runs north and south. It connects to the Pittsburgh, Ft. Wayne and Chicago railroad on the east side of Fort Wayne, and then goes south to Decatur. It is now mainly used to run rail cars to Central Soya.



Huntington, IN

Miss Caroline, aka Carolyn Schmidt, spoke to 20 members and friends of the Huntington County Genealogy Society on May 1, 2002 at 7 p.m. at the library in Huntington, IN. She explained how her cousin Charlie Thorn had a boat yard on Flint Creek where he built canal boats for the Wabash & Erie Canal. He invited Miss Caroline to come to Huntington to continue her search for a husband.

He wrote to her telling about the opening canal celebration, complete with cannon fire, held there when the first canal boat "The Indiana" with Captain Asa Fairfield in command arrived on July 3, 1835 at Burke's lock. Canal boats began trading to the east a week later.

Charlie also said he knew the town was destined for greatness since it had five locks plus the one at the Forks and two swinging bridges [according to Jesse Lynch Williams 1847 Report of the Chief Engineer]. Lock 5 was located at 1st and Tipton Sts., Lock 6 Burke's at Byron & Tipton Sts., Lock 7 Davies at Washington & Cherry Sts., Lock 8 at LaFontaine & State Sts., Lock 9 Madison at Victory Noll, and Lock 10 Forks located 1/2 mile east of the forks of the Wabash. Locking through or waiting for the swing bridges to allow passage at Jefferson St. and at LaFontaine St. took time, which gave passengers the opportunity to eat, drink, shop, do business, and often spend the night. More settlers arrived every day.

The forests had wonderful hardwoods, which, besides being used for building canal structures, were floated as rafts of logs to mills and shipped by canal boat as hoop poles, barrel staves, furniture, etc. Lime was being quarried in town, burned in kilns and shipped by canal. The Miami Indians that remained were friendly and wealthy, but most of them had been removed to Kansas by the government in 1846, which opened up their reserves for settlement.

Miss Caroline also related how canal structures worked, noted the difference between packet and freight boats, talked about the canal crew and gave the rules for operating a boat on the canal. The audience had maps of the Wabash & Erie Canal in Ohio and Indiana to follow as she spoke. The question and answer period had to be short since the library was closing for the day.

Dearly Departed

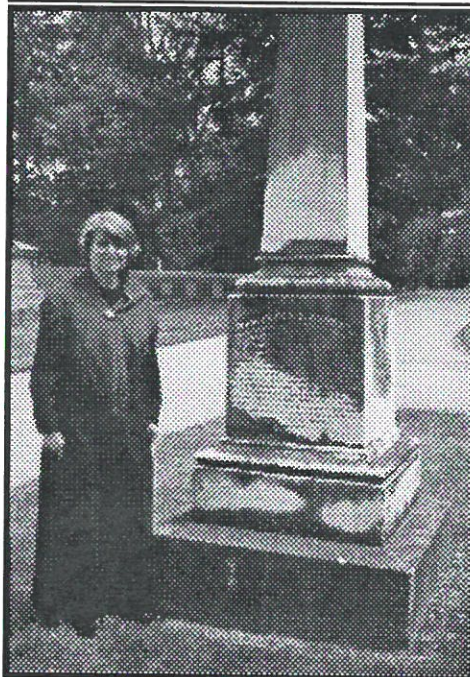
Robert Schmidt and Peggy Seigel, CSI members from Fort Wayne, IN presented first person narratives of deceased Fort Wayne individuals on May 19, 2002. ARCH, The History Center and Settlers joined together to give area residents a chance to learn about some important people from the past at "Dearly Departed" A Stroll Through Lindenwood Cemetery. For three cold hours Bob stood in front of Jesse Lynch Williams grave and related Jesse's contributions to the canal and the railroad. A short distance away Peggy stood by the memorial to Mother Eliza George and told of her contributions as a Civil

War nurse. Other historical interpreters were at the grave sites of Paul Baer, Minette Baum, Rev. James Chute, Emerine & Alice Hamilton, Homer Van Meter, Gertrude Muller, and Chick Stahl. African American burials and Miami Indian burial practices were also related along the stroll route. Grave robbers and an old hearse pulled by horses added to the event.

Visitors parked at the cemetery or at Swinney Homestead from which they rode a trolley to the cemetery. At the same time of the Lindenwood stroll another part of the program took place at Swinney Homestead where members of Settlers Inc. displayed caskets in the parlor and told of mourning practices, draping the house in black, making wreaths of the departed's hair, and wearing black mourning jewelry. They had cases of jewelry, letters edged in black, mourning clothing, and a hair weaving demonstration.



Above: Jesse Lynch Williams aka Bob Schmidt told about his work on the canal.
Below: Mother George aka Peggy Seigel told about her work as a Civil War nurse.
Photos by Carolyn Schmidt



CSI ARCHIVES

We thank CSI member Linn Loomis of Newcomerstown, OH for donating to our archives his notebooks, which contain color copied photographs of canal sites.

Chapter Four The Ohio and Erie Canal:
From Licking Summit to the Ohio River

Father and Son Visit the Ohio & Erie Canal
between Buckeye Lake and Portsmouth,
OH, July 2, 1994

Revisitations to the Generally Neglected
Southern Portion of the Ohio & Erie Canal
between Licking Summit and Portsmouth,
OH.

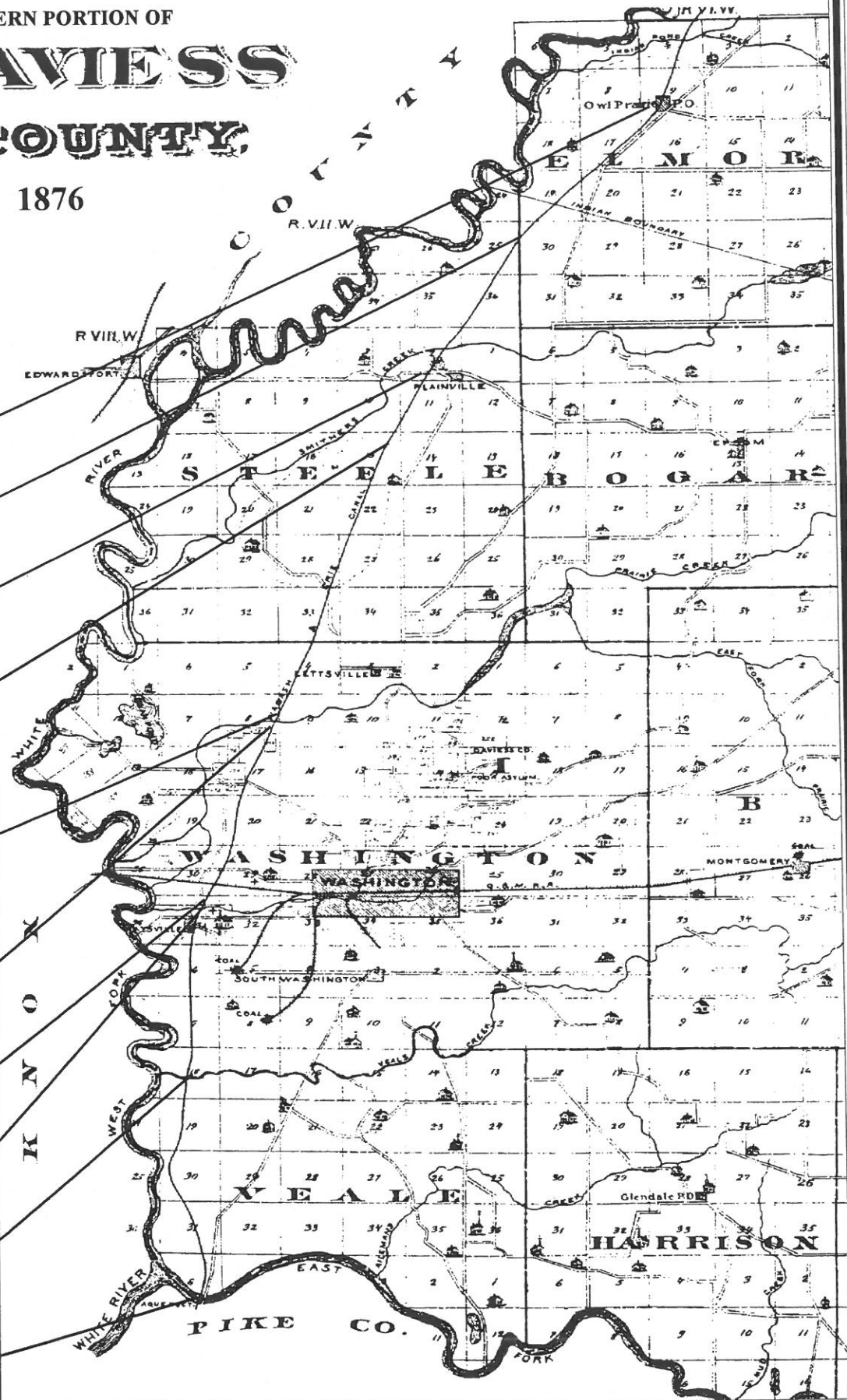
Scrapbook 4 Ohio & Erie Canal: From the
Licking Summit to the Ohio River

What's Right with Ohio's Historical
Community

What's Wrong with Ohio's Historical
Community

WESTERN PORTION OF DAVIESS COUNTY

1876



Wabash & Erie
Canal Structures

OWL PRARIE
(ELNORA)

Owl Prairie Lock #60

Patterson Lock #61

PLAINVILLE

Plainville Lock #62

JORDAN
STATION

Lock #63

PRAIRIE
CREEK

Aqueduct #15

THOMAS
STATION

Bretts Mill Lock #64

PALMER'S
CREEK

Culvert # 176

MAYSVILLE

VEAL'S CREEK

Lock #65

WHITE RIVER

Aqueduct # 16

W & E CANAL IN DAVIESS COUNTY, INDIANA

Dr. Ed Borter, a recently retired large animal veterinarian and a new CSI member from Oden, IN, sent in pictures of the Wabash & Erie Canal around Newberry, IN along with a chapter about the canal that he found in a Daviess County, IN history. It included an oral history given by Warren Hart and other interesting tidbits.

"The construction of the Wabash & Erie canal, and the hopes and ambitions the enterprise aroused, the failures and disappointments experienced, is all a part of the history of Daviess county. Along the meandering course of the canal, through the county, several towns were located, and there was quite a demand for town lots, the price of real estate in the vicinity of the canal route materially increasing. Some of these towns were laid out on a large scale; several houses were built, including stores, and small industries of various kinds were established. During the short time the canal was in operation, some of the towns became extensive shipping points for grain and produce, and the merchants located there enjoyed a large trade from the surrounding country. But all the bright prospects and promising financial investments went glimmering when the canal failed. The site of these flourishing towns is now but a memory. The thousands of dollars expended by Daviess county in the canal project was compensated, in some measure, however, by the bringing in of a large immigration and the consequent development of the material resources of the county.

" The amount of labor and patient energy expended in the digging of the canal is a wonder to the present age. That were before the day of the steam shovel and other modern machinery for such work, all work of excavating being laboriously

done by pick and shovel. Irish laborers were mostly employed for this work, as they were the most expert in handling the implements used. The dirt was loaded into a wheelbarrow, or a dump cart drawn by a mule, and carried to the place of dumping. The plow and scraper were used to some extent by a few of the contractors; but most of the work in the construction of that great ditch was the slow process above stated. The trace of the old canal can still be followed in its course through Daviess county. In many places deep excavations are seen, giving some idea of the immense cost, and the great amount of time and labor required in the removal of all the dirt with shovel and wheelbarrow.

"There are still a few of the citizens of Daviess county living who were employed in the digging of the [Wabash & Erie] canal in this county, and those who have had that experience, and a memory reaching back to that time, can relate many interesting incidents connected with that great enterprise. Among those who have had this experience, and a memory to relate it, is Warren ("Dodge") Hart. Mr. Hart lives at Maysville, one of the flourishing towns in canal days; now a deserted village. Mr. Hart is the authority for the following statements relating to the digging of the canal through this county:

"Mr. Hart introduces himself as the "jigger" boy, a very important and necessary function, second only to the paymaster with the canal diggers. The "jigger" was about two swallows of whiskey, and the number of "jiggers" that a contractor would give a day to his employees was as important a consideration as the amount of money he would give for labor. One dollar per day was the usual money consideration, and the number of "jiggers" was fixed by agreement, five to ten a day being the usual allowance. It was not unusual for a contractor who was short of hands to increase the

number of daily "jiggers" over the allowance by other contractors. This proposed increase brought the contractor all the hands he needed. It was the duty of Mr. Hart, as "jigger" boy, to see that the agreed number and specified amount was delivered on time. Contractors bought whiskey by the barrel, at about twenty cents per gallon, so the "jigger" was not an expensive luxury in those times.

"Some of the contractors who had contracts for work in this county were "Doo" Munson, Coffee and Burns. Most of their employees were Irish. After the canal was finished many of these had saved up enough money to buy land and locate in the county, settling mostly in Barr and Washington townships. Many of these families became prominent in county affairs, and have contributed no small part to the development of the county.

"Laborers lived in rude shanties, sometimes cooking their own meals. Others obtained meals from boarding houses that were established at every "dump." The rations usually consisted of bread, potatoes, and plenty of black coffee, sweetened with molasses. Meat was on the bill of fare about once a week. The laborers received their wages every three months. Payday was the occasion for a holiday, in which drunks and fights were the principal amusement.

"In most cases the contractors had one section each, and these sections, as a rule, were a mile long. Where the sections required heavy work they were made shorter, in order that the work might all be completed about the same time. The embankments were made by hauling the dirt in one-horse carts. The usual outfit for a crew of men, where the haul was not over two hundred yards, was four carts and four men to each cart to shovel in the dirt. The work was so timed that the loaded cart was ready to pull out as soon as an empty cart was returned

to be loaded. Over each squad of forty men there was a boss; usually the most important man on the works, the boss let no opportunity escape to magnify his office.

"There were no restrictions then on the sale of intoxicating liquor. Whiskey was as free as water, and often more easily obtained than water. There was great opportunity for profitable business in setting up a "grocery" or "doggerly," as drinking places were called, in the vicinity of the canal works. A board shanty; and a barrel of whiskey was all the preparation necessary to equip a business place of this kind. As a rule, contractors objected to establishments of this kind because of the demoralizing effects among their employees, and they would not permit whiskey joints to remain within their jurisdiction.

"The canal followed the water-level of rivers as far as practicable. In many places the falls were so great that it was necessary to build locks in order to secure a new water-level. The locks were made of sufficient length to accommodate the largest boats, and were about eighteen feet wide. [The locks themselves were only 15 feet wide so a boat was probably about 14 feet wide.] The material used was heavy hewn timber, with very heavy double gates at each level. Several locks of this kind were built on the canal in Daviess county by Contractor Munson. One of these was about two miles below Elnora, called the "Patterson Lock." There was one at Plainville, one at Jordan station, one at Thomas station and one at Sandy Hook. American laborers were exclusively employed in building of locks, culverts and constructive work where timber was required. Irish skill was better adapted to the handling of a shovel than the broadaxe.

"An aqueduct was built across the east fork of White river, just east of the junction of the east and west forks of that stream. This

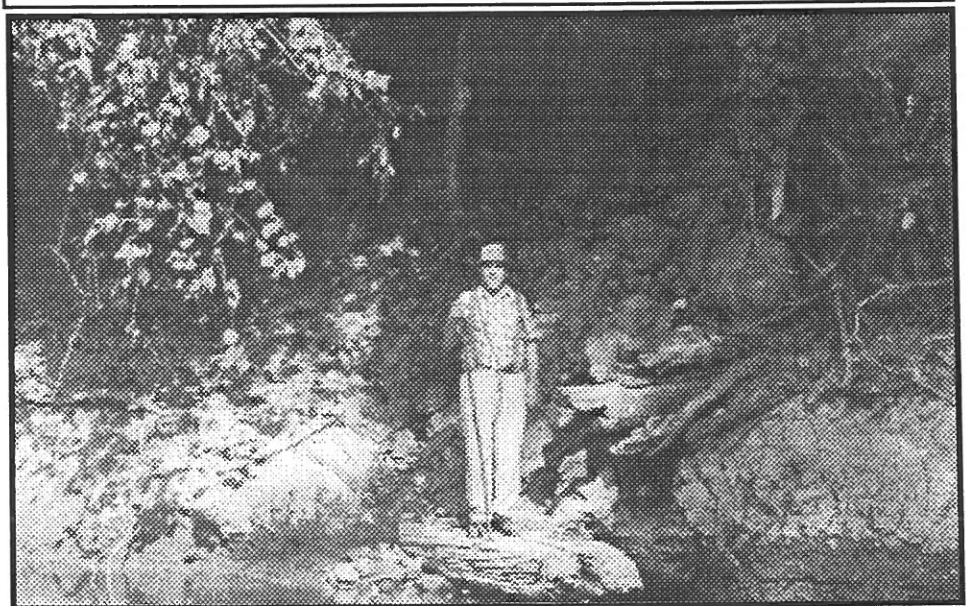
was quite an extensive and expensive structure, and an important link connecting the canal in Daviess county with its southern extremity. During the Civil War, when southern Indiana was in a state of terror on account of the Morgan raid, Governor Morton ordered a battery to be sent, on request of citizens of Daviess county, to defend this aqueduct against a possible attempt of the ruthless raider to destroy it. If Morgan ever had any such designs, or had ever heard of the aqueduct, he was too busy finding a way of escape from the invincible "Home Guards" to give the matter any special attention. The aqueduct was burned by ferry-boat men about the close of the Civil War, but the canal had ceased operations prior to that time and the loss was not material.

"The canal was tested in 1852 by letting in the water to discover if there were any leaks. Boats began running in the early part of 1853 and continued until 1860, when navigation was suspended and the canal was practically abandoned on account of railroad competition. The motive power was mules, two or more mules being hitched tandem for

the heavy freighters.

"The Asiatic cholera, which had been prevalent throughout Ohio, Indiana and Illinois during the years 1849 to 1851, made its appearance in Daviess county in the summer of 1852. The disease was most prevalent among the laborers on the canal. Their manner of living, with little regard for sanitary conditions or cleanliness of habit, offered a special invitation to this disease, and the attack was almost universally fatal. Within a few days after the appearance of the disease a number of deaths occurred. These were mostly in the camps located in the vicinity of Plainville and Sandy Hook. Following the first attack a number of men fled from the camps. Some of these had already the poison of the disease in their systems and this soon became virulent, resulting in death within a few hours. It was not an unusual occurrence for men fleeing from the afflicted camps to be attacked with the disease and die on the roadside. Victims of the disease in camp were often left lying for days before being given burial, few able persons being left to attend to this duty. Some were buried in the little shanties where they died. Other

Dr. Borter stands on timbers of Lock #59, four miles north of Newberry, IN, where canal barges locked in and out of the slackwater pool of the West Fork of White River that was created by the dam at Newberry. Photo courtesy Dr. Borter



bodies were buried in long trenches by friends who braved danger and remained to care for the sick and dying. A number of graves of cholera victims were located in the vicinity of Sandy Hook, but all traces of these have disappeared. There is no record of the number of deaths resulting from this epidemic.

NEWS FROM DELPHI

MAY CELEBRATED AT CANAL PARK

By Dan McCain

May 18, 2002 began yearly flower planting activities as part of the "Third Saturday" canal and trail work day. Everyone began work at 9 a.m. at Canal Park in Delphi. At 10:30 a.m. the kids and young at heart relived the old traditional celebration of spring by looking back to the time when a May Pole was a popular spring activity. Everyone learned the art of weaving the pole with people toting streamers while being told how these popular canal era traditions began.

Pat Draper suggests that working to beautify the outdoor facilities "provides physical exercise and brings out the spirit of friendliness found by the users of our 7 mile trail system." Pat is the flower coordinator for the park.

When an individual, family, or group picked a spot to plant and care for throughout the year it was marked with a 'Trail Treasure' sign. Other people who came to help with general planting were cautioned to avoid areas that may flood or where foot traffic would be excessive.

Lois Mears brought native wildflowers from her farm and transplanted them in appropriate areas along the trail. She said "the sunny, shady, wet and dry plant environments along the trails provide a wide array of locations for these native species."

Dan McCain encouraged everyone who attended to look at the construction site where the new Canal Interpretive Center is under

way. The foundation fill is elevated with an additional four feet of crushed stone fill for added temporary weight. This will encourage settlement of the sand fill base. Then in early July, after 90 days of settlement, the contractor will remove the top four feet and pour the slab foundation. This surplus stone was provided free to the Canal Association by US Aggregates and will become a long-term source of trail stone.

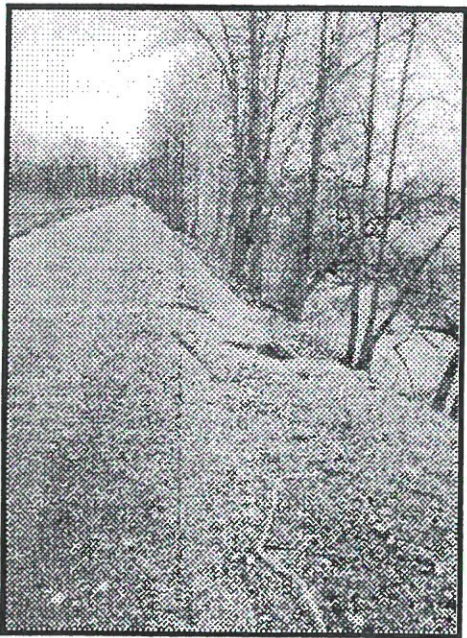
WALK OFFERS GLIMPSE OF CANAL ERA LEADERS

By Dan McCain

In the continuing tradition of many Delphi Historic Trails' narrated walks, the latest version was offered to the public on Sunday, May 19th beginning at 2 p.m. in the Odd Fellows Cemetery in Delphi. The cemetery is located one half-mile north of Delphi on the Carrollton Road (DR 700 West) just past the golf course for those of you who may wish to take the walk on your own.

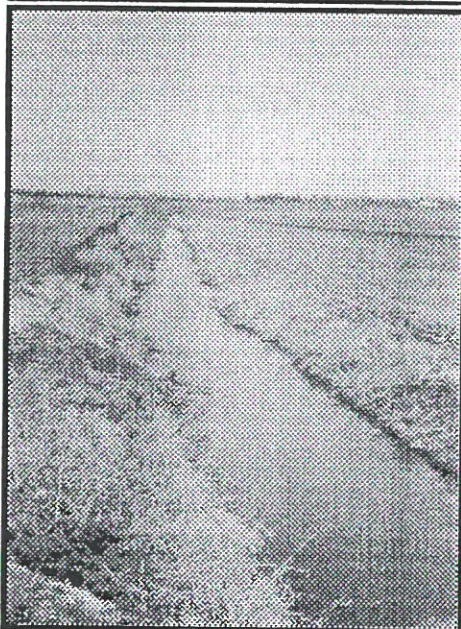
Historian Mark A. Smith, Mary Cray and Dan McCain, CSI members from Delphi, portrayed in 'first person dialog' the accomplishments of many key leaders at their grave sites. Some of those highlighted were bankers, merchants, professionals, wives and others found in the Delphi area during the mid 1800s. Names like Reed Case, Bernard Schermerhorn, the Harley Brothers and McCains and other business leaders of the day were represented by docents dressed in period attire.

Visitors learned who was the first 'white child' born in Carroll County and discovered who donated the magnificent sum of \$5,000 to the new Methodist Episcopal Church building in 1870. (He wasn't even a member.) Everyone went home better informed about Delphi's early settlers.



Above: South of Newberry, an abandoned railbed is seen on the towpath of the Wabash & Erie Canal on Donna Jones' family farm.

Below: The canal towpath is seen on the left on the Joe Record farm located south of Newberry, IN. Photos by Ed Borter



**ODD FELLOWS CEMETERY
WALKING GUIDE**

**SOUTH SIDE OF DRIVE
GOLF COURSE SIDE**

Hiran Allen—Senior partner in the law firm of Allen and Schermerhorn; City Clerk in 1833; owned sizeable amount of land in the Rattlesnake area along the Canal northeast of cemetery

Dr. Angell—Civil War physician; Monon Railroad backer; bought the rails for early-day Monon Railroad.

Dr. Blanchard—Canal-era physician; on committee to bring the Wabash Railroad to Delphi; daughter married John Case, Canal Contractor Reed Case's son.

The two Mrs. Cases—Maria and Hulda; mothers to the Case children

Reed Case—Head engineer of the Canal in the Delphi area; pioneer banker, pork packer, nominee for State Representative.

John Case—Reed Case's son; sheriff; school trustee; Civil War veteran of the 46th Indiana; head of the local GAR (Civil War Veteran's Group)

Catherine Brackenridge—World Day of Prayer representative from St. Mary's Episcopal Church; leader in the Red Cross; probation and attendance officer.

Reed Case Brackenridge—Director of the local REMC in the mid 1900s.

James Dugan—President of the First National Bank of Delphi; developer of the town of Carrollton; vestryman of St. Mary's Episcopal Church.

Vine Holt—Builder of the Michigan Road; associated with John Brookbank; Toledo, Wabash, and St. Louis Railroad stockholder.

Colonel Ziba Holt—Father of Vine Holt; acquaintance of General Putnam; Revolutionary War Hero; veteran of the Battle of New Orleans.

Bernard Schermerhorn—Junior partner of Allen and Schermerhorn; Captain of the 46th Indiana; Judge of the Common Pleas Court.

Josephine Schermerhorn—Wife of Bernard; organized a relief effort during the Civil War; only daughter of Reed Case.

NORTH SIDE OF DRIVE

George Pigman—Canal-era merchant; auditor of Carroll County; Sunday School Superintendent of the Methodist Church; Holder of several positions in the I.O.O.F. Lodge.

Caroline Pigman—Wife of George; was married in Ohio, but came to Delphi on the Canal.

James Hervey Stewart—Court Clerk; Organizer of the Old Settler's Society; author of the book "Recollections of Carroll County, Indiana."

Erastus Hubbard—Banker; brother-in-law of Charles Harley; City Councilman.

Charles Harley—Head of Harley Brothers Lime; State Representative, Mayor of Delphi, and Warden of the State Prison at Michigan City.

William Harrison McCain—First "white" child born in Carroll County; son of Daniel and Magdalena Voohis McCain.

Daniel McCain—general manager of Delphi Lime Company's 22 kilns from its incorporation in 1871 until he died in 1884; would travel to other Midwestern states to solicit business for the developing local Lime Business.

George Harley—Bachelor brother of Charles; lived in the Lime Kiln office even after the demise of the firm; held onto a dream of literally rekindling the flames of the Kilns.

**RECOGNITION DAY FOR
TRAILS VOLUNTEERS**

By Dan McCain

National Trails Day on Saturday, June 1, was a special day in Delphi according to Dan McCain, Chairman of Delphi Historic Trails. It was celebrated with two narrated walks to discover features of the 160-year-old Wabash & Erie Canal. In addition, special recognition of the many volunteers that worked on trails was made at noon.

The morning walk began with registration in Trailhead Park at 10 a.m. followed by a 90 minute narrated walk along the scenic Wabash Heritage Corridor trails at 10:15. They crossed over Deer Creek on the footbridge to start the 1.3 mile narrated walk. This was an easy hike on level stone trails that led to the Wabash River, then along the Obear Millrace Trail, on to Lock #33, and back to the 1839 Irish Canal Construction Camp site where many unique artifacts of the 1830-40s have been found.

Then a second more difficult walk at 1 PM from Trailhead was taken than allowed viewing of the newest land acquisition near Trailhead Park. Mary Ellen Campbell made a donation of 23 acres of land last year. This tract contained the southern portion of the 1839 Deer Creek Dam. Several of its unique features are still visible. A high bluff overlooks Deer Creek where canal boats squeezed between the bluff and the rock crib dam and spillway paralleling the Wabash River. Trails have not yet been constructed, as grant money has not yet become available. However the area is accessible and the route is sprayed free of weeds.

The local Psi Iota Xi Sorority provided a free lunch at noon in the Shelter House at Trailhead Park one-mile southwest of Delphi on Highway 25 to the volunteers and hikers. In

THE HOOSIER PACKET - July 2002

the last year nearly 100 Earth Team Volunteers offered more than 1,800 hours of service.

Those honored included scouts, 4-Hers, and workers of all ages. All have labored with pride as they created a most unique seven-mile trail system to date. Hopefully soon the Delphi Historic Trails system will be connected north to south on the Underhill Towpath Trail via a culvert walkway under the old Monon Railroad. This last remaining connection in the 7 mile system is located at the south end of Canal Park.

In the past as major trails have been completed, they have been dedicated in a big way. The last section of the Canal Towpath in

Delphi called the UNDERHILL TOWPATH TRAIL will be dedicated as soon as the finishing touches on the railroad underpass are completed. This section comprises part of the state's Wabash Heritage Corridor Trail.

Those that have volunteered and worked hours totaling one day or more received their choice of an Earth Team hat or shirt as a "thank you" complements of the USDA/Natural Resources Conservation Service and Carroll County Soil & Water Conservation District. In addition the popular "National Trails Day--2002" shirts from Galyans 'hiking and outfitting store' in Indianapolis were given to volunteers.

For further information: Dan

McCain, Chairman of Delphi Historic Trails, 765-564-6297

CONCERTS IN THE PARK

By Dan McCain

We are starting something new at the Wabash & Erie Canal Park in Delphi. Beginning Sunday, June 2nd, we will offer "free live music" to those that would like to come out and enjoy it.

We owe a debt of gratitude to Sharon McKnight for her expertise in getting this together. It is our beginning of the real "opening" of Canal Park for the public. This year on the first Sunday 2-4 pm we have the Case House open to the public, and of course next year we have the Interpretive Center "grand opening".

Canal Concert Series - 2002

Sundays, 2-4 PM

At historic Canal Park, Delphi, IN
Bring a lawn chair and a friend

No admission
Need more info? Call 765-423-2727

From Hwy. 25 at Delphi Courthouse turn north on Washington St., cross railroad tracks,
cross bridge over restored W & E Canal, Canal Park is on your left

June 2	Mr. Bojangles	Country/Old Time/Gospel
June 9	Gospel Express	Gospel/Country/Bluegrass
June 16	The Vagaband	Tradl. & Contemporary Folk
June 23	Hog Eye Navvy	Tradl./ Irish/ Canal Music!
June 30	ANNUAL CANAL DAYS	Entertainment all day!
	FESTIVAL	
July 7	Third Satchel Novelty Orchestra	Songs of fun and folly
July 14	Gospel Express	Gospel/Country/Bluegrass
July 21	Undiscovered Talent	Country/Rock & Roll
June 28	Harmonious Intent	Gospel/Bluegrass/Old Time
Aug. 4	Mr. Bojangles	Country/Old Time/Gospel
Aug. 11	2:00 Ken Coles	Concertina Tunes & Songs
	3:00 Michael Mycroft	Performer of Native American Flute
Aug. 18.	The Vagaband	Tradl. & Contemporary Folk
Aug. 25	Hog Eye Navvy	Tradl./Irish/Canal Music!
Sept. 1	Too Troubled to Speak	Gospel/Blues/Rock/Folk
Sept. 8	Undiscovered Talent	Country/Rock & Roll
Sept. 15	Hog Eye Navvy	Tradl./Irish/Canal Music!