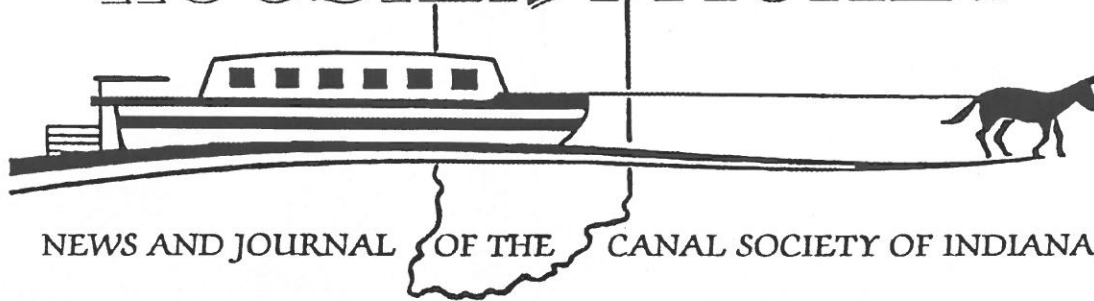


THE
HOOSIER-PACKET

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CANAL RACE CHANNELS SAVED



One of four brick archways or canal race channels carried water from the Whitewater Canal beneath the Connersville Furniture Company's pattern shop and back into the canal after it had entered the paddle wheel reservoir and generated power. These "tunnels" will be saved during the remodeling process. Photo by Jason Troutwine

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A New Lease On Life

By Carolyn Schmidt

Four canal race channels, which once carried water from the Whitewater Canal beneath the Connersville Furniture Company building (later Roots Pattern Shop) and back into the canal, are being saved in a \$5.565 million renovation project to turn the building into Fayette County Arts & Science Center by the year 2005. The Community Education Coalition, Inc. in partnership with the Urban Enterprise Association and the Greater Connersville Progress Committee broke ground on June 28, 2003. They had displays on the Whitewater Canal and Roots Pattern Shop history; exhibits of pottery, sculpting, and robotics; three play performances; a band performance; tours of the building; and free food.

EDITOR: CAROLYN SCHMIDT

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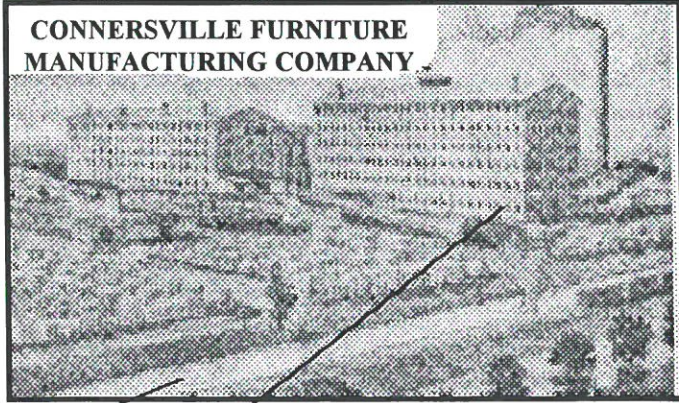
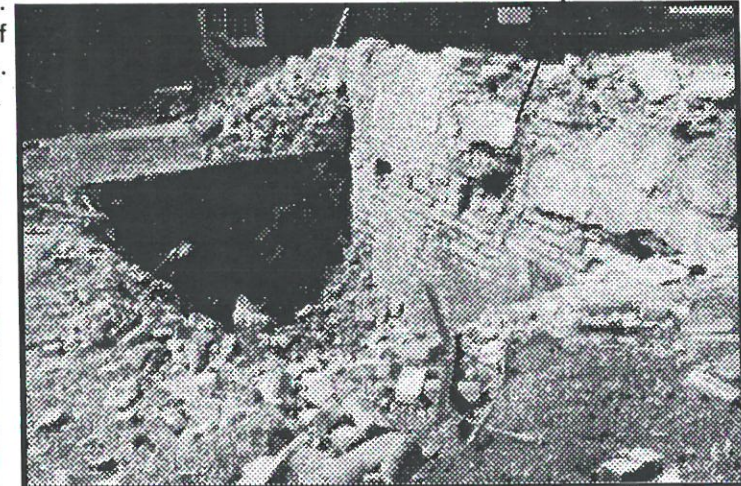
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Jason Troutwine, Director of Development for the Community Education Coalition (CEC) announces the restoration of the six-story tall Roots Pattern Factory building and its annex in Connersville, IN. The CEC provides programs for members of the community from birth to the very aged. To date over 4,500 individuals have participated in their programs, which include Arts For Everyone; Books, Bells and Boogie; Business and Education Forum; Dolly Parton's Imagination Library; Exploring Your Environment; Hands on Science; Kindermusic; Kinderscience; Music Therapy; Summer Teacher Exploration; Technologies Today; Wiggles and Giggles; etc. A \$5 million grant has been received from the Lilly Endowment to fund these programs, but it is not for bricks and mortar.

The CEC has grown so large that it needs more office space and centralized classrooms to operate more efficiently. The Roots Pattern Shop with its 60,000 square feet of space is large enough to provide both the space needed by the CEC and extra rental space for other entities, which will help with the overhead.

After an Environmental Site Assessment was done Mike Halstead of Mike Halstead Architects was hired to design the project. Brandt Construction is the contractor for the renovation.

The building is in good condition, but the boiler room annex with its caved-in roof had to be demolished. There is some mortar work to be done on the exterior of the building. The roof and 330 windows need replacing. The interior will then be divided into the various spaces.



CONNERSVILLE FURNITURE MANUFACTURING COMPANY

Whitewater Canal Roots Pattern Shop of Dresser Industries

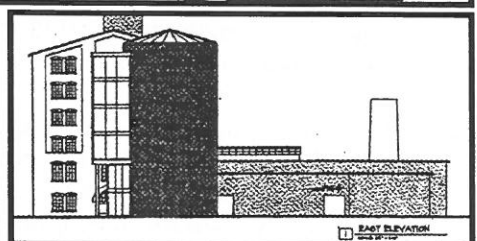
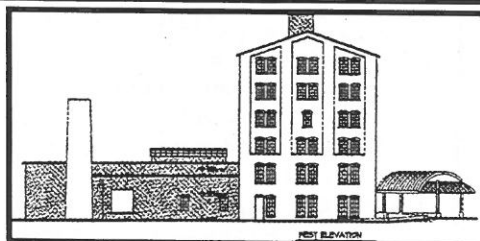
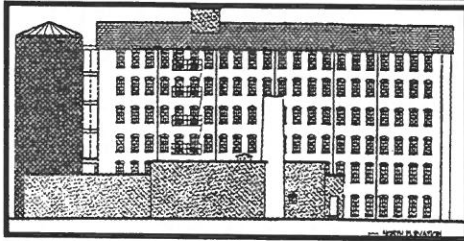
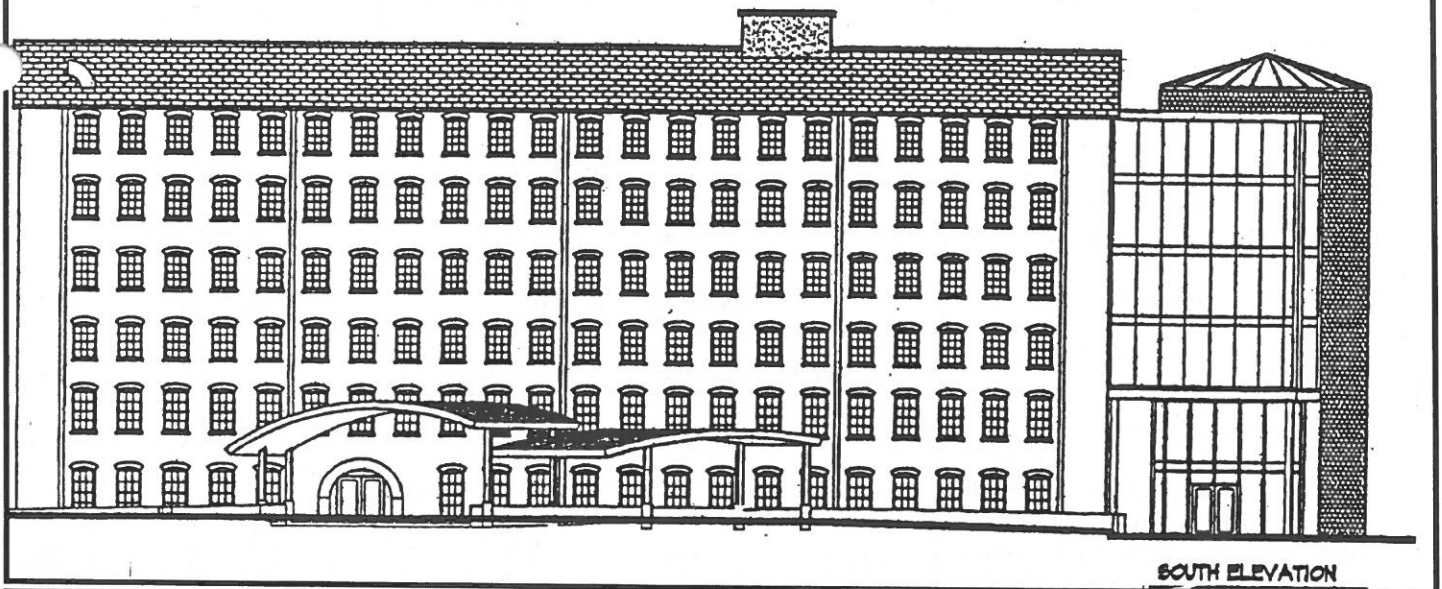
The Connersville Furniture Company was organized and incorporated in 1882. The first building erected was six stories 50 feet by 150 feet. The factory produced black walnut bedroom suites using water taken from the Whitewater Canal to generate power to run its machinery. Two years later a second five-story building 50 feet by 150 feet was built. A third five-story addition 36 feet by 150 feet was added ten years later. The

Top: The Connersville Furniture Manufacturing Company's pattern shop as it appears today when looking north.

Center: The early canal paddle wheel was located on the far right of this photo, which was taken looking at the building from the northeast corner. The Whitewater Canal basin was just to the right of the building. The old annex, which has been demolished, adjoined this side of the building. All of the boarded up windows will be replaced, which is over 330 windows in all.

Bottom: Water from the Whitewater Canal flowed over a spillway at the top right of this photo to turn the wheel located in this hole and then flowed beneath the building through the 4 race channels and back into the canal.

Photos by Jason Troutwine



The new Fayette County Arts and Science Building located at 1220 Illinois Avenue in Connersville, Indiana exteriors will appear as above: The main entrance will be on the south side of the building. The glass structure on the right gives access to the stairs located in the silo. Also shown left to right are the north side, west side and east side. The long addition shown on the east and west elevations will replace the boiler room, which has already been demolished. It will house a theater, prop room, etc.

Fayette County Arts and Science Building Usage Plan

Outer Building: Art studio with a glass and ceramic kilns; skilled trades room with wood and metal working stations

Canal race tunnels beneath building

First floor: A cyber cafe where visitors may check their E-mail while eating; learning theater; historic displays, project rooms, art gallery; full service kitchen; kindermusic and kinderscience rooms for parents working with their children from birth to age 8; and possibly the Indiana University East (IU East) bookstore.

Second floor: IU East classrooms, offices, and computer lab (under negotiation) .

Third floor: Offices, project rooms, and class rooms for the Community Education Coalition and community bands.

Fourth floor: Office rental space for community and government entities such as the Chamber of Commerce, Urban Enterprise, and Economic Development (under negotiation).

Fifth floor: Rental space for entrepreneurs and professionals such as financial advisors, attorneys, occupational therapists, etc. with a shared incubator space with a conference room with video equipment, copiers, printers, and perhaps a shared receptionist (under negotiation) .

Sixth floor: Banquet/seminar hall, which seats 300 and provides historical displays; art studios; and music practice rooms. Food cooked in the kitchen on the first floor will be taken by elevator to the hall, which looks like the inside of a covered bridge with rafters and has a grand view of Connersville. This is one of the tallest, if not the tallest, building in south central Indiana.

Annex: The annex has already been torn down and will be rebuilt as a theater with a stage and prop room, etc.

fourth five-story addition in 1912 was 75 feet by 86 feet and joined to the west end of the factory, making the building 225 feet by 86 feet - five stories tall.

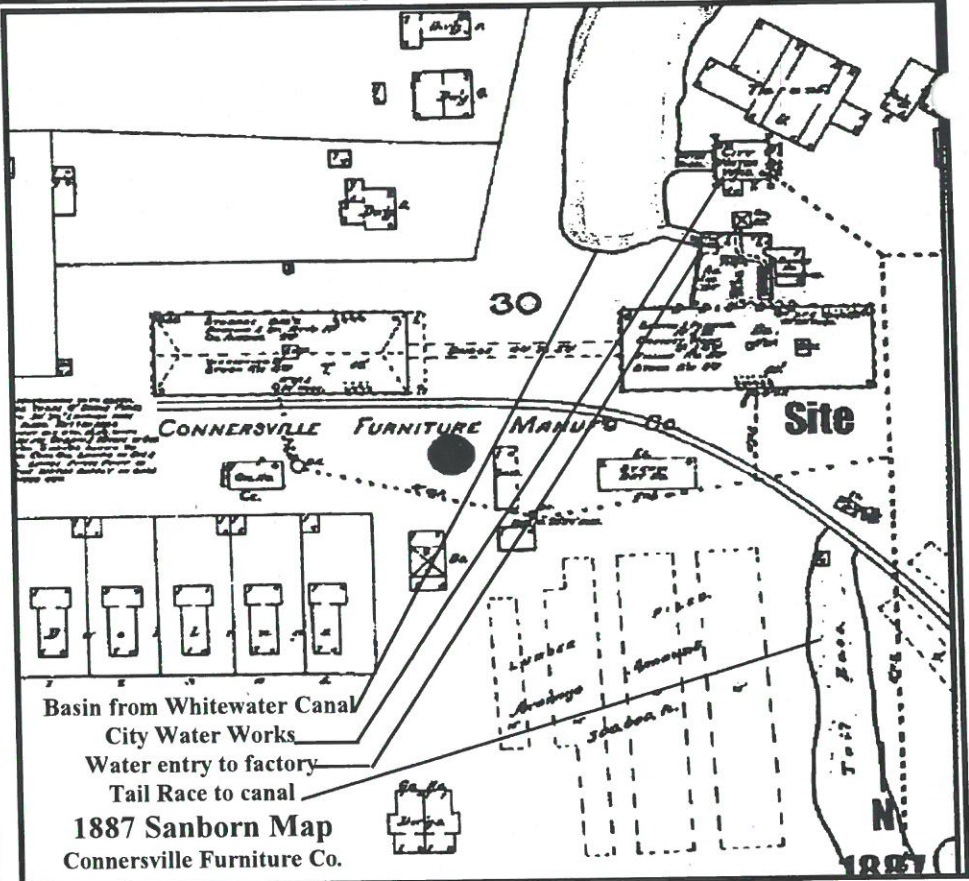
Offices were placed near the departments they controlled. There were dry kilns for the lumber, lumber sheds, stables, a private garage, and up-to-date equipment. A sprinkler system protected all the buildings from fire. The total complex covered seven acres and adjoined the C.H. & D. division of the Baltimore & Ohio railroad and the Big Four division of the New York Central lines. It provided jobs for 250 men, many who were skilled mechanics. Today the complex is commonly referred to as Indiana's first industrial park.

Over time the company upgraded its line of furniture and used imported woods. It sold its products to customers throughout the U.S., Canada and Mexico and furnished many of the up-to-date hotels at the time.

The main building was also used by the Connersville Cabinet Company and, in the mid 1900s, the McQuay-Norris Manufacturing Co., which made pistons and rings. Many of the buildings were razed.

Since the mid 1950s, the main six story building and a one story building have been occupied by the Roots Division of Dresser Industries, Inc. The main building known as the Roots Pattern Shop produced and repaired wood patterns. The smaller building stored raw materials. Operations halted in 1995, and the facility remained vacant.

The 1882 main building had 49,000 square feet. It was constructed with a wood frame consisting of wood beams, floor joists, and trusses with a painted brick exterior. The first floor extended to the north and had a concrete slab under which canal channels ran for



the former steam generation system. Jason Troutwine said he thought there once was a canal paddle wheel as well. The remaining interior floors were constructed of wood planks. It had a central elevator and wooden stairs, which were located at the east and west end of each story.

The other one-story, 4,000 square foot structure was built between 1919 and 1929 with a painted brick exterior and a concrete foundation. Its roof was supported with wood beams and trusses.

An 1887 Sanborn historical map shows how the main building was used by the Connersville Furniture Manufacturing Company. The first and second floors were for sawing and planing, the third and fourth floors for cabinet work, the fifth floor for filling, and the sixth floor for stock. The first floor extension on the north side of the building was used for power and heat generation. The canal race channel extended to the northwest corner of

the north extension flowing into the building for steam generation. The maintenance building had not been constructed at the time of the map. A building used for steam drying was located south of the main building and a couple of small sheds were also evident to its southeast.

Once the building is renovated, the new Arts and Sciences Center will feature displays about the Auburn and Cord automobiles and the Whitewater Canal with its associated industries. The Cardinal Greenway will pass in front of the facility and bring many visitors to the Center.

So far Lilly has contributed \$430,000 toward the building, but \$5.5 million is needed to complete renovation. The CEC is selling naming opportunities such as engraved bricks, windows, bench stools, rooms and building naming rights.

For additional information: www.troutwine@comedcoalition.org.

**"CANAL IMPRESSION"
IS BEST OF SHOW**

By Tom Castaldi

For 14 years, the Indiana State Museum and the Hoosier Salon Patrons Association have sponsored the Hoosier Salon highlighting the best of Indiana art. This is the 79th Exhibition since the first Hoosier Salon in 1925 featured artists such as William Forsyth, John Ottis Adams, Frank Dudley, T. C. Steele and others. Later these were followed by such talented people as Edmund Brucker, Martha Slaymaker, Ruth Anderson, Frederik Grue, Evelynne Mess Daily and James Lentz to mention a few. These are the artists whose work over the years have made up the core of the Indiana State Museum's fine collection. Now today's artists work can be enjoyed in an annual exhibition.

From time to time you'll hear about the artists who were members of the Hoosier Salon in years gone by. Not long ago, they were mentioned on the popular PBS program *The Antique Road Show* when the work of an Indiana artist appeared. The Hoosier Salon is a non profit organization that preserves the finest traditions of Indiana art providing Indiana artists a showcase. It has been said that their mission is to promote the idea of having an Indiana artist's painting in every Hoosier home. You can learn more about the organization by logging on to www.hoosiersalon.org.

This year's exhibition was on display in the Indiana State Museum from August 18 through September 21, 2003. This year's Best of Show is Robert Eberle's painting "Canal Impression."

Robert Eherle is a name some may recognize as one whose work can be found in the book, *Painting Indiana*. In it, every county in the state was visited and an illustration representing the county included. As we understand it, the prize-winning "Canal Impression" painting features a scene along the Central Canal in the vicinity of Indianapolis. Canals are popular these days and we congratulate the Hoosier Salon, the Indiana State Museum and all their sponsors for recognizing Robert Eberle's choice of subjects.

If you don't have the opportunity to visit the Indiana State Museum to see this tribute to our Indiana Canals, the 79th Annual Exhibition will tour the State beginning September 23 and ending February 13, 2004. Maybe you will have a chance to see it in a library, college, civic center, bank lobby or gallery near you. It's a great chance to tell your friends what we in the CSI have known for years, and now has been affirmed by this prestigious exhibition in the Indiana State Museum...Canal impressions are the Best!

**HISTORIC CENTRAL CANAL AND WHITE
RIVER STATE PARK DISTRICT
HAS MUCH TO OFFER**

By Karen Corsaro

Overview

The Historic Central Canal and White River State Park Cultural district is a cultural and recreation corridor for Indiana. The district flows along the beautifully restored Central Canal and White River and features a collection of venues and attractions presented in an urban park setting. Many of the state's most visited attractions are here, including the 250 acre White River State Park featuring the Indianapolis Zoo, White River Gardens, the Indiana State Museum and IMAX Theatre, the Eiteljorg Museum, the NCAA Hall of Champions, Military Park and Victory Field, home of the Indianapolis Indians baseball team. Bordering and running north from White River State Park, the Historic Central Canal links the park attractions with the Indiana History Center, Historic Landmarks of Indiana, IUPUI and the future home of the Herron School of Art Galleries and Sculpture Garden, Bethel AME Church, the Madame Walker Theatre Center and Historic Ransom Place. The Canal Walk is a popular residential environment and an urban respite for leisure activity offering extensive walking, running, biking, pedal boating and gathering opportunities, as well as a unique view of the city skyline. The Canal Walk is an artifact of the history of Indianapolis and links many historic destinations, monuments and memorials including the USS Indianapolis Memorial and the Congressional Medal of Honor Memorial. Residents and visitors alike benefit from the easy access to education, history and entertainment all showcased along beautifully restored urban waterways.

Boundaries North = 11th Street
South = White River State Park
East = Senate
West = White River State Park

The White River State Park and Historic Central Canal District is...

Cultural Identity

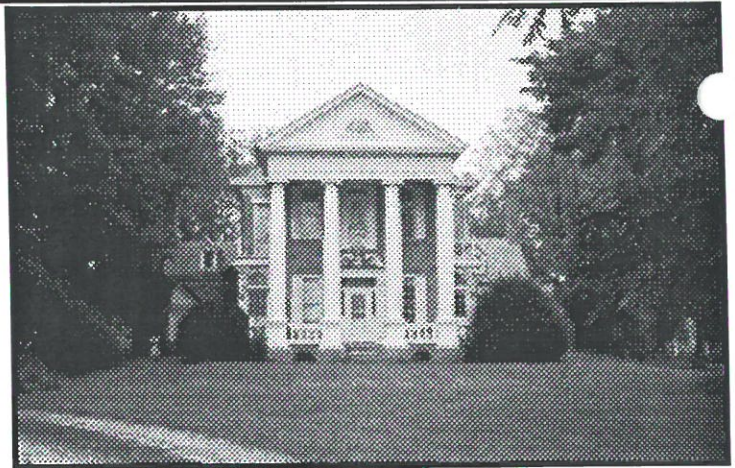
- o Offers something for everyone with a mixture of culture, history, education, recreation and entertainment.
- o The district provides entertainment options for families with children.
- o The district is Indiana's museum and cultural attraction corridor.

Attraction Assets

- o Home to an incredible collection of cultural destinations and attractions including museums and institutions:
 - o Indiana State Museum
 - o Eiteljorg Museum of American Indians & Western Art
 - o Indianapolis Zoo
 - o White River Gardens
 - o IMAX Theater
 - o NCAA Hall of Champions
 - o Future Herron School of Art -Galleries and Sculpture Gardens at IUPUI

- o Madame Walker Theatre Center
 - o Historic landmarks and memorials:
 - o Indiana Central Canal Historical Society
 - o Historic Landmarks Foundation of Indiana
 - o Historic Ransom Place Neighborhood & Museum
 - o Bethel African Methodist Episcopal (AME) Church
 - o Congressional Medal of Honor Memorial
 - o U.S.S Indianapolis Memorial
 - o Acme-Evans Building
 - o Buggs Temple
 - o And sports and recreation facilities:
 - o White River State Park
 - o Victory Field
 - o Canal Walk
 - o Bike and Pedal Boats (Wheel Fun Rentals, Ben & Co. Pedal Boats)
 - o The district has a group of African American history assets that can be packaged into a strong tour appearance.
 - o Numerous organized runs and walks go through the district.
 - o A place where large numbers of visitors visit individual institutions and major festivals and events.
 - o Within easy reach of 5500 hotel rooms and the Indiana Convention Center, which attracts 800,000 convention delegates per year. The district has three hotels located on or near the Canal.
 - o The district has many outdoor festival venues
 - o Military Park
 - o The Lawn
 - o Celebration Plaza
 - o Canal Walk
 - o There are many regularly scheduled events in the district that bring traffic and provide cultural programming
 - o Indy Jazz Fest
 - o Canal Familyfest Fourth of July Celebration
 - o WENS Meijer Sky Concert
 - o Indianapolis Irish Fest
 - o Taste of Indiana
 - o Indian Market
 - o Zoobilation
 - o Some like it Hot Chili Cook-Off
 - o Vintage Indiana Wine & Food Festival
 - o Latino Heritage Celebration
 - o Creative and unique dining and retail establishments exist within the museums and destinations.
 - o White River State Park (WRSP) is the proposed home of the Indiana African American Museum.
 - o Numerous African American history assets exist in or near the district
 - o Bethel AME
 - o Historic Ransom Place
 - o Madame Walker Theatre
 - o Indiana Avenue
 - o Crispus Attucks Museum
 - o Buggs Temple
 - o African American Legacy Theatre at the Indiana State Museum
- Placemaking Characteristics**
- o A beautiful, safe and clean urban respite with leisure walking, running, biking and gathering opportunities.
 - o WRSP is a 250-acre park.

**Its a great place to take
a week long vacation or a
get-away-weekend!**



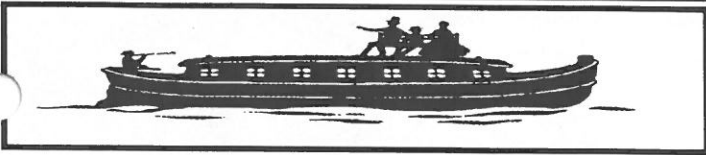
Deceased CSI member Alwyn Carder wrote books about life on canals in Indiana and Ohio at this home "Hatfield" in Redkey, Indiana.
Photo by Bob Schmidt

CARDER'S CANAL COLLECTION GIVEN TO CSI ARCHIVES

On Wednesday, August 13, 2003, prior to an auction of deceased CSI member Alwyn Carder's personal belongings and household furniture, CSI headquarters was notified by the bank in charge of his estate that a collection of canal information had been set aside by the Jay County Historical Society for our archives if we came to get them. Since Carder had no family, shortly after his funeral Bob Schmidt, CSI president, wrote asking if CSI could purchase any of Carder's canal information or if any could be donated for the archives.

Bob and Carolyn Schmidt drove to Redkey that afternoon. There they learned that the proceeds from Carder's estate go to the Portland Foundation, which allowed the historical society to go through his collection, take what they wanted for their use and set aside things for us. We were also given a copy of his unpublished manuscripts, many of which dealt with Indiana and Ohio canals. CSI members Tom Castaldi and Jim Ellis had proof read portions of them for him. Carder had them copyrighted but could not afford the publishing costs. The other copy is either held by the Jay Co. Hist. Soc. or the Portland Foundation.

Many of Carder's charts and drawings were on insulation board, which absorbed moisture and mildewed. Traveling with them in the car produced sinus problems and sneezing. They were set out in the Schmidt's garage to air for a few days before they were removed from the boards, which were thrown away. They have been trimmed and filed for reference, but they are not in good enough condition to display. A list of items received from the Carder estate is published in the Archives column of this publication.



CANAL DAYS PORTRAYED IN WABASH MUSICAL

By Cynthia Powers

A big "Hip, Hip Hooray!" to all the folks in Wabash who helped with the recent production of the new musical "Wait 'til You Get to Wabash" by Susan Jones. My husband Ed and I attended on Sunday, August 24 in the Ford Theater of the Honeywell Center, which was packed, and for good reason—it was an excellent show!

All the action took place on a canal boat named the "Prairie Hen," which was probably named for the wild Greater Prairie Chicken found in Indiana at the time. CSI members, or course, know that was the first boat to reach Wabash on July 4, 1837, its crew having outwitted their rival, "Indiana." This voyage took place in 1850, loading in Toledo and passing through Fort Wayne, Huntington, and Lagro bound for Wabash. Changing backdrops showed the progress of the canal boat through misty forests, various towns, and a fearsome thunderstorm.

The cast included several families, with many cute children. There was a doctor, a lawyer, a Presbyterian minister, and an entrepreneur who was going to start a washboard factory—and a sinister fellow who turned out to be a thief! Most amusing was Paul, a crew member who fortified himself with sips from his hip flask, while trying to show the children a magic trick with a piece of rope that never would work (until the end). His dramatic account of the "Irish War" that had taken place in Lagro was hilarious.

Predictably the "womenfolk" complained about the food ("I'm not in the habit, Of eating rabbit") and the lack of privacy, along with the heat and the mosquitoes. Despite all that, young lovers managed to have a shipboard romance!

Visitors along the way included an Indian, wearing red paint on the front half of his head, who brought game to supply the passengers with food. A dance-hall girl got on at Lagro, shocking the proper ladies but captivating Paul.

The costumes were in many bright colors, and included plaids, which were in fact authentic in canal days. The songs were lively, accompanied by a 14-piece orchestra. "This Beautiful County" brought tears to my eyes as I thought of families facing the unknown, being separated but sometimes reunited, in the wilds of

Indiana. And I hope the song "Wait 'til You Get to Wabash" becomes a part of civic events in Wabash for years to come.

The canal boat was a work of art covering the greater part of the stage. It was lighted within so the audience could see inside. Were they surprised when two large portions of its front rolled off to the sides of the stage and the action continued within the boat. It had a stove for the cook and beds along its sides that were covered with brightly colored quilts. The genteel ladies sipped their tea while the men tried to get them to be optimistic about things to come singing about "possibilities."

I noticed that the word "OK" was used in the script. Thinking that "OK" had been invented much later, I looked it up. It turns out I was wrong. According to the American Heritage Dictionary, it was first used in 1840 in Martin Van Buren's campaign, standing for "Old Kinderhook," (Kinderhook, NY being his home town.) So in canal days it would have been up-to-the-minute slang.

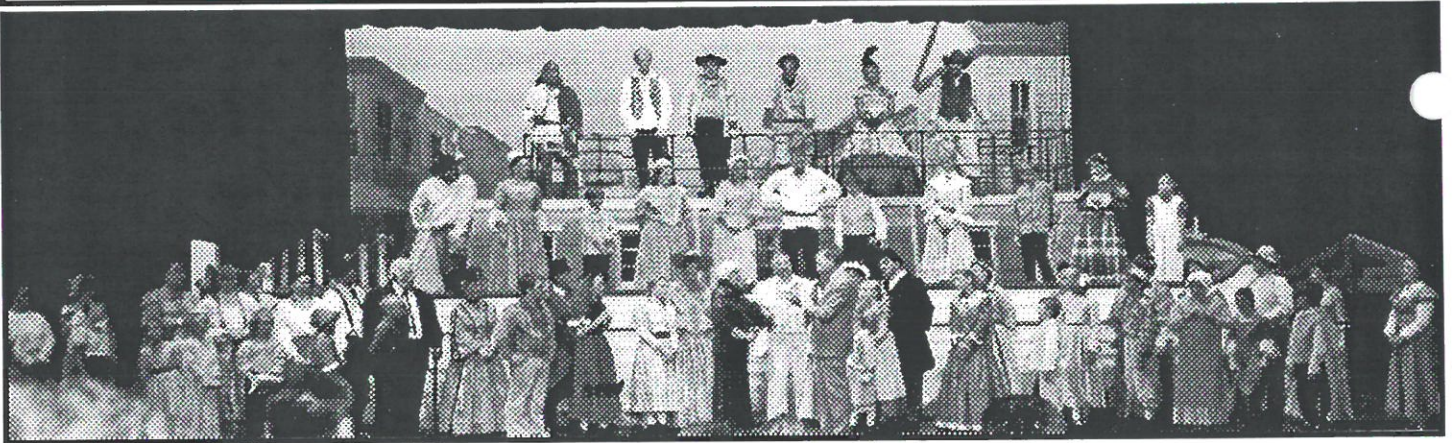
I wonder what percent of the citizens of Wabash had a part in this most successful production. There were 61 cast members, 14 in the orchestra, 49 on the staff and countless others not listed in the program. As the citizens of Delphi have done with their new Canal Park and trails, Wabash has enhanced the quality of life in their community with this great show.

CSI members who attended the show appreciated "The Wabash & Erie Canal booklet given to all who attended the performances. Those known by CSI headquarters to have seen the show are: Kreig Adkins, Sally Bancroft, Tom & Linda Castaldi, Mary Crary, Jim & Ruth Ellis, Dwight & Ann Ericsson, Richard Ford, Annadell Lamb, Charlotte May, Dan McCain, Ed & Cynthia Powers, Bob & Carolyn Schmidt, Judy Stirm, Dan & Ceri White and Steve & Sharon Williams.

Wabash was a Canal Town

The arrival of **The Prairie Hen** and the opening of the Wabash and Erie Canal on July 4, 1837 gave life and vitality to the new town of Wabash. The canal brought commerce, industry, and people to Fort Wayne, Huntington, Lagro, Peru, Logansport, and other towns along its route.

The Canal entered Wabash at today's Paradise Spring Historical Park, ran behind the block of business buildings on the south side of Canal Street, and passed just a half-block south of the Ford Theater. A canal lock was located near the loading docks of today's *Wabash Plain Dealer* building and a turning basin for boats is believed to have been near the intersection of Canal and Miami Streets.



The action begins in the year 1850 as passengers board a boat named **Prairie Hen** at Toledo, Ohio to travel the Wabash and Erie Canal to Wabash, Indiana. The musical uses Wabash family names, but the characters are fictitious. However, the story is based on true experiences of canal travel.

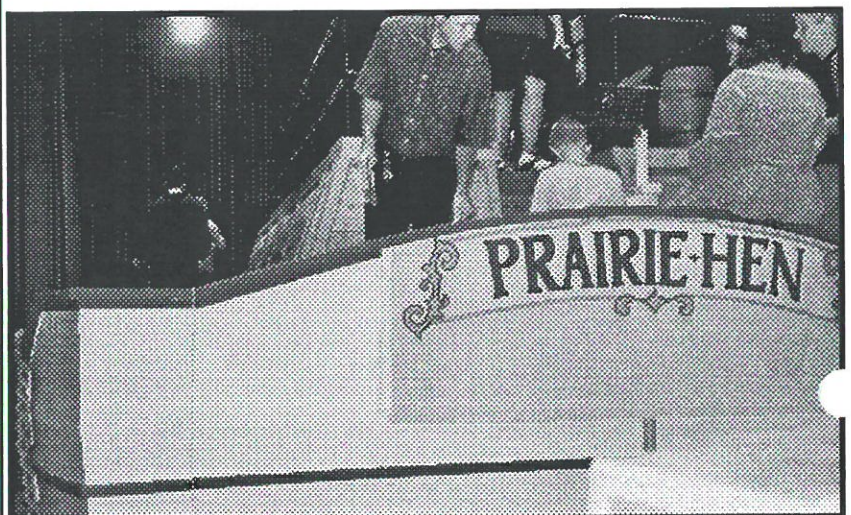
Top: Fifty-two members from the cast of "Wait 'til You Get to Wabash" are shown on stage with the **Prairie Hen**, a wonderful set built by John Corso and his talented crew. CSI headquarters has learned that the boat will be saved for future plays in Wabash and perhaps elsewhere.

Center

Left: Wabash Canal Lady - Evelyn Magner took the part of Emma Stitt in her **Prairie Hen** performance. Evelyn said that the hat she wore was from 1909 belonging to her great-great-grandmother Liddy Criswell, who arrived in 1848 in Lockport, Carroll County, Indiana by a canal boat with her husband James.

Right: Wabash Canal Boy - Kyle Kelsheimer played the part of Rev. Charles Little's son, Sam Little. Kyle was dressed in light green breeches and jacket with dark brown trimming. His shirt was white.

Bottom: The stern of the boat carries her name **Prairie Hen** as well as the front side of the boat. The thin iron railing on top of the boat was for the performers' safety. Canal boats might have found such railing troublesome when going under low bridges.



Photos by Tom Castaldi

LOST BIRDS OF CANAL DAYS

GREATER PRAIRIE CHICKEN

By Cynthia Powers

The route of the Wabash and Erie Canal went right through the historical range of the Greater Prairie Chicken. This interesting game bird, like the elk, the bison, and the black bear, is not extinct, but "extirpated" from Indiana. They were last seen in Newton County, in western Indiana, as recently as 1972-83, but now live only in the Dakotas, Nebraska, eastern Kansas, and southern Illinois.

My husband, Ed, and I observed their courtship behavior in April 1996 in eastern Kansas. We had made special arrangements to use the blind in the Konza Prairie near Manhattan, Kansas, which is owned by the Nature Conservancy and managed by the Division of Biology at Kansas State University for tall grass prairie research. We had to arrive while it was still dark and quietly enter the blind, which was conveniently placed for the best view. Soon we began to hear a low, mysterious sound.

Male prairie chickens have bright orange sacs on the sides of their necks with which they make their low booming sound like a bullfrog. The ones we heard gave a two-note call, described as "Mul-doon." The air sacs are covered by long feathers, which are raised to almost look like rabbit ears. To the booming noise, add strutting, cackling, wing shaking and flying at their rivals, and you have a display guaranteed to bring a chuckle to the observer.

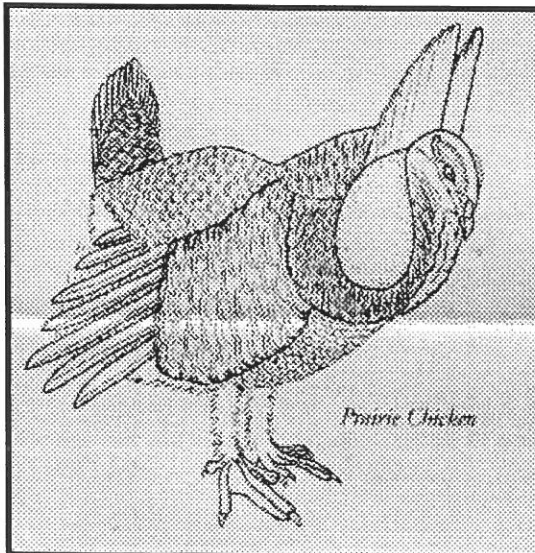
All this takes place on a "lek," the bird version of a singles bar. All the males gather on this slightly raised area and begin their display as the sun comes up. The result of all the energy exerted by the males on the lek is that one or two dominant males do almost all of the mating. It isn't known whether males or females do the choosing of partners. The females we saw were pretending not to pay attention! In any case, the females brood and rear their chicks alone. They need insects to feed the chicks; adults eat leaves, seeds, acorns, buds, cultivated grain and insects.

One subspecies of the Greater Prairie Chicken, the Heath Hen, died out in New England in 1932 despite over 100 years of protective legislation. Another subspecies, the Attwater's Prairie Chicken, is down to less than 1000 birds in southeast Texas. The subspecies we saw is still legally hunted in 4 states. I think Indiana is the poorer for no longer having them, if only because they are just so funny. Even their scientific name is amusing: *Tympanuchus cupido* "drum-neck with Cupid's wings" (referring to the projecting neck feathers.)

Wouldn't it be wonderful if they could be reintroduced? Think of the impact of a local Prairie Chicken festival on the economy of any town selected to host the reintroduction. It could feature a prairie chicken costume contest, prairie chicken dances, and (what else) a big domestic chicken barbecue!

I wrote to John Castrale, DNR non-game biologist, about the possibility of reintroduction. After all, we've had such success with eagles, peregrine falcons, and river otters. He replied that the area most feasible for such a project would be one familiar to CSI members who went on the "Great Expectations" Evansville tour — the reclaimed coal-mine areas in southwestern Indiana. They are large enough (prairie chickens need hundreds of acres) and fairly free of ringneck pheasants, which may parasitize prairie chicken nests. However, the land would need to be replanted with "warm season" (native) grasses instead of the fescue that is there now.

I think we should go for it! But until this can happen, it's probably more realistic to concentrate on making sure Indiana doesn't lose any more species.



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Drawing courtesy Schoolyard Habitats Program, National Wildlife Federation.

CANAWLERS AT REST

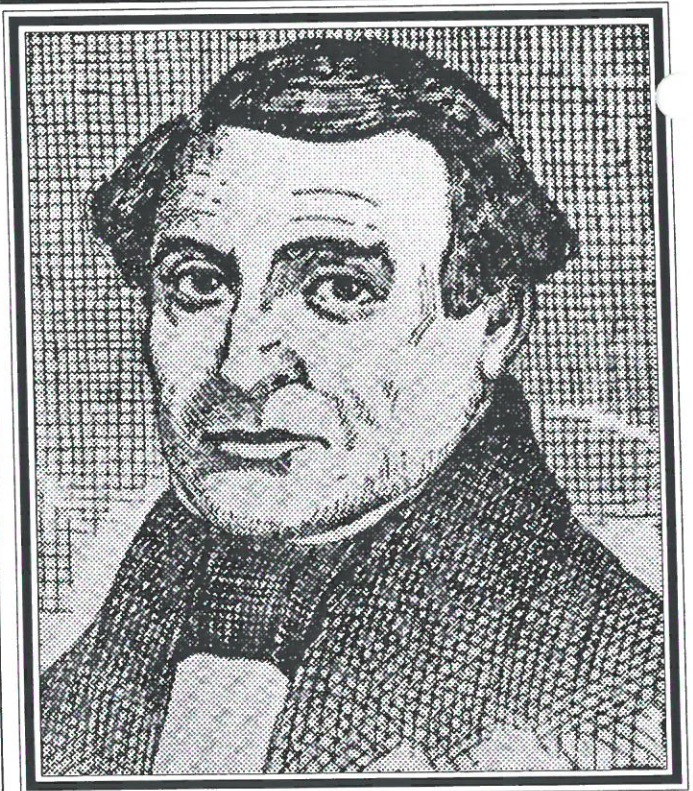
HENRY LOTZ

b. 1797

d. Apr. 6, 1845

By Cynthia Powers

Portrait courtesy of "Pioneers Resting in Historic Lindenwood" from an oil painting owned by Lotz' granddaughter.



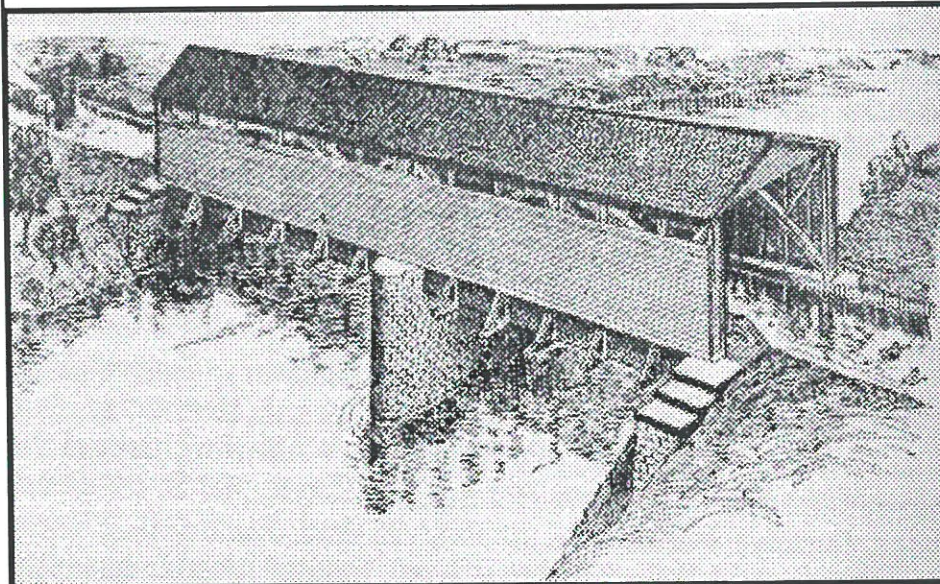
Henry Lotz, who became Fort Wayne's third mayor, came from New Berlin, Pennsylvania. He was a prominent canal contractor and collector, who built the original St. Mary's aqueduct memorialized by the "Let's Go Swimmin'" monument on West Main Street. This structure was designed by Jesse L Williams and enabled the canal to cross the river, much as a covered bridge for a road crossing. Lotz began its construction in 1834.

Henry Lotz was contracted to build the Gronauer

Lock, Lock #2 of the Wabash & Erie Canal, located just east of what is now New Haven, IN. It was built of timber rather than stone, wood-lined stone, or brick user' in other states. It raised or lowered boats seven feet.

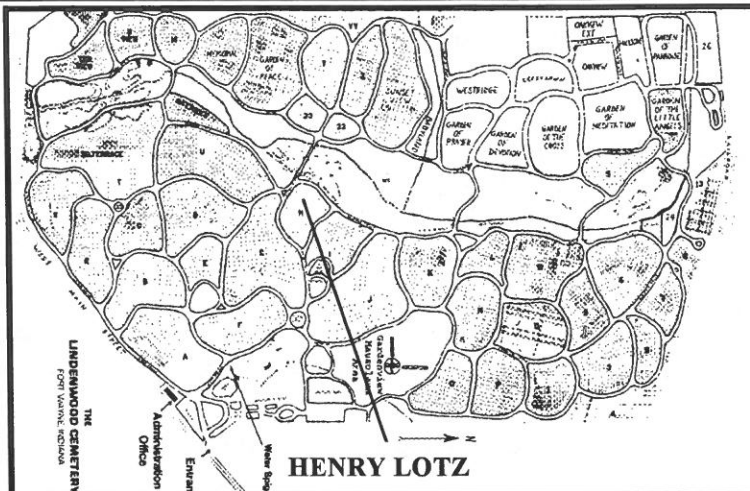
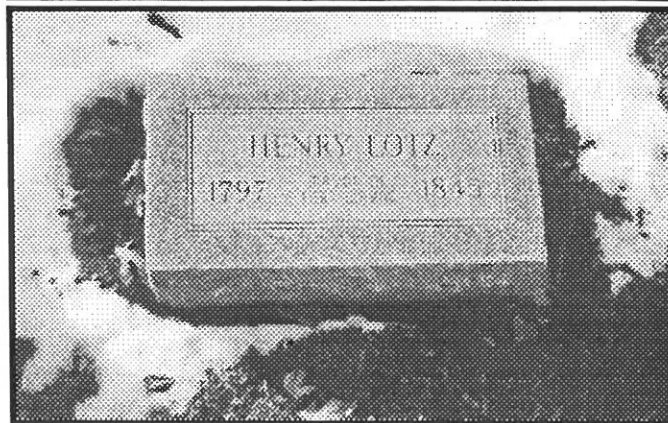
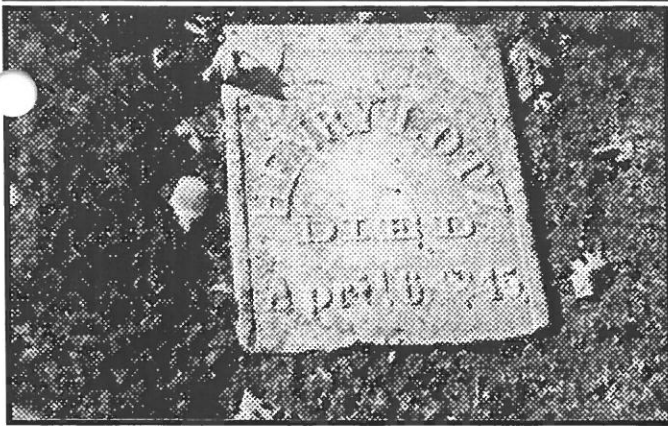
Lotz and his men built the 115 by 40 feet structure with its 90 by 15 feet chamber between 1838 and 1840. But it was not named for him. Instead it was called the Gronauer Lock after its locktender, Joseph Gronauer.

The **St. Mary's Aqueduct #1** had two spans, each 80 feet in the clear. The trunk was made of timber and was 17 feet wide. It was suspended by means of iron rods to the arches and truss frame. The weight of the trunk was sustained by arches made of thin oak plank footing on a chord of similar construction. The arches and chords were attached to, and firmly connected with a strong truss



frame of oak timber. The chords rested on the coping, at a height of six feet above the canal bottom, so that every part of the structure, excepting merely the trunk, was above the water in the canal. By being roofed and weatherboarded it was kept from decay. The piers and abutments were of cut stone masonry. They had to guard against a breach around the abutments. Additional foundations guarded against under mining by floods. Because of a sudden curve in the canal at the west end of the aqueduct, cribs of timber filled with stone were erected to prevent injury from the concussion of boats. The whole structure was newly erected 1845-46.

This picture is from a drawing made by Ellis Kaiser and given to Louis Schroder in 1916 courtesy of The Pictorial History of Fort Wayne Indiana.



Top left: Portion of original grave stone of Henry Lotz.
 Bottom left: New marker for Henry Lotz's grave in Lindenwood. It acknowledges that he was a mayor of Ft. Wayne.
 Top right: Map of Lindenwood Cemetery, Ft. Wayne, IN the grave of Henry Lotz in Section H Lot 23.

Photos by Cynthia Powers
 Map courtesy of "Pioneers Resting in Historic Lindenwood."

It was used into the 1870s. The top of it was burned during the widening of U.S. 24 and the rest filled with dirt. It was unearthed in 1991 for the 1-469 interchange. Some of the lock timbers are exhibited in the new Indiana State Museum in Indianapolis. A marker was placed at the lock site by CSI, the New Haven Kiwanis Club, and the Indiana Historical Bureau on September 26, 2003.

In 1843 he was an "assistant marshal" at the grand July 4 celebration of the opening of the Wabash and Erie canal from Ft. Wayne all the way to Lafayette, IN. That same year he was elected mayor. (The first two mayors were George W. Wood and Joseph Morgan.) During Mr. Lotz's term of office, the city council passed an ordinance establishing a penalty for "riding or driving any horse faster than an ordinary gait of travel, except when going for a physician." Another penalty was established for "riding or driving into any store, grocery, house, shop, or other building, excepting barns and stables." One wonders what event caused this ordinance to be needed!

Mr. Lotz was re-elected in 1844, but on June 22 he sent a resignation letter, because his business as contractor required him to miss too many council meetings. Before the city council had received his letter, however, they had declared his position vacant because of the "neglect and absence of the nominal incumbent." He was in office a total of 16 months.

Mr. Lotz died on April 6, 1845, the same year as Francis Comaret. He is buried in Lindenwood Cemetery, Area H, lot 23. A brief death notice was published in the Fort Wayne Times and Peoples Press for Saturday April 12, 1845. It made no mention of his having been mayor and gave no funeral or burial arrangements.

DIED—In this city, on Sunday evening last, Col. HENRY LOTZ, formerly of Pennsylvania. Ft. Wayne Times and Peoples Press April 12, 1845

Sources:

Fort Wayne Times and Peoples Press. April 12, 1845. Located by the helpful staff at the Allen Co. Public Library, periodicals dept.

Griswold, B.J.. Pictorial History of Fort Wayne Indiana. Robert O. Law Co./ Chicago, IL. 1917.

Poinsatte, Charles. Fort Wayne During the Canal Era 1828-1855. Indiana Historical Bureau/Indianapolis, IN. 1969.

Pioneers Resting in Historic Lindenwood. Lindenwood Historical Foundation/Ft. Wayne, IN. 1989.

Williams, Jesse Lynch. 1846 Report of the Chief Engineer of the Wabash & Erie Canal.

This table presents the amounts and dates of payment for the construction of Gronauer Lock #2 by the contractor, Henry Lotz. Its information was taken from the 1837-1840 quarterly reports of payments to contractors for work completed along the Wabash & Erie Canal and prepared by Cindy Parish for the Indiana Department of Transportation during the archaeological investigations of the lock in 1993. As shown on the table, Henry Lotz received a total of \$3244 over a period of one year for his work on the construction of Lock #2. The last payment he received was February 25, 1840. This payment also represents the highest quarterly expenditure for the lock. Whether this represents the total amount for building of the lock as well as the completion date is unclear since no records were found for 1841 or 1842.

The Board of Internal Improvements State of Indiana Quarterly Reports*

Date	No. of Estimate	In whose favor made	No. of Section for	Construction Est. Payments
12/1837- ¹ 11/1838		No mention of Lock #2		
2/20/1839 ²	301	Henry Lotz	Lock #2	600 540
4/20/1839 ³	28	Henry Lotz	Lock #2	926 833
6/15/1839 ⁴	67	Henry Lotz	Lock #2	440 395
9 /1839- ⁵ 10/1839		No mention of Lock #2		
2/25/1840 ⁶	116	Henry Lotz	Lock #2	1640 1476

*Source: Indiana State Archives n.d.a.

1 An abstract, December 1837 to November 1838

2 December 1838, January and February 1839 Quarterly Reports

3. March, April and May 1839 Quarterly Reports

4. June, July and August 1839 Quarterly Reports

5. September and October 1839 Quarterly Reports

6. Samuel Lewis Account, November 1839 to February 1840

Following the above chart in Cindy Parish's report on *Archaeological Investigations at the Gronauer Lock #2*, she states that "On July 16, 1842, the *Fort Wayne Weekly Sentinel* reported that "the Wabash and Erie Canal is now filled with water to Independence, five miles below Defiance, {Ohio}, and boats are regularly running to that place' (Public Library Fort Wayne and Allen County 1953:38). If we make the assumption that Henry Lotz completed the Gronauer Lock sometime around February 1840, then we are looking at a two year gap from when the lock was completed and when the 'official' opening of the canal occurred."

The Gronauer Lock was built of wood on the frame plan according to the 1847 Report to the Trustees on the condition of the structure. Specifications for building a frame lock called for a "double set of bents, one resting upon the top of the other, and secured by iron rods 1 1/8 inches diameter, placed immediately back of the front posts, and extending first from the foundation timber to the cap of lower bent, and then from said cap to the cross tie, connecting the front and

back coping timbers of the lock. The foundation timbers from 37 to 47 feet long, 12 inches thick, placed about six inches apart, covered with two courses of 2 inch plank. The posts of the lower bents are framed into the foundation timbers."

The 1847 survey found that the locks east of Fort Wayne, IN needed rebuilding. The specifications for doing so follow:

"The old frame with the cross sills on which it rests will be removed out of the way, leaving throughout the chamber only the basement crib. The cribs below lower gates will likewise be removed to a point about 6 inches below top water line of the lower level. The two upper courses of upper cribs will also be removed. The Lock gates will be removed and carefully preserved until they can be replaced on the new Lock. (This leads one to believe that some of the logs removed for museum exhibit in the 1990s are those originally placed by Lotz and his crew.)

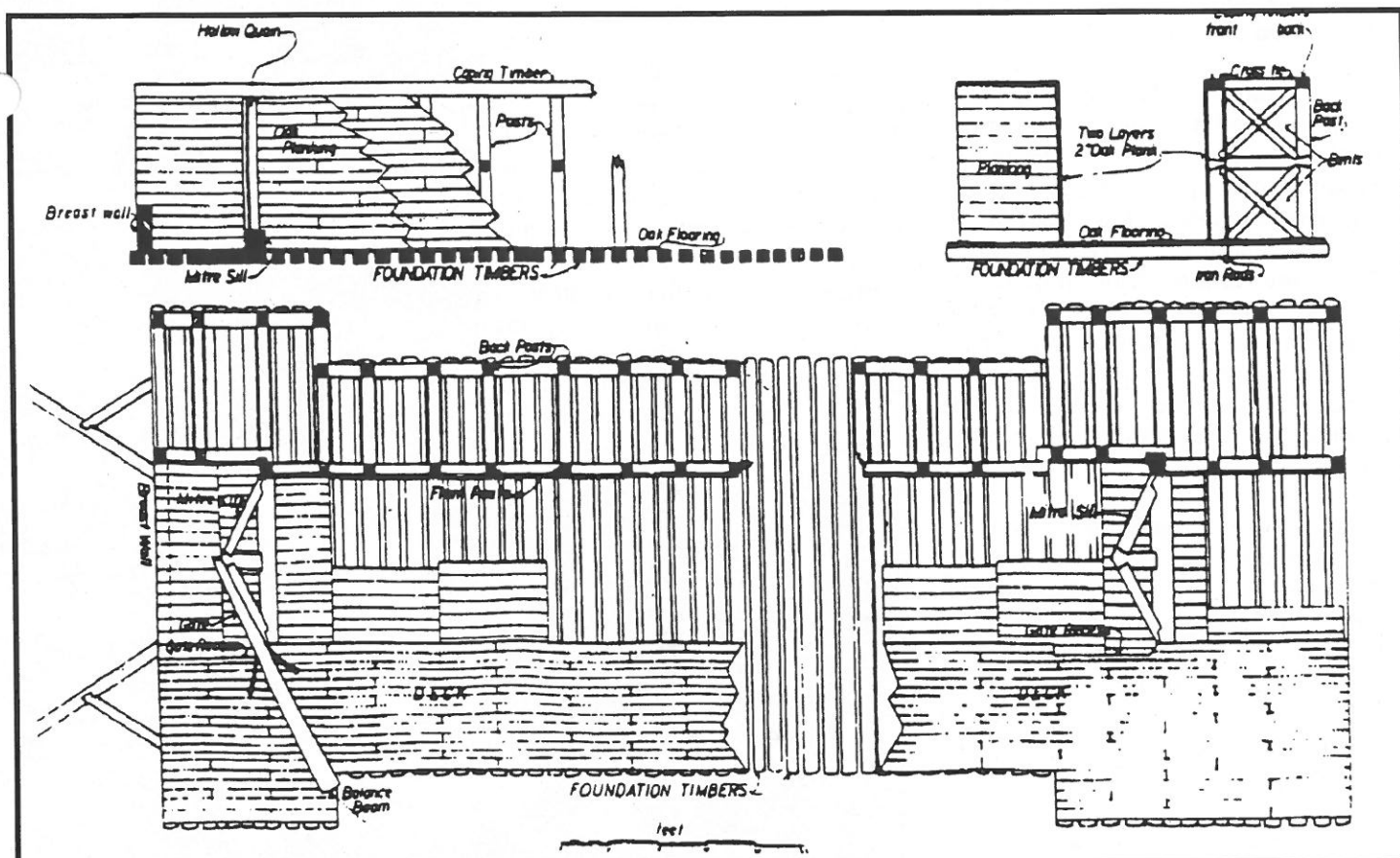
On the old cribs thus prepared, a new crib Lock will be built in the following manner.

"The crib will consist of a front and back wall connected by round ties. The timber for front walls and also for the cross walls will be got out square and before putting together, must be neatly counterhewn on three sides; that for the back walls will only require plank on three sides. The top courses of the front walls will be 14 inches wide, and must be neatly dressed: the upper front corner bevelled off, and the lower front corner rabbeted to receive the plank.

"The ties will be framed with dovetails at both ends but the gain for the front end must not be cut entirely through the wall - the top courses of ties will be hewn square. The ties in the chamber cribs should average 9 or 10 feet apart from center to center in each course. From the cross walls at the hollow quoin to the cross walls at the upper ends of the recess, one tie to each in each course will be required. In the cribs below the lower gates, one tie will be put in each course. Each course of timber will be firmly secured to the one next below it, with tree-nails 14 inches long and 1 1/2 inches

in diameter, one to be put in to each tie box throughout the entire length of the walls. As often as 16 or 18 feet, a post 12 by 14 inches will be set up against the back wall firmly secured to the set up against the back foundation timber by a dove-tail tenon and key supported by a brace of similar dimensions, footing into the foundation stick immediately back of the front wall; both ends of the brace will be secured by tenons and pins and boxed 2 inches.

"The facing of two inch plank on the sides will extend from the ends of the wing walls at the upper end of the Lock down to the lower hollow quoin and must be commenced at the bottom and finished at the top, with narrow plank, so as to break joints completely, throughout the Lock. This planking will be secured with six inch cut spikes, eight of which will be required to each ten square feet or, for a Lock of 8 feet lift 3136 spikes, or counting eight to the pound 392 pounds will be required. For other lifts the quantity will be increased or reduced in proportion to the height of the walls." (They would be decreased for the 7 foot lift of Lock #2.)



TIMBER FRAME LOCK

By Thomas Meek

**NEWS FROM
DELPHI**

**JULY FLOOD PRODUCES
DISASTROUS TRAIL DAMAGE**

By Dan McCain

The Delphi Historic Trails nearest Deer Creek suffered heavy flood damage in July and full extent of this damage was assessed. Two representatives from the USDA's Natural Resources Conservation Service were in town on August 12, 2003 to meet with City and Trails representatives. At this point no rehabilitation money is available from USDA but the evaluation helped determine the extent of damage. The official comment was that this was one of the most devastated sections yet viewed and assessed.

Considerable loss of stream-bank and the trees that lined sections of Deer Creek below the railroad and Indiana Highway 25 bridges have left big questions as to the feasibility of full restoration. Formerly the Robbins Trail, Interurban Trail and Happy Jack's Loop were tree-lined, quiet places to take a restful stroll. Now the loss of most of these trees will require the partial moving of trail sections to safer land nearer cropland fields.

Two landowners abutting these trails, Jim Robbins and Paul Brandenburg, have offered this season's barren cropland for burning disposable woody materials and cleanup necessary for opening these once popular trails. Both tracts yielded creek-border land needed for trail construction 6-8 years ago.

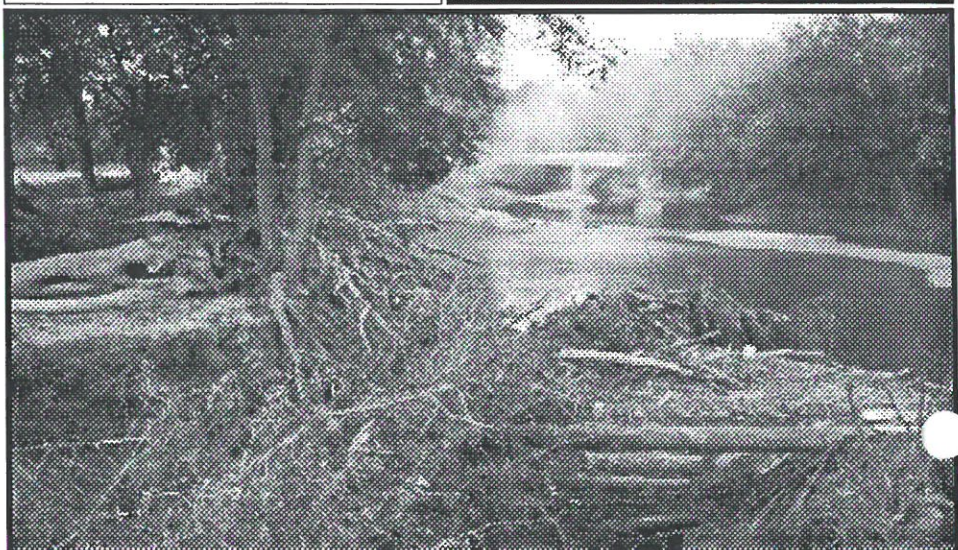
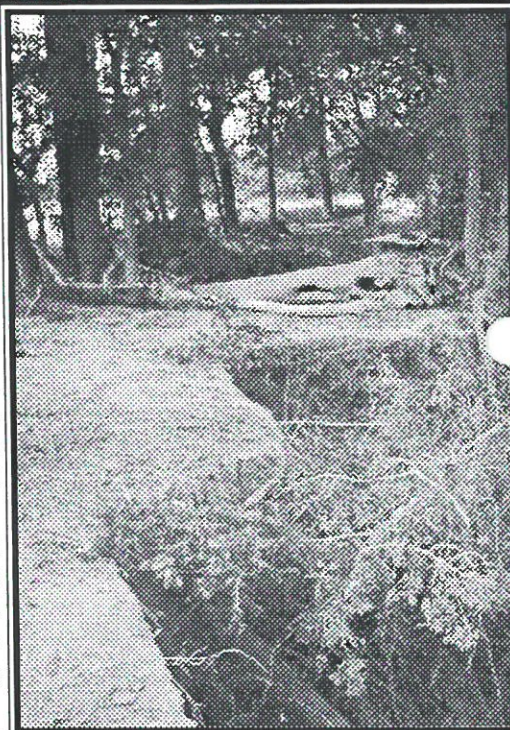
Work started just after the NRCS officials viewed the damage so that the main creek-side Robbins Trail could be opened. Denny Burge and his tractor along with a chain saw



Top: Chuck Zelek, NRCS State Economist; Carol Stradling, City Park Superintendent; Jim Robbins, adjacent landowner/farmer; Roger Roeske, NRCS Area Engineer; and Denny Burge, trails maintenance volunteer assess the piles of debris deposited in the Wabash floodplain near a temporarily opened section of trail near the old Wabash and Erie Canal.

Center: The formerly serene Robbins Trail immediately across Deer Creek from Trailhead Park received severe damage. Tree loss on the north bank was almost a complete washout and the trail will have to be moved.

Bottom: The July flood resulted in Deer Creek stream-banks below the Indiana 25 bridge being a near total loss, sand and silt deposits are on adjacent cropland, and the growing crop was totally lost. Photos by McCain



were instrumental in removing several blockages directly on the trail.

Stream-bank restoration, if ever funded, will take considerable money and larger machinery to accomplish. NRCS "ball park" repair estimates exceed \$100,000 for the lower half mile of stream. Chances are that some of this work will never be done and Mother Nature will have to heal itself. In the meantime volunteer work this fall and next spring can focus on what we can do and what can be relocated, graded, seeded, planted back to trees and pathways topped with fresh stone.

DELPHI TRAILS GROUP PLANS WORKDAY

By Dan McCain

With the disastrous July floods there now comes the need to rally community support for repair. Volunteers, community leaders and the public will meet in Delphi's new Canal Conference and Interpretive Center on Tuesday, September 9th at 7 PM for a quarterly trails meeting. These meetings bring consensus on how to accomplish various tasks and set priorities ahead of volunteer workdays.

Plans for restoring the suspension bridge in Riley Park and relocating foot trails away from the caved in banks along parts of Deer Creek will be discussed. Decisions on what to do with piles of flood deposited debris will also be addressed. Something must be done locally whether or not Federal or State "emergency money" ever becomes available.

Volunteers and those offering machinery or other construction items are needed and should attend the evening meeting. Plans are being set for a **Volunteer Workday** on the "Third Saturday,"

SEPTEMBER 27

2003 beginning at 9 a.m. A "free

lunch" will be provided by Psi Iota Xi Sorority. Mark your calendars for this workday and tell your friends.

If you love the trails, please help restore their usefulness and tranquility. This trail network of over seven miles was created through community efforts within the last 15 years. Volunteers came forth with thousands of hours of labor, machinery and materials such as the crushed stone used for surfacing.

CANAL INTERPRETIVE CENTER IS NEARING COMPLETION

By Dan McCain

Work on the Wabash & Erie Canal Interpretive Center in Delphi is ongoing and progressing well. As the organizers say -- "it is a work in progress." Though the new 12,000 square foot Center building opened July 4th and the public has been given weekends since to "look and see," the exhibit portion is quickly coming to fruition.

Every M-W-F mornings an exceptional cadre of volunteer craftsmen and painters come together and perform a most miraculous and productive function. These guys and gals are busy as bees with the creation of many interior facades, cabinets, display cases, wall coverings and door trim. This activity has been ongoing for over a year and the ultimate savings of dollars to the Canal Association is tremendous as compared to buying goods and services from contractors.

The museum consultant provided a most exciting set of creative ideas complete with detailed blueprints. Volunteers construct the vast majority of scenes, galleries, displays and interactive exhibits, which will entertain the mass of visitors to come. There are few places to go in the Midwest for this



Volunteers finish varnishing and painting exhibits in the new canal museum.

Photos by Dan McCain

type of interactive historical experience.

Donations, grants, and various free materials have helped along the way. Though the Canal Association can always use more sponsors of galleries and exhibits, the job will get finished. By mid to late winter the Interpretive Center should

be complete. Money from a current Department of Natural Resources exhibit construction grant is essentially all spent. The museum is only lacking the last of the graphic wall panels due in late August that were purchased with the grant.

Volunteers worked feverishly to be ready for the installation of the rest of the graphic panels on Thursday August 28. ICON Exhibits from Fort Wayne arrived at 7 AM and worked into the night to finish in one long day.

The exhibit hall is open to the public on Saturdays from 10 AM-4 PM and Sundays from 1-4 PM. There is no charge for admission until the exhibits are all completed. Canal Park also offers "free" Sunday afternoon concerts outside on the lawn every week until mid-September.

CANAL INTERPRETIVE CENTER RECEIVES MORE EXHIBITS / GRAPHICS

By Dan McCain

Delphi's Wabash & Erie Canal Interpretive Center keeps progressing with the addition of interactive exhibits and colorful, descriptive graphics. The latest improvements to this new transportation museum include works by a crafty cadre of volunteers and informational panels and tags created by ICON Exhibits from Fort Wayne.

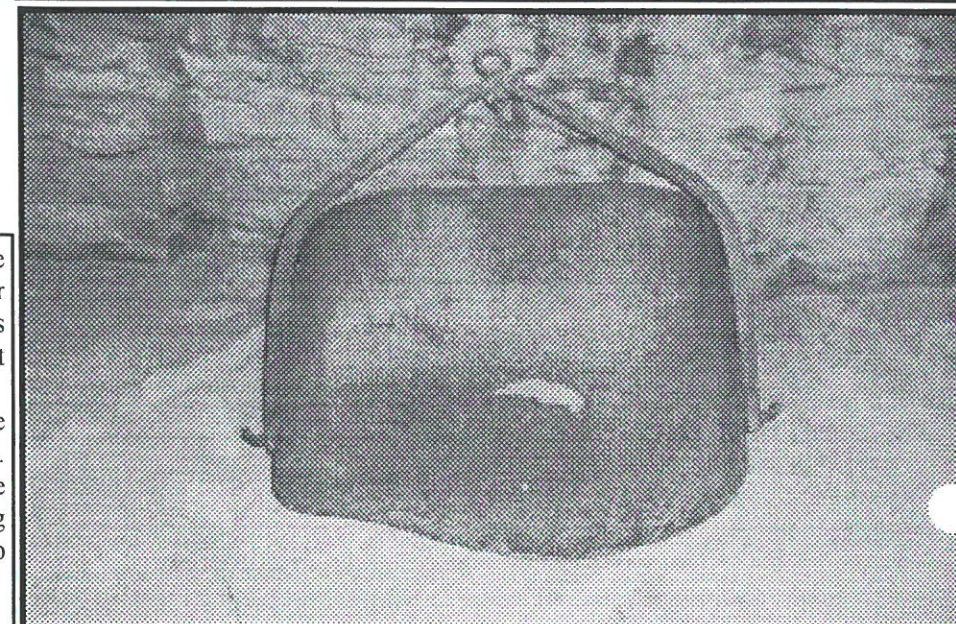
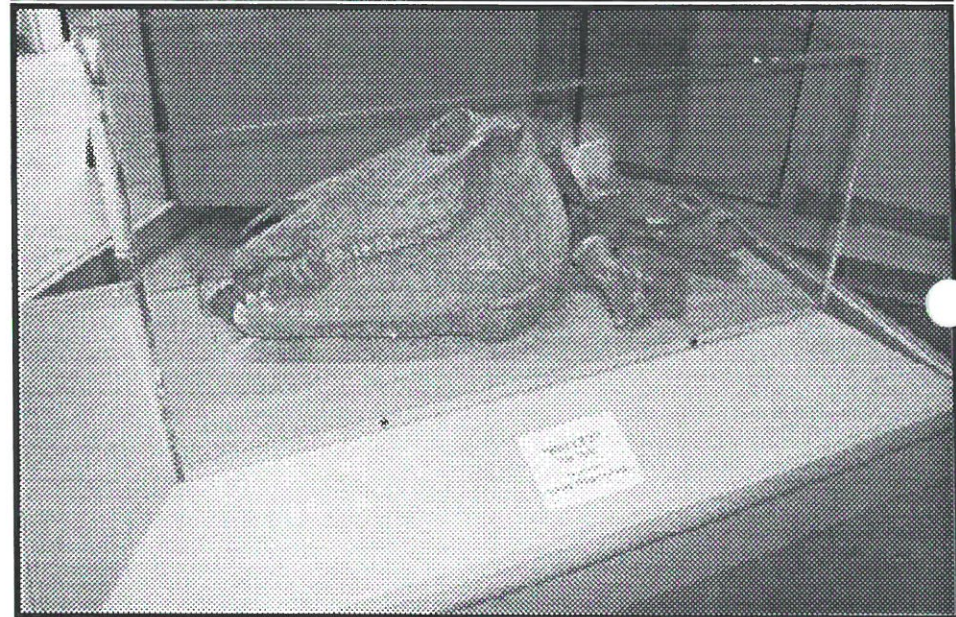
From the onset of planning three years ago, museum architect Len Mysliwiec has dazzled the minds

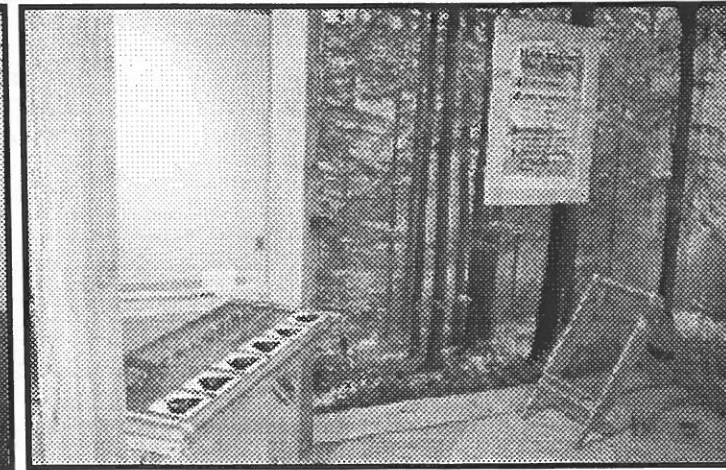
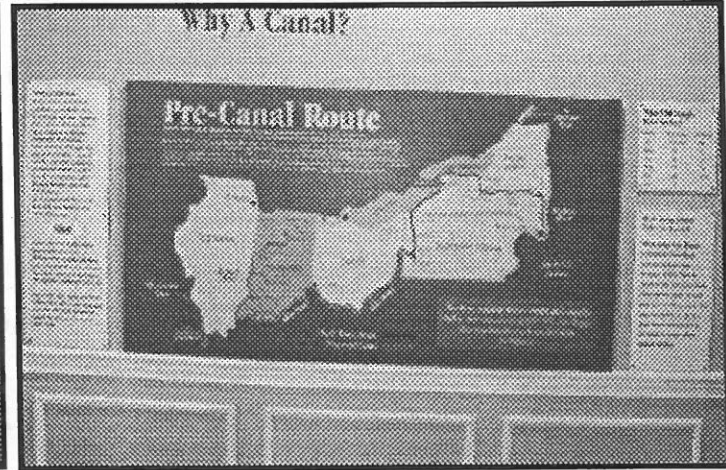
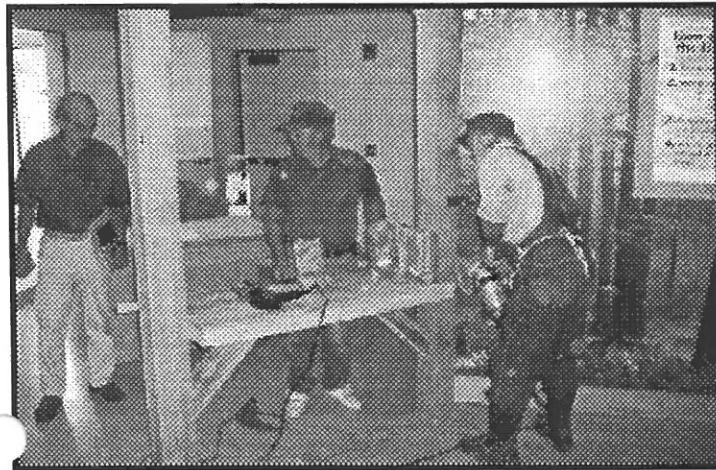
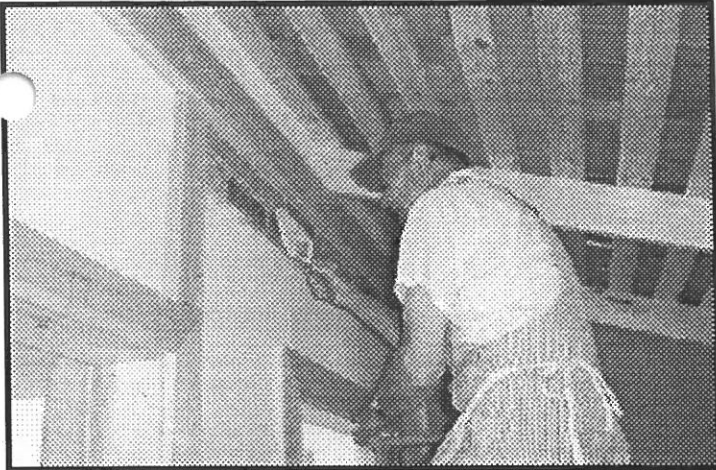
Top: The new 12,000 sq. ft. Wabash & Erie Canal Conference and Interpretive Center will accommodate 275 people at meetings as well as presenting the history of the longest canal ever built in the United States.

Center: "Bullet the Mule" has found a place to rest his head (skull in the protective case).

Bottom: This iron slip scoop is much like those pulled by horses and mules digging the Wabash & Erie Canal. It was donated to the center by Dick Grantham.

Photos by Dan McCain





Left Photos by Dan McCain

Top : A volunteer mason places brick facing on a town storefront under the old time shake roof (inside the museum).

Center: A part of the archaeology exhibit facilities are being constructed.

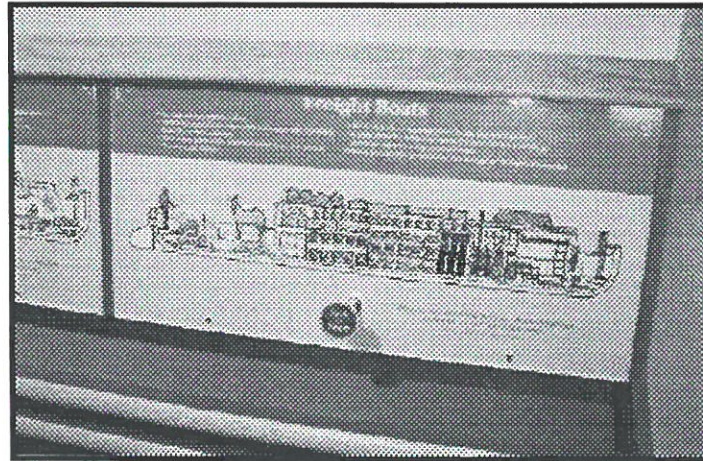
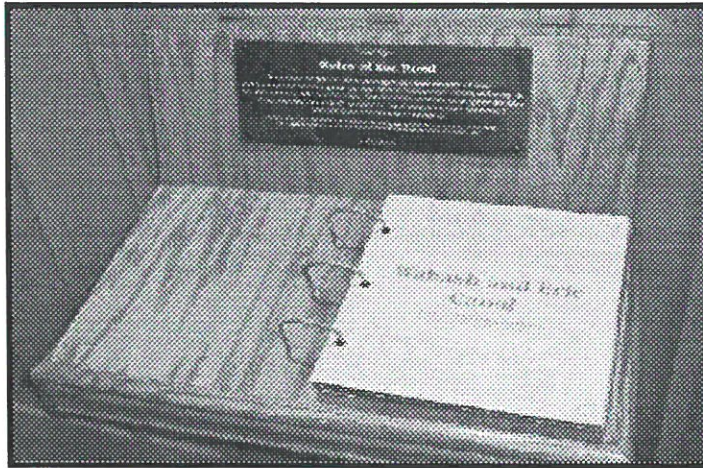
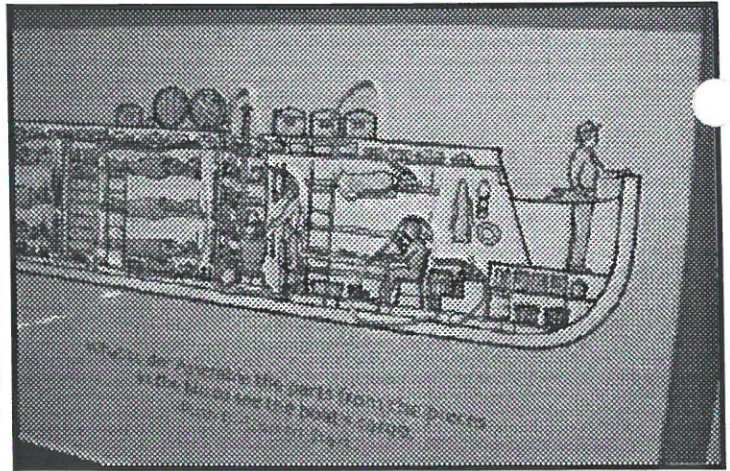
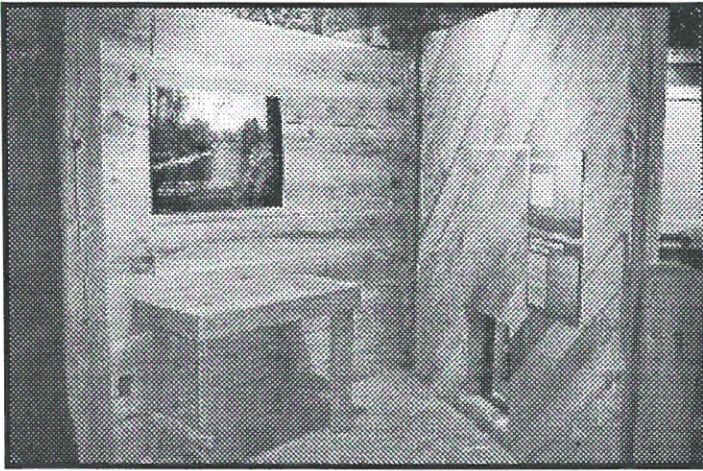
Bottom: Indian artifacts adorn the case surrounded by graphics.

Right

Top: Slide-away panels reveal a very early map of what is now the Midwest. It includes the rivers and early noted landmarks. Various overlaying panels explore trade routes and military movements of yesteryear and allow comparison with today's railroad and highway connections.

Center: In the gallery "Why a Canal" visitors can examine pre-canal travel from the east to the new settlements in Indiana. A finger map allows the virtual traveler to find a way via rivers and overland trails to get to points along the Wabash River.

Bottom: The interactive exhibits in the Archaeology Gallery feature how life looked and felt in an 1837-38 Irish Construction Camp. This actual camp site exists on land owned by the Canal Association and can be visited by walking the VanScoy Towpath Trail from Trailhead Park. Holes in the (soon to be "grass" carpeted) floor will be covered by plastic panels to allow participants to observe artifacts and confirm their discovery by comparing it to archaeologists' notes on the plank nearby.



Exhibits Near Completion

Left

Top: The full scale wooden lock gate is in the "fresh cut" section of canal in this "Construction Site" gallery. Foot square oak timbers become part of the frame of the lock gate and heavy wooden panels depict the mass of these structural members. Adorned with an authentic cast iron wicket gate at the base, which is set to open into the "lock pocket" side panel, this exhibit also will feature craftsmanship of massive wooden joints created by a laborer in the 1830s.

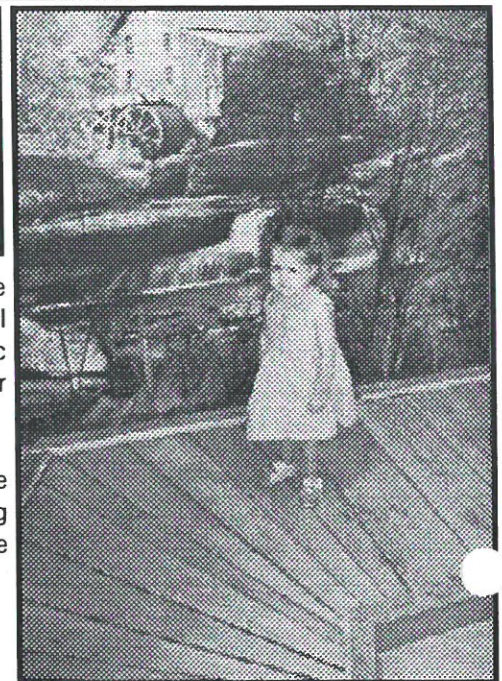
Center: A notebook containing "Rules of the Canal" is filled with various facts that determined who or what ruled the day.

Left Bottom and Top Right: An interactive exhibit featuring the side view of a loaded canal freight boat and a passenger boat beckons the participant to find the pieces to the puzzle and complete the form. When finished the bar is pushed and parts drop into a bin to be reset by the next visitor.

Below: Abby finds the "squishy" surface of the plank road interactive exhibit intriguing as she explores the "Pioneer Trail" gallery in the Interpretive Center.

Photos by Dan McCain

Linn Loomis will talk about canals on Wednesday, Sept. 24, 2003 at 7:30 PM in the Canal Interpretive Center.



of the local organizers with his concepts. A gallery layout portrays a timeline of events from the pre-canal Native American era to the demise of the canal in the 1870s. The story is told through graphic panels depicting historic facts, illustrations and pictures by the exciting works of writer/researcher Tom Castaldi and artist Terry Lacy.

Even though not all of the graphics have arrived for installation in the Center, the results of this commercial endeavor plus the addition of intriguing interactive exhibits from a Minnesota firm, Blue Rhino Studios, have made many of the visitors curious as to what comes next. We say:

"ITS A WORK IN PROGRESS"

CSI ARCHIVES

CSI wishes to thank the following members for their donation to our archives and library.

Linn Loomis - 3 notebooks of photos of Roscoe Village Restoration in Coshocton, OH including:
New visitors center
Toll house, blacksmith, etc.
Caldersburg quarry and cemetery, measuring stones on O & E locks 26-27 and stones of Walhonding Aqueduct

Alwyn Carder estate - manuscripts of his four never published novels:
A Lamp in the Forest - Frontier life in the Redkey/Portland area (26 chapters)

Down That Dark Road - Underground Railroad in the Redkey/Portland area (13 chapters)

Towpaths to New Horizons - Ohio's Miami and Erie Canal
Under the Sycamores - A trilogy about the Wabash & Erie Canal:

On Fortunes Summit - Chapters 1-31

The Gates in the Valley - Chapters 32-66

The Last Lock - Chapters 67-111

Books:

Andrist, Ralph K. **The Erie Canal**. New York/American Heritage Publishing Co., Inc. 1968.

Downes, Randolph C. **Canal Days**. Toledo, OH/Toledo Printing Co., 1943, Vol II.

Ericsson, Dwight & Ann. **The Forks Of The Wabash**. Huntington, IN/Historic Forks of the Wabash, Inc. 1991.

Fatout, Paul. **Indiana Canals**. West Lafayette, IN/ Purdue Press, 1972.

Poinsatte, Charles R. **Fort Wayne During The Canal Era 1828-1855**. Indianapolis, IN/ Indiana Historical Bureau, 1969.

Maps:

Topographic maps of Indiana
Topographic maps of West Virginia
Relief maps of the U.S., Indiana, and West Virginia
Hand drawn charts and illustrations of canal structures
Calendar pictures
CSI Newsletters - Indiana Canals
Letters to officials about canals
Songs Alwyn composed, etc.

Gene Paschka - Map and profile of the Wabash & Erie Canal including Cass county, Indiana through Wood County, Ohio by Roy Bates.



August 17 - Albion, IN

The Noble County Historical Society held its quarterly meeting on the lawn adjacent the Old County Jail Museum at 12:30 p.m. on Sunday, August 17, 2003. After a carry in picnic eaten at picnic tables decorated in red, white and blue with American flags as centerpieces, they held a brief business meeting. The "edutainment" for the afternoon was provided by Bob and Carolyn Schmidt, who had been asked back to present the "Canal Traveler" program they presented several years ago.

The 24 members present began asking the Schmidts questions about the canal during the picnic. They wanted to know more about Rome City, Sylvan Lake, and the diggings there and in Green Center. The Schmidts explained that Sylvan Lake had been created to feed the proposed Erie & Michigan Canal. They told how the diggings near Green Center had stopped around the Panic of 1837 and never resumed. They pointed out that the canal would have run through Chain-of-Lakes State Park.

Members also had things to add during the presentation. Several stayed afterward with questions or to purchase the tour guide from Ft. Wayne IN. to Napoleon, OH.



Gerald Hulslander, CSI member from Marseilles, IL writes the following correction to the September 2003 Vol. 2 No. 9 The Hoosier Packet on page 18:

"Al Capone, that great supplier of liquid nourishment to the common man along with other of his cravings however illegal and immoral, did not suffer a dramatic demise by gunfire. His end came via syphilis and was either during or shortly after his all expense paid vacation of several years thanks to the US government's dim view of how he ignored his income tax obligations."

Archaeology Month

By Ray Boomhower

Archaeology isn't digging up dinosaurs and it isn't much like what you see in the movies. So what is it? Archaeology is the study of the remains of past cultures...when and where they lived, what they did, who they were. And in Indiana, September -Archaeology Month- will provide adults and children with many opportunities to experience archaeology at Camp Atterbury, Turkey Run, Spring Mill or Potato Creek state parks and at many other locations. Hoosiers will have a chance to take that old shard of pottery or those arrowheads to a real archaeologist to be examined as well as learning more about this vibrant science and thousands of years of Indiana history. To learn more about it:

www.in.gov/dnr/historic/archeomonth/home.htm

IN THE NEWS

August 5 - Peru

"Ancient Farming System Revived" was the title of an article in the Ft. Wayne News-Sentinel that said the rebuilding of the waru warus around Lake Titicaca in Peru has improved yields from the Andean plains. The "waru waru" is a system of old canals cut into the flat plain about 12,500 feet above sea level. When seen from the air, they remind one of a human's rib cage with the ribs representing the 1 yard high, 10 to 100 yards long raised fields and the spaces between the ribs representing the similarly sized canals.

The elevated earth grows potatoes and grains such as the purple colored quinoa. It also provides a buffer from the floods and droughts around Lake Titicaca.

The canals provide splash irrigation. Rich-in-nitrogen green algae grow in them producing a natural fertilizer. The canal water is heated by the equatorial sun's rays during the day and raises the overnight temperature 4 degrees to protect crops from killer frosts.

American anthropologists began rebuilding the waru warus about twenty years ago. About 10,100 acres of the 250,000 acres were rehabilitated. Crop production has tripled. However, without some sort of authority to supervise the system, it is feared that it will not be maintained.

August 2003 - Hong Kong - China

A long suspected tunnel has been found on the mainland of China that authorities believe connects the border town of Sha Tau Kok with Hong Kong and is being used to

smuggle people and goods from the mainland. The 80-foot-long tunnel connects an apartment in the town to a drainage canal on the border. There it is believed that a second 1,000-foot-long tunnel exists to Hong Kong. The police in a nearby mainland city confirm there is a tunnel on the mainland but say that it does not reach the border and they do not know its length. Mainlanders still need a visa to enter Hong Kong even though it was turned over to China by the British in 1997.

August 26 - Bangkok

Bangkok, Thailand's klongs (canals) are so polluted with liquid waste that one of their favorite pop stars is in a coma and dying from a fungal brain infection contracted when his car accidentally plunged into one. Although most of its canals have been filled, approximately 20 that remain contain rotting garbage, dead animals and about 40% of Bangkok's untreated sewage. They are supposedly a safe, fast way to beat the road traffic and carry hundreds of thousands of commuters on motorized wooden boats. However, boat owners who must enter the water to clean the propellers and passengers who get splashed by the canal water risk deadly infection.

CENTURY ON THE WABASH AT TIPPECANOE COUNTY MUSEUM

Travel back in time to discover a century of Tippecanoe County history when the Tippecanoe County Historical Association presents, "Century on the Wabash-- The Story of Tippecanoe County." This fascinating permanent exhibit explores the county's rich and varied history told through different modes of transportation. The focus is on canoes, riverboats, canal boats, trains, automobiles, the roads on which they traveled and how each affected the community and the

county. Through the research effort of TCHA, teachers and historians, this historical exhibit was developed and is displayed at the Tippecanoe County Historical Museum. The entire first floor of the museum has a permanently installed exhibit that will include photographs and interactive displays in addition to many transportation artifacts and objects including a Ford Model-T, a classic motorcycle and a preserved section of the basin wall from the Wabash and Erie Canal. This unique exhibit explores history through transportation from canoes to steamboats, the building of the Wabash and Erie Canal, the underground railroad, trains, the arrival of the automobile and more!

The Grand Opening for the public is September 26 from 1:00 to 5:00 and 6:00 to 10:00 PM. Explore the exhibit and the new gift shop stocked with items related to the exhibit including books, puzzles, games, stationery, and artwork by local artists. Admission is \$3.00 for adults, \$2.00 for children 8-12, \$1.00 up to age 12; TCHA members are free. The exhibit continues during regular museum hours; Tuesday through Sunday, 1:00-5:00pm.

For more information on Century on the Wabash or any of the exhibit events, call 765/476-8411.

BAKKEN SPEAKS ON BOOK

"A Conversation with Darrell Bakken on Now That Time Has Had Its Say," the book he has written on the Central Canal, will be held at the Glendale Library on E 62nd and Keystone Ave. in Indianapolis on Saturday September 27 from 6:30-7:30 PM. Besides his talk, his book will be sold and signed, and he will have a conversation with participants about the canal. He will also speak a brown bag luncheon from 11:30-12:30 at the Indiana State Historical Society on October 15, 2003.