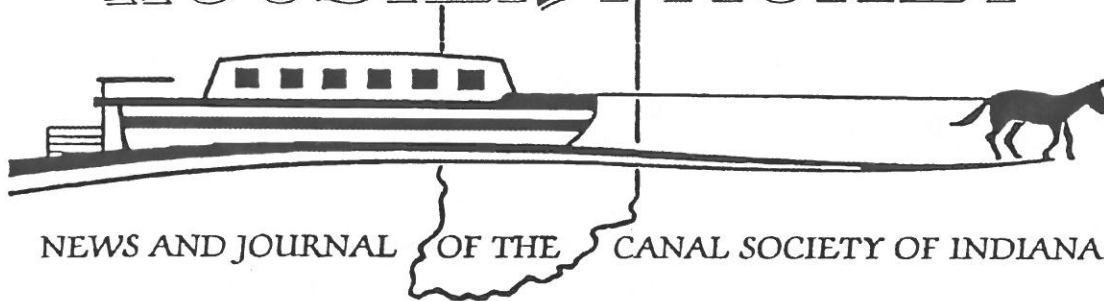


THE
HOOSIER-PACKET

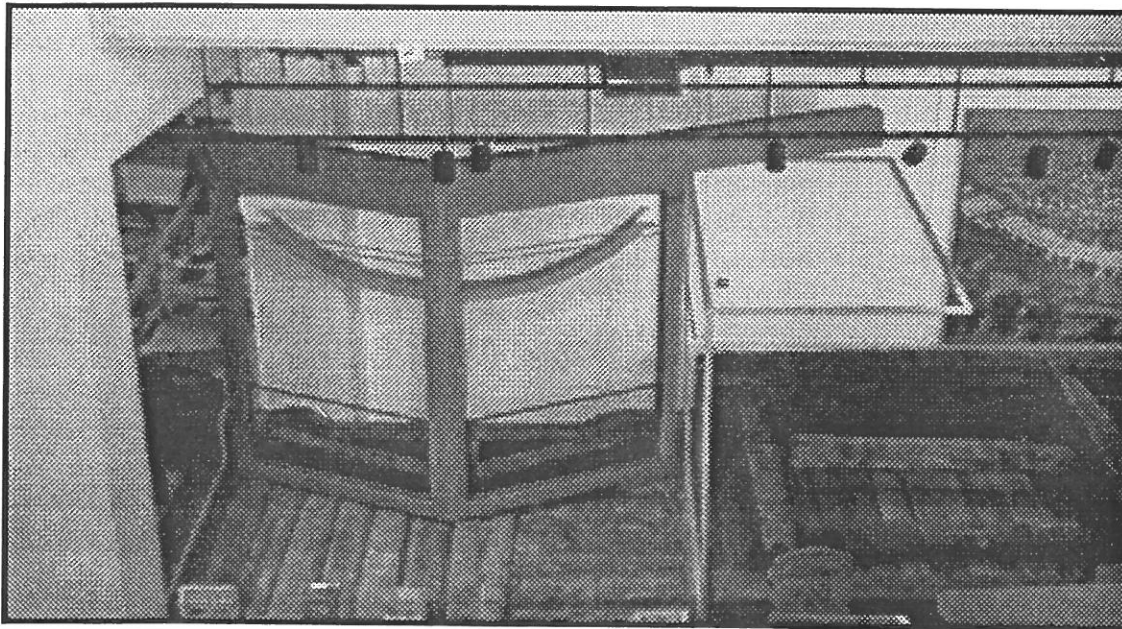


VOL. 2 NO. 2

P.O. BOX 40087 FORT WAYNE, IN 46804

FEBRUARY 2003

FATE OF TIMBERS IN QUESTION



Timbers, mitre sill and one crib of the Gronauer Lock, which was uncovered in 1991 during the building of I-469, are seen in this shot of the lock exhibit taken from the next floor of the Indiana State Museum. The other timbers that were treated with polyethylene glycol are sitting unused in an Indianapolis warehouse. Photo by Dan McCain

Features

1. Leftover Timbers - pictures on page 14
2. Contributions
3. Canawlers At Rest - Samuel Hanna
7. Power Park
8. War Memorial To The Common Man
8. Welcome New Members
8. CSI Archives
8. Thank You
9. Old Documents
11. News From Delphi - Fund Raising For Exhibits Begins, Public Invited To Historic Trail Walks, Smith Writes Poem, Lock Gate Gets Added Touch Of Authenticity
14. Photos of Gronauer Lock Mitre Sill
15. In The News - Trail Walk Explores Delphi's Bridge Creek, Whitewater Valley Train Derailed, Christmas at Delphi

Leftover Timbers

What's to become of the leftover treated timbers, planking and second mitre sill from the Gronauer Lock? That is a question under study by the Indiana State Museum personnel, the city of New Haven, The History Center in Fort Wayne, and Carroll County Wabash & Erie Canal, Inc. Representatives of the groups met in an Indianapolis warehouse to view the timbers and come up with a plan. Delphi has determined they have no place to display the timbers or sill but might possibly use some of the 1-2" planking. The History Center and the city of New Haven are looking for places to store or exhibit these treated pieces. About one half of the removed timbers were treated. The others remain untreated in New Haven, Indiana near the site of the lock.

EDITOR: CAROLYN SCHMIDT

5205 WAPITI DR. FT WAYNE IN. 46804

260 432-0279

2003 Contributions

The Canal Society of Indiana wishes to thank the following members for contributing funds over the \$22 membership fee. This extra money is tax deductible. These gifts help make possible our donations of \$8,000 to Delphi's Carroll County Wabash & Erie Canal Interpretive Center; \$2,000 to Western Wayne Heritage for restoration and/or mural at the Vinton House in Cambridge City; and Tom Castaldi's **Wabash & Erie Canal Notebook I: Allen and Huntington Counties revised** to each member with the suggestion that it be given to their local school or library after they have read it.

We thank all members who sent their dues prior to January 1, 2003. We will publish additional contributions in upcoming **Hoosier Packets**.

\$30 Contributor

Adkins, Kreig
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 Winchell, J.R. & Linda
 Worrell, Chris & Erica

\$100 Frog Prince

Brown, Elmer
 Castaldi, Tom & Linda
 Clark, George & Shirley
 Kish, John
 McCain, Dan
 Zent, Robert

\$500+ Canal Commissioner

Richard Ford
 Schmidt, Bob & Carolyn
 - Prudential Match



CANAWLERS AT REST

SAMUEL HANNA

b. Oct. 18, 1797

d. June 11, 1866

By Michael Hawfield and
Thomas L. Castaldi

Painting courtesy The History Center



Samuel Hanna was born October 18, 1797 in Scott County, Kentucky. It was three years after Anthony Wayne built the fort at the juncture of the Saint Joseph and Saint Mary's rivers in northeast Indiana that bears his name where Samuel Hanna would one day become its premier citizen. Hanna's father James moved his family to a spot near Dayton, Ohio, in 1804. Here as young Sam grew into manhood, he helped his father and several brothers clear the farm. He also took on the job of "post rider" to deliver the newspaper by horseback to outlying homesteads, and by age 19 he embarked on this first business venture.

Hanna held a job as clerk for the dry goods store in Piqua, Ohio, in 1816 when he and another young companion bought out the proprietor on a \$3,000 note. However, the sale turned out to be fraudulent. The store's inventory was seized by creditors, leaving Hanna with the debt and no merchandise to sell in order to satisfy the note. His partner was a minor and could not be held liable, but Hanna, though also a minor, was determined to pay off his debt. To do so he taught school for a while but was not cut out for the position since he himself had little or no schooling.

He continued to seek ways to earn money when he attended the 1818 Treaty with the Indians as a sutler, or supplier to the Indian Agent. It was this event that led Hanna to take up the opportunities offered by the Indian trade.

In 1819, at age 22, Hanna took his trading

venture to the primitive settlement at Fort Wayne, Indiana. Although the military had withdrawn that very year, the Indian Agency still was in full operation, especially at "annuity time" when the native peoples received their payments from the government for lands they had given up in various treaties. He built his log store on the spot that later became the northwest corner of Fort Wayne's Barr and Columbia streets, today just outside the west doors of the Performing Arts Center in Freimann Square. Despite the great difficulties getting trade goods up the St. Mary's River or overland, the business flourished and Sam Hanna began to make his mark in the building of the new town of Fort Wayne.

With the formation of Allen County Indiana, in 1823, Hanna was named the first postmaster, and shortly thereafter he was elected Associate Judge of the Circuit Court. He expanded his business to the South Bend, Indiana area, then newly developing, through a partnership with his son-in-law, Lathrop Taylor, one of the founders of that town. He also invested as quickly as he could in the lands opening up through the U.S. Land Office sales of former Indian territories. It was a sign of the success Hanna would experience. Later he would boast that he could travel to Indianapolis by way of Lafayette, return by Anderson and feed his horse in his own corncrib every night of the journey.

Although successful in his business ventures, it was as a promoter of the pioneer town that Sam Hanna made his biggest mark. Fearing that the swamp-locked village of Fort Wayne would have great difficulty in

attracting settlers – to shop in his store or to buy his parcels of land – Hanna took the lead in developing plank roads in and out of Fort Wayne.

These roads were early attempts to overcome the extensive marshy lands that surrounded the village. Tracts were laid out, drainage ditches dug and a log roadbed was built so that heavy wagons could make their way through the swamps. This was the beginning of the Lima Plank Road leading north, the Piqua Plank Road – today's Calhoun Street – leading southeast and the Goshen Plank Road to the northwest. Sam Hanna not only assumed the construction contract for the first plank road -- the Lima Plank Road – he also personally supervised the work and on more than one occasion was found by friends wielding an axe himself working on the roadbed.

But the plank roads were clearly not enough, and Hanna soon worked out a plan with a business colleague named David Burr that envisioned a canal connecting Lake Erie to the Ohio River. This man-made waterway would not only be the longest ever built in North America, but it would be critical for the survival of the town of Fort Wayne and its neighboring communities. Having been elected to the state legislature, Hanna worked tirelessly to introduce and see passed the necessary legislation what would provide for the canal.

Indiana secured a federal land grant equal to half of five sections on each side of the canal route as an inducement for the state to buy the remaining sections. The enabling legislation was adopted and financing authorized to be spent on a survey. During the winter of 1826 and 1827, Hanna was named to the Board of Canal Commissioners that included David Burr of Jackson County and Robert John of Franklin County. They were charged with the responsibility to examine the practicability of a canal route from between the Maumee River connecting with the Wabash. It was necessary to learn if there was water supply enough from the Saint Joseph, Saint Mary's, Maumee or Wabash rivers or a combination of them. For the effort, \$500 was appropriated, but it was a difficult time getting the Commissioners to a meeting, however, Governor James Brown Ray did so in Indianapolis on July 14, 1828. It was during this meeting that the Commissioners received the Corps of Engineers survey made from the mouth of the Little Wabash River and down the Wabash and from the Summit down the Maumee River.

Next the Board met in 1828 in Fort Wayne and discovered that they were without level or surveying tools and no engineer. The \$500 appropriation was not enough money and Hanna procured the necessary instruments. He promptly left for Detroit arriving there by horseback in two days before heading on to New York

where he purchased the surveying equipment. He is said to have made a remarkably fast trip to and from New York in just thirty days to acquire the necessary tools and instruments.

Hanna then helped hire a Miamisburg, Ohio, civil engineer by the name of John Smythe to gauge the Saint Joseph and Saint Mary's rivers along with the Wabash at the Forks near present-day Huntington, Indiana. The engineer was to lay a route for the "feeder canal" from the upper St. Joseph River to the St. Mary's, however, two days into the project Smythe became ill with a fever and died. So Hanna as the axe man and Burr as the rodman, assumed the responsibility themselves to complete the surveying job.

It took them from September 10th to 23rd causing Burr to collapse from exhaustion. What they had done was to find a site for a dam on the Saint Joseph River and a feeder route to the Summit through the wild country. Hanna, using their own numbers combined with Colonel Asa Moore's survey estimates from earlier surveys made down the Wabash to the Tippecanoe and then down the Maumee to the rapids. The work finished, Hanna at long last was able to report to the state legislature that a practical route had been found. After the legislature adopted the plan Sam Hanna served another three years on the Board of Canal Commissioners. Before ending his service he participated in locating and platting of the Wabash & Erie Canal lands authorized by the Act of January 25, 1829. By October 1830, land sales opened at Logansport, Indiana, and in October 1832 in Fort Wayne.

Hanna officiated at the groundbreaking ceremony on February 22, 1832, when after Jordan Vigus took the first spade full of earth, he took a turn at the shovel.

Eleven years later Hanna was among the proud participants in the grand opening celebration of the Wabash & Erie Canal held in Fort Wayne on July 4, 1843. Many speeches were made that day and we have a volunteer toast he made to the Toledo Guards who were on hand for the great occasion.

The Toledo Guards – "citizen soldiers, we thank you for your visit and for your able and efficient aid in the ceremonies of the day. We admire your gentlemanly deportment. May the god of battles long protect and guard you; and at the final muster call, may your tents be pitched on the right of the Commander."

While serving in the legislature Hanna served on the committee that provided for the creation of the first State Bank of Indiana, which was organized in the wake of President Andrew Jackson's destruction of the Second United States Bank. With Hanna as president of

the Fort Wayne branch, and the young Hugh McCulloch – later Secretary of the Treasury under Abraham Lincoln – appointed as Cashier, the branch remained a strong and solvent asset to the growth of the community.

It soon became clear in the early 1850s that the canal would not produce the levels of transportation that ports along the route would need to thrive. In addition, the new technology of the railroad threatened to bypass towns such as Fort Wayne unless aggressive action was taken by area leaders to insure that the steel lines making their way west from Pittsburgh to Chicago passed through the community. To see that it happened, Sam Hanna embarked on this most ambitious and important enterprise and became the founder of the great Fort Wayne railroading industry.

The last effort on Hanna's part to enrich the community came just before the outbreak of the Civil War when he persuaded the directors of the Pittsburgh, Fort Wayne, and Chicago Railroad to build their all-important repair and construction facilities in Fort Wayne – the great Pennsy Shops that for a century dominated the Fort Wayne industrial world.

Thus, by the beginning of the Civil War, Sam Hanna had realized his dream of creating a safe and prosperous business. He had without a doubt the most important role in laying out the plank roads that began to conquer the swamps that surrounded Fort Wayne, exercised the leadership in creating the great Wabash and Erie Canal, served the local judicial system as a judge and the state legislative body as a committee chair, was one of the most influential persons behind the advent of the railroad to northern Indiana.

Samuel Hanna built his grand Greek revival home at 1002 East Lewis Street in 1845. For many years this was the center of social life on the east side of Fort Wayne. Hanna died on June 11, 1866, and the city carried out a public funeral. As the bells in every church tolled, a procession two miles long accompanied his remains to Lindenwood Cemetery and all the principal buildings in Fort Wayne were draped in black. His remains rest in Lindenwood's lots 60 and 61 in Section B.

His daughter, Eliza, and her husband Fred Hayden, a judge and prominent businessman, lived in the mansion after their marriage in 1873. In 1938, it was bequeathed to the Fort Wayne Community Schools, which used it as a school for physically handicapped children until 1962 when the school corporation tore the building down. It was replaced by the Hanna Homestead Park.

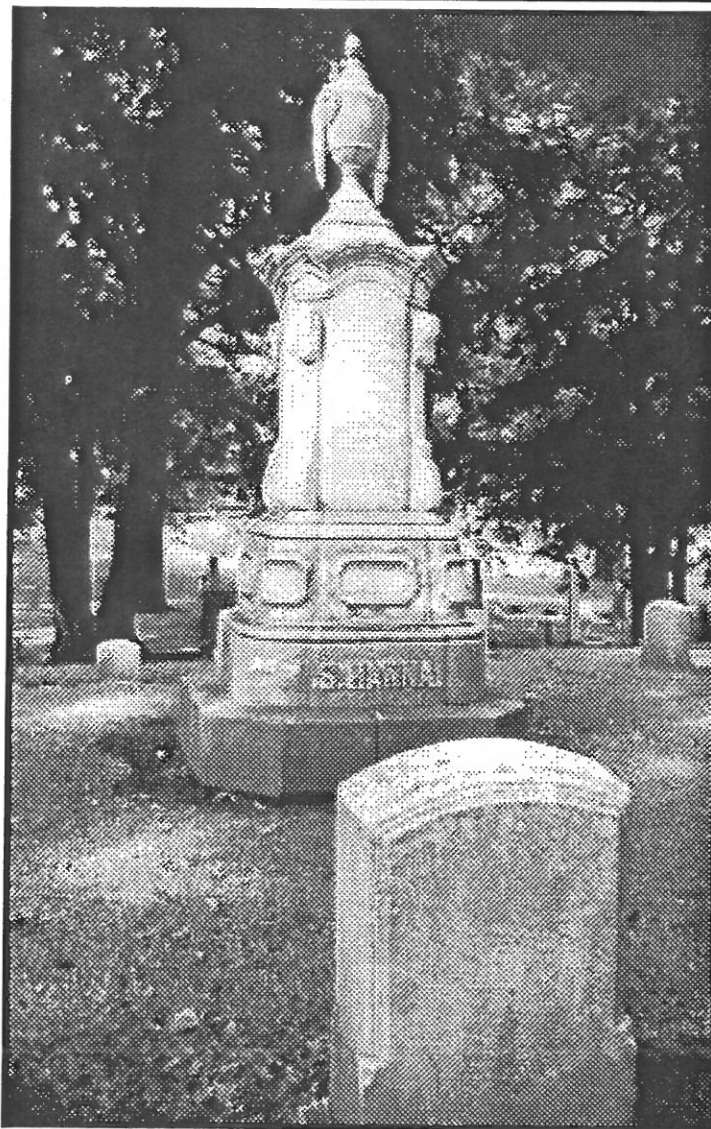
Much has been written about Sam Hanna and as

early as the day after his death, Joseph Edgerton eulogized Hanna saying: "He had the hope, the courage, the forethought, the fertility of resource, the unfaltering purpose and will that characterized planters of colonies and founders of cities."

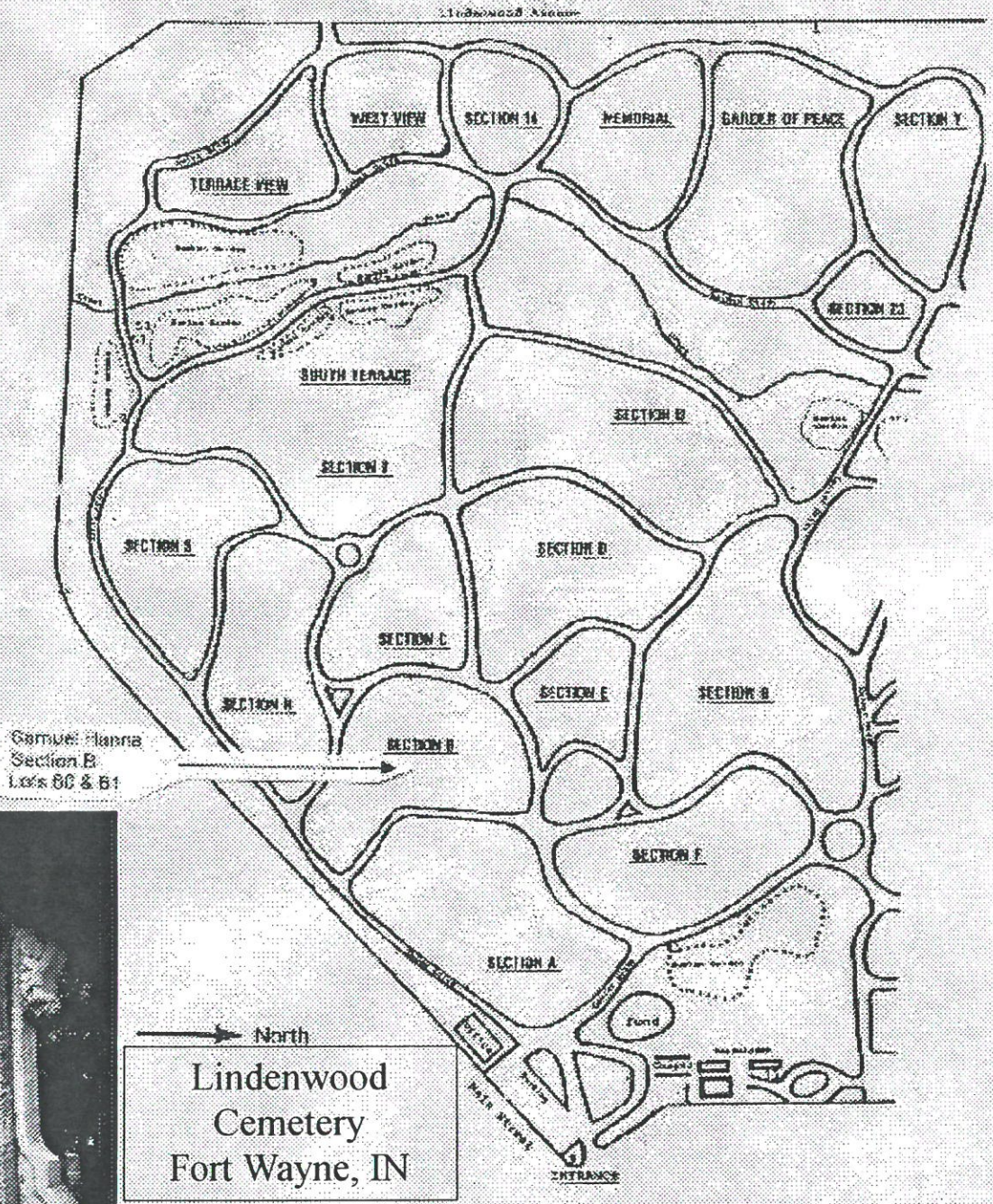
Today Indiana celebrates the inestimable Samuel Hanna known to state history as the Founder of Fort Wayne. Of all those pioneers who devoted their lives to making the community of Fort Wayne viable and prosperous, the most outstanding was Samuel Hanna. He was the first ardent promoter of Fort Wayne, and in several important ways he was its real founder.

Now we remember Sam Hanna with a street and a park that bear his name, but this man was a giant in our region affecting our lives to this day because he established the base on which so many institutions were built.

Samuel Hanna is buried on Lots 60-61, Section B, Lindenwood Cemetery, Fort Wayne, Indiana. Photo by Tom Castaldi



The biography of Samuel Hanna was taken from *The Heritage Trail Guidebook* written by Michael Hawfield and edited by Tom Castaldi, 1994. Also, *Canal Celebrations in Fort Wayne 1953*, Brice; *History of Fort Wayne 1868*, Griswold; *Pictorial History of Fort Wayne 1917*; and Allen County Fort Wayne The History Center, *Resource Sheet On Samuel Hanna*, Sketch No. 37.



Inscription on side of Hanna's Tombstone
Photo by Tom Castaldi

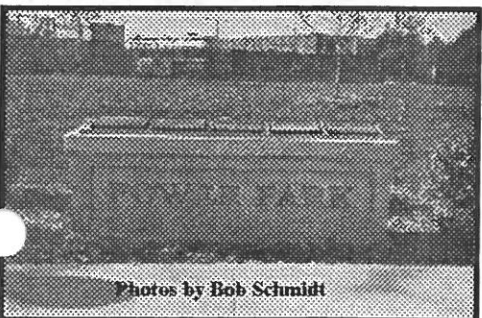
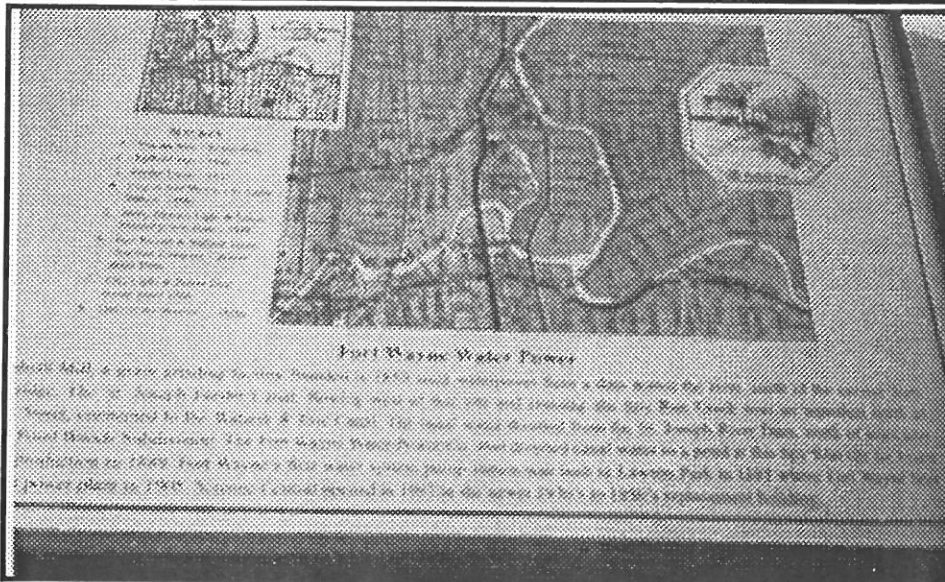
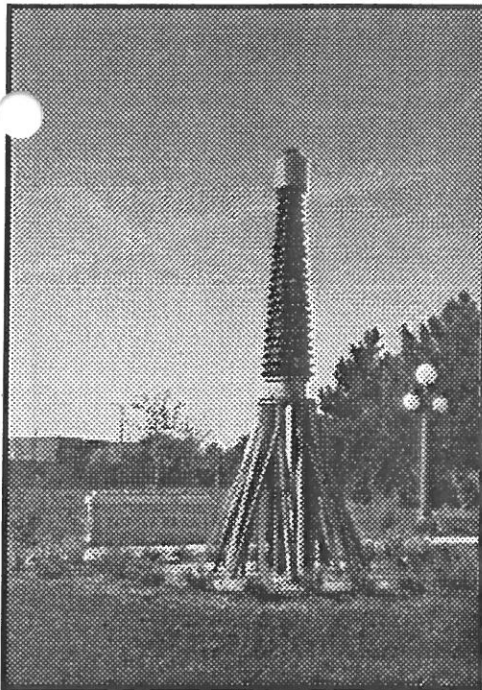


SAMUEL HANNA
DEPARTED JUNE 11, 1866,
AGED 68 Y^{rs}. 7 M^s. 24 D^s
ELIZ. HANNA
DEPARTED JAN. 12, 1888
AGED 84 Y^{rs} 11 M^s
FREDERICK J. HAYDEN
DIED DEC. 30, 1906
AGED 70 YRS. 10 MO.
ELIZ. HANNA HAYDEN
DIED MAR 21, 1937
AGED 91 Y^{rs} 3 M^s 10 D^s

North
Lindenwood Cemetery
Fort Wayne, IN

“Judge Hanna belonged to the higher type of the pioneer class of men. He was a planter and builder, more than a legislator. He had the hope, the courage, the forethought, the fertility of resource, the unfaltering purpose and will that characterized planters of colonies and founders of cities. He was more than a statesman, for he had in him the elements and powers of the men who build cities and found states.”

Joseph K. Edgerton 6-12-1866



Photos by Bob Schmidt

Fort Wayne Water Power

Rudisill Mill, a grain grinding facility founded in 1830, used waterpower from a dam across the river, south of the current State Street Bridge. The St. Joseph Feeder Canal, flowing west of this site and crossing the Spy Run Creek over an aqueduct north of Elizabeth Street, connected to the Wabash & Erie Canal. The canal water diverted from the St. Joseph River Dam, north of town near North Point Woods Subdivision. The Fort Wayne Water Power Co. also diverted canal water to a pond at this Spy Run site for hydro electricity production in 1889. Fort Wayne's first water system pump station was built in Lawton Park in 1881 where Fort Wayne later built power plant in 1908. Science Central opened in 1997 in the newer 1930's to 1950's replacement building.

POWER PARK

Last year CSI donated \$200 toward a plaque that was placed in Power Park, a small new triangular park along the route of the St. Joseph Feeder Canal in Ft. Wayne, IN. There a concrete pedestal inscribed Power Park has five plaques describing how the area was used. The first plaque on the left reads as below:

AEP's POWER PARK
Dedicated June, 2002

THIS PARK RECOGNIZES THE PEOPLE AND THE COMPANIES THAT PRODUCED ONE HUNDRED AND FORTY FIVE YEARS OF POWER NEAR THIS SITE BEGINNING WITH THE RUDISILL MILL IN 1830, THROUGH THE CANAL ERA (1832-1876), AND THE ELECTRIC STREET CARS AND INTERURBANS AND THE POWER PLANTS THAT SERVED THEM AT THIS SITE (1888-1956), TO THE CITY LIGHT & POWER GENERATING PLANT IN NEARBY LAWTON PARK (1908-1975).

CONTRIBUTORS TO THIS PARK INCLUDE: AEP EMPLOYEES, CITY OF FORT WAYNE, CANAL SOCIETY OF INDIANA, FORT WAYNE ENGINEERS CLUB, THE THREE RIVERS RAILROAD HERITAGE COUNCIL, INC., THE SPY RUN NEIGHBORHOOD ASSOCIATION, MCI INSULATED PRODUCTS, OTTENWELLER CO. INC.

The second plaque reads as above. The other plaques describe Electricity and Transportation, City Light Power Plant and Science Central, and Electric Companies' History. In the center of the park an electric insulator is used as a monument to power. In the sidewalk area heavy cast iron manhole lids are encased in concrete. They identify early power companies that served Fort Wayne - Jenney Electric Light & Power Co., Fort Wayne and Wabash Valley Traction

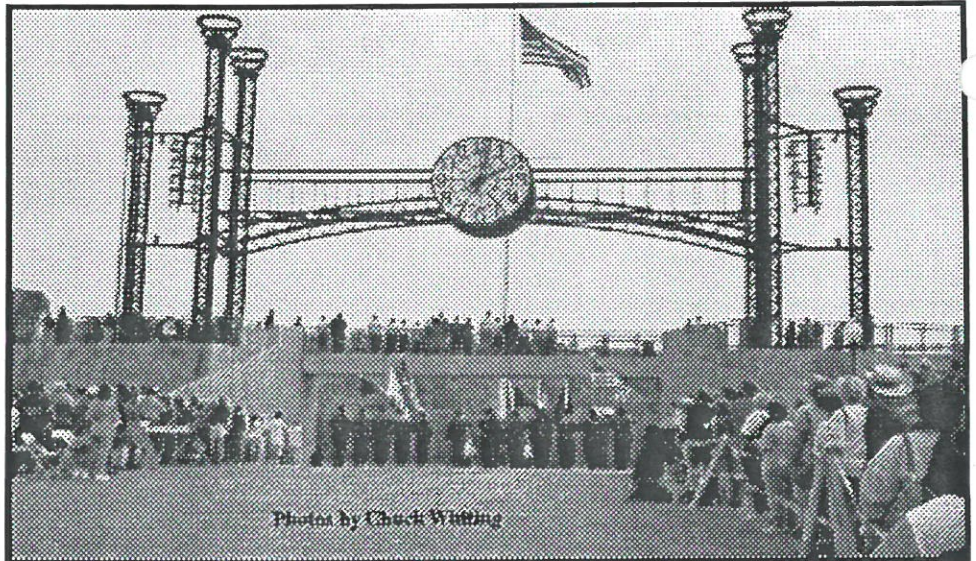
Co., Fort Wayne & Northern Indiana Traction Co., Indiana Service Corporation, Indiana & Michigan Electric Co., Indiana & Michigan Power Co., and American Electric Power. They were located in the city streets and covered opening to downtown underground electric vaults up until the year 2000. Old fashioned street lights and plantings of shrubs and grasses complete the park.

The map key on the second plaque points out:

1. You are here. Power Park
2. Rudisill Mill - 1830
3. Feeder Canal - 1833
4. City of Fort Wayne #1 Pump Station - 1881
5. Jenney Electric Light & Power Second power plant - 1888
6. Fort Wayne & Wabash Valley Traction Company power plant 1906
7. City Light & Power First power plant 1908
8. Old Crown Brewery - 1800s

WAR MEMORIAL TO THE COMMON MAN

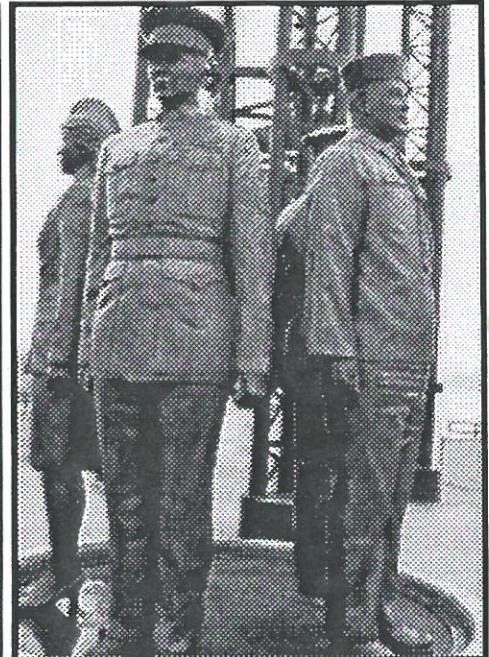
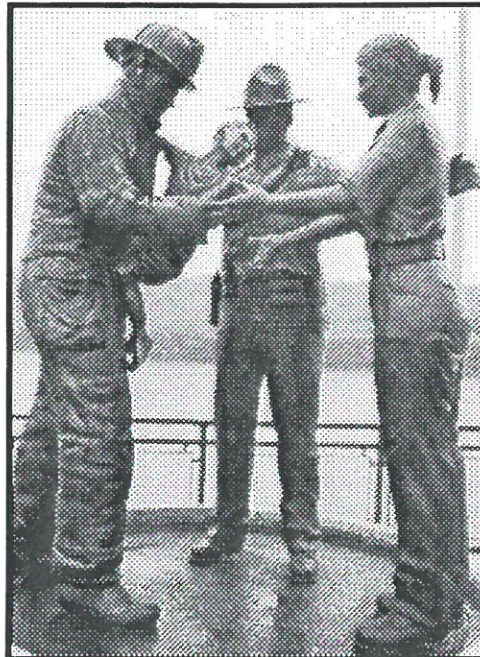
On Saturday, September 28, Lawrenceburg, Indiana dedicated the \$2.5 million memorial. The memorial has 45-foot-tall riverboat smoke-stack-style columns representing Lawrenceburg's Ohio River heritage that support two 12-foot diameter clocks that face the city and the river respectively and a 30-bell carillon. On either side of a bridge below the clocks stand 7-foot-tall bronze statues mounted on turntables. One turntable has a fireman, policeman and emergency medical technician rescuing a child. The other turntable has statues representing the Air Force, Army, Coast Guard, Navy and Marine Corps. This is the largest monument of its kind in the United States.



WELCOME NEW MEMBERS

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

- Larry & Margaret Eggleston - Wanatah, IN
- Eileen Sommers - Kewanna, IN
- Tom Daseler - Nineveh \$50



CSI ARCHIVES

CSI wishes to thank the following members for their contributions to the archives.

Dr. George Clark - Copies of old newspaper advertisements and bits about the canals.

Charles Davis - A copy of a receipt for payment of canal work to Benson & Davis from James Johnson, Superintendent of the Coal Creek Division of the Wabash & Erie Canal

and many other old newspaper articles.

John Geyer - A stack of canal books and clippings from his collection for the archives or to sell to benefit CSI.

Linn Loomis - A photo album of Conesville, Adams Mills, and Adams Mills Cemetery along the Ohio and Erie Canal.

Jerry Mattheis - A copy of a bill of lading for the Queen of the West and a statement of number, length, and cost etc. of each section of the "East Fork Canal" also known as the Richmond-Brookville Canal.

Dan McCain - Photographs taken of the Gronauer Lock exhibit at the new Indiana State Museum.

Louis Rhoads - **Waterway To The West** published by the Eastern National Park & Monument Association .

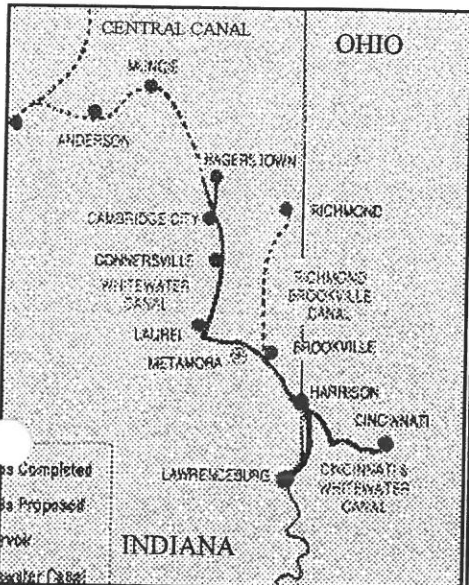
Thank You

Many thanks to those of you who sent holiday greetings and notes to CSI headquarters this year. We enjoyed the artistic talents of some members who designed their own cards and photographs of others.

Old Documents

We learn much about Indiana's canal past from old documents such as the ones seen here. From a newspaper advertisement we learn the name of the boat, the captain's name, where it was loaded and it's destination. From a bill of lading we learn the name of the boat, the amount of wheat and barley it was delivering to C. W. West & Co. in Cincinnati, OH., the date it was loaded, where it was loaded, the person selling the crops and the person recording them on the boat. The bill of lading is owned by Jerry & Phyllis Mattheis of Cambridge City, IN.

Jerry Mattheis also gave CSI headquarters a copy of the Statement for the Number, Length and Cost etc. of each Section of the "East Fork Canal" that was planned to be built on the East Fork of the Whitewater River at Richmond, IN. (see next page) We refer to this proposed canal in our CSI brochure as the "Richmond-Brookville Canal" (see below) because it was to connect these two towns and join the Whitewater Canal at Brookville. It was a privately financed effort by local citizens on the East Fork of the Whitewater River. In 1839 they began digging four miles of the planned 33¼ mile long canal. The effort died shortly thereafter.



NEW ADVERTISEMENTS.

'76" FOR LAFAYETTE.



THE staunch canal boat "76." Hamilton, Master, will leave Evansville for Terre Haute, Thursday, May 10th. She will load at Wabash river rates.—

For freight etc. apply on board. or to
my9 JOHN S. MITCHELL, Ag't:

"76" For Lafayette,

THE staunch canal boat "76," Hamilton, Master, will leave Evansville for Terre Haute, Thursday, May 10th. She will load at Wabash river rates.—For freight etc. apply on board, or to JOHN S. MITCHELL, Agn't my9

Shipped, IN GOOD ORDER AND WELL CONDITIONED, BY
Thomas Keans
On board the good Canal Boat *Queen of the West* the following articles, marked and numbered as below, which are to be delivered, without delay, in like good order, at the Port of Cincinnati (the unavoidable dangers of the River and Fire only excepted,) unto *C. W. West & Co.* or assigns, he or they paying freight for the said goods at the rate of *Customary*

In Witness Whereof, The Owner, Master or Clerk of said Boat has affirmed to *two* Bills of Lading of this tenor and date, one of which being accomplished, the others to stand void.

Dated at *Hagerstown* this *14th* day of *June* 1852

MARKS.	ARTICLES.	WEIGHTS.
X	182 Sacks Wheat	393 bu & 56 bu
	11 Sacks Barley	28 bu 13 bu
	<i>Saml Craft</i>	

Shipped, IN GOOD ORDER AND WELL CONDITIONED, BY
Thomas Keans On board the good Canal Boat Queen of the West the following articles, marked and numbered as below, which are to be delivered without delay, in like good order, at the Port of Cincinnati (the unavoidable dangers of the River and Fire only excepted,) unto C. W. West & Co. or assigns, he or they paying freight for the said goods at the rate of customary.

In Witness Whereof, The Owner, Master or Clerk of said Boat has affirmed to two Bills of Lading of this tenor and date, one of which being accomplished, the others to stand void.
Date at Hagerstown this 14th day of June 1852.
182 Sacks Wheat 393bu & 56 bu
11 Sacks Barley 28 bu 13 bu Saml Craft

The following Statement exhibits the Number, Length and Cost, &c. of each Section of the East Fork Canal.

No. of Section	Length.	Lockage.	Estimated Cost.	REMARKS.
1	Chains. 60	Feet. 10	\$ 22,740	Dam No. 1, and Lock No. 1. 45 chains slack water tow path on right bank,
2	42	8	10,481	Lock No. 2. 27 chains protection,
3	42	8	9,271	Do. " 3.
4	39	8	1,662	Road Bridge,
5	42	8	10,102	Lock No. 4.
6	39	8	4,506	15 chains protection,
7	39	10	10,218	Lock No. 5.
8	42	10	6,639	Do. " 6.
9	39	6	11,107	Do. " 7. Two tow path bridges,
10	42	6	6,789	Do. " 8. One do do
11	39	0 1/2	4,755	Lock " 9. Tow path and Road Bridge. 10 chains protection,
12	39	7	9,133	One Road Bridge. 12 chains protection,
13	39	7	1,912	Plain work,
14	42	7	7,683	15 chains protection,
15	39	7	3,668	One culvert 8 feet chord,
16	39	7	4,943	Plain work,
17	51	9	10,068	Lock No. 9. Two road bridges and one waste weir,
18	39	10	9,893	do " 10.
19	39	7	1,985	One road bridge,
20	39	7	7,996	Lock No. 11.
21	39	7	2,178	Plain work,
22	42	8	21,650	Dam No. 3. Lock No. 12 and Guard Lock. Tow path bridge 220 feet long. 18 chains slack water, Passes Otis and Litchfield's Mills.
23	39	8	1,559	Plain work,
24	39	8	3,247	Do. do.
25	39	8	5,183	One culvert 8 feet chord. One road bridge,
26	39	8	3,889	Plain work,
27	51	16	6,701	Do. do.
28	39	16	1,830	One road bridge,
29	39	16	15,962	Locks No. 13 and 14, one Waste Weir,
30	39	10	2,994	Plain work,
31	39	10	2,650	Do. do.
32	39	10	2,024	Lock No. 15. One culvert 20 feet chord. One road bridge,
33	39	14	14,000	Plain work,
34	39	14	14,068	Locks No. 16 and 17, 8 chains protection.
35	39	15	2,758	9 chains protection,
36	39	15	5,918	do. do.
37	39	6	3,520	Plain work
38	45	6	13,621	Lock No. 18. One aqueduct over Silver Creek, 36 feet span,
39	48	6	13,360	Do. " 19. One road bridge. 15 chains protection,
40	30	6	1,598	Plain work,
41	30	6	2,494	One road bridge,
42	38	10	5,793	9 chains protection,
43	39	10	10,129	Lock No. 20.
44	39	11	1,000	One road bridge,
45	39	11	13,362	Lock No. 21, 33 chains slack water,
46	39	11	12,936	Dam No. 4, and Guard Lock, Tow path bridge over slack water 220 feet long. One road bridge, Above Fairfield.
47	39	8	2,002	One road bridge,
48	42	8	7,816	Lock No. 22.
49	42	8	2,031	6 chains protection,
50	39	8	2,520	3 " chains do.
51	39	8	2,863	One culvert 6 feet chord,
52	39	8	1,650	Plain work,
53	42	8	3,309	Two culverts, 6 and 8 feet chord,
54	39	18	2,277	Plain work,
55	42	18	22,246	Locks No. 23 and 24. One aqueduct 34 feet span over Wolf creek,
56	39	8	9,289	Lock " 25.
57	42	8	10,177	Do. " 26. One Culvert 8 feet, 8 chains protection,
58	39	8	4,149	One road bridge, 27 chains protection,
59	39	0	1,605	Plain work,
60	48	0	12,632	Lock No. 27. 24 chains protection,
61	39	11	10,662	Do. " 28. One tow path bridge over lock. 16 chains slack water,
62	39	11	217	Slack water,
63	39	8	10,764	Dam No. 5. Slack water,
64	45	8	17,427	Lock " 29. 27 chains protection,
65	51	23	25,221	" " 30 and 31. One road bridge,
	33 1/4 Miles. 273 1/2		483,778	5 per cent. for contingencies.
			24,168	Total cost.
			\$507,966	" " per mile.
			15,277	

"East Fork Canal" Richmond-Brookville Canal 1839
 Number, Length and Cost, &c. of each Section of the East Fork Canal

This document shows that the sections put up for contract varied in length by the number of chains (one chain equals 66 feet, 80 chains per mile). It references landmarks of the time for location. The 33 1/4 mile canal would have had 30 locks, 2 guard locks, 2 aqueducts, 16 road bridges, 7 towpath bridges, 7 culverts and 2 waste weirs. It would have dropped/raised boats 273 1/2 feet and cost \$507,966.00 or \$15,277.00 per mile to build.

**NEWS FROM
DELPHI**

**FUNDRAISING FOR CANAL
EXHIBITS BEGINS**

By Dan McCain

If anyone thinks that Friday the 13th is unlucky, I think differently about the recent date after some timely good luck. The Carroll County Wabash & Erie Canal, Inc. in cooperation with the City of Delphi, began the countdown to completion of the new Canal Conference and Interpretive Center.

The opening of this 12,000 square foot building next summer will culminate over four years of planning, organizing and construction. You can drive in and see it progressing in Canal Park, ten blocks north of the Court House on Washington Street. The Center borders the historic towpath along a mile long section of restored Wabash & Erie Canal—the only significant accessible watered section of that historic canal left in Indiana.

The Canal Board's interest in seeing this project to completion really started back in the 1970s when a few visionaries in the community had the idea that the canal could look beautiful and become useful after a century of laying in waste. I remember that when I grew up in the 1940s playing along the canal behind our hay field and my friends' mothers told them not to not be caught back there. Things are different now—we have wide stone trails and scenic waterway views extending along the 2 1/2 mile towpath of the 165 year old canal.

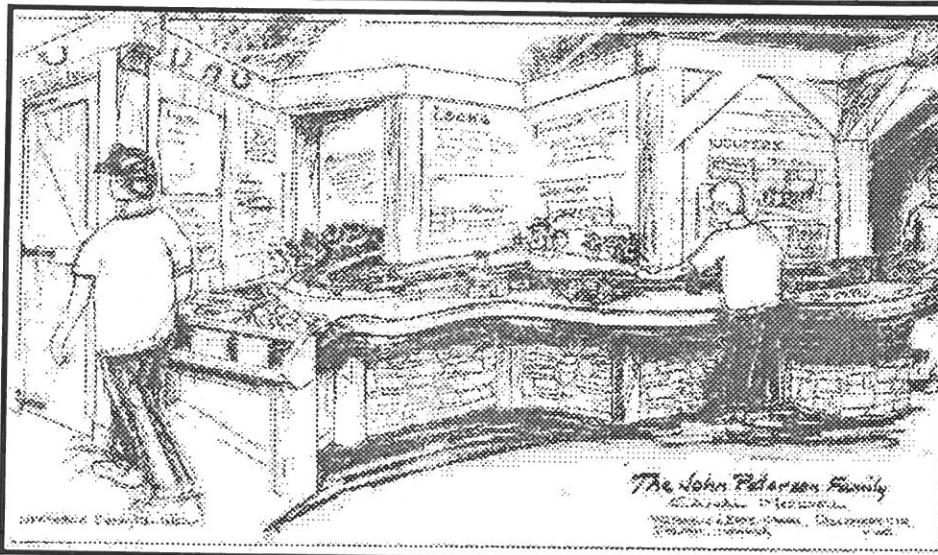
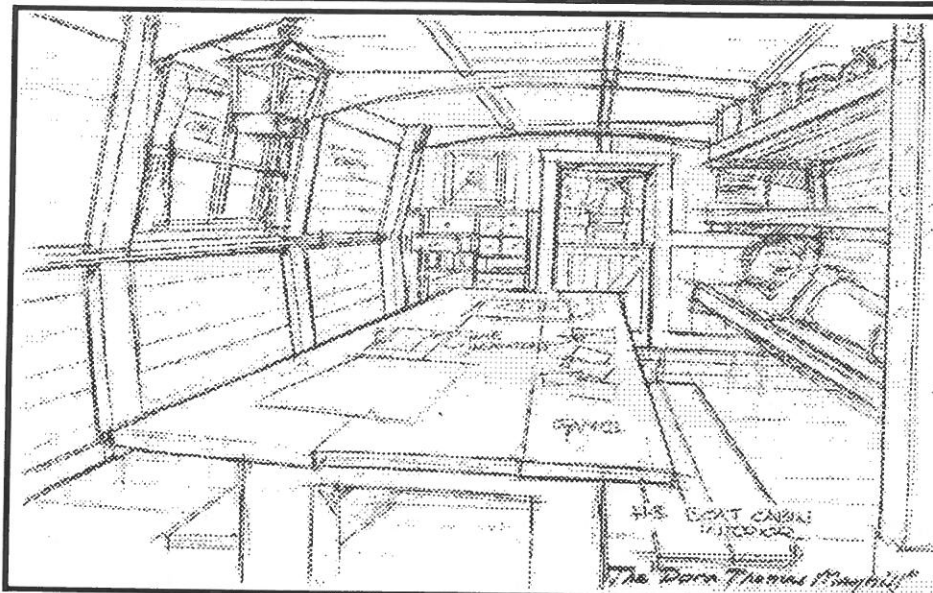
The best part for the public attending the Center will be the opportunity to revisit Indiana's canal era through exhibits about this 468

mile man-made waterway. The period between the start of this canal in 1832 at Fort Wayne and the 'demise of the canal' in 1874 will be portrayed with authentic structural and visual interactive exhibits and displays. The place to see all this will be the new Interpretive Center in Delphi.

Luck in funding the first of the exhibits—two of the most elaborate ones—came on the 13th when two families nearly simultaneously announced their intent to

fund their choices. Many months earlier there had been many questions about these 'top of the line' icon exhibits but they wanted to help us make our public open house on December 15th more fulfilling by announcing their selection.

The exhibit selected by Tom and Peg Mayhill of Knightstown, Indiana (Tom grew up in Delphi) is the full scale Canal Boat Cabin nearly finished and presently setting inside the new building. It was brought in early because it was too big to go



Exhibits for the Canal Interpretive Center Museum are being underwritten by individuals, groups, businesses and corporations that will be noted on the exhibits. Top: The Canal Boat Cabin has been funded by Tom & Peg Mayhill. Bottom: The John Peterson family has selected the Interactive Canal Model with their \$25,000 gift.

Drawings courtesy Lifespace Designs

through any doors after the building's walls were completed. The name for this boat will be "The Dora Thomas Mayhill" named for his mother who authored many books and wrote for the family's local newspaper. One of her books is *Old Wabash & Erie Canal in Carroll County and Pre-Canal History of the Wabash River*.

A second Interpretive Center display will be the delight of many children studying the working canal's structures. It has been funded by the John Peterson Family and is known as the "Interactive Canal Model" and contains an elaborate display of hand operated working locks, millraces and bridges. It will operate as a recirculating display containing real water to illustrate these features. Each exhibit brought the Canal Association \$25,000 donations from the families.

Now that the first exhibits have been funded the 'ice is broken' and the public may find a niche with one of the dozens of big and small displays available for families or businesses to name them. We had earlier received a multi-year pledge from the Wm. H. Bradshaw Insurance firm to name an outside business façade. It was for the replication of one of Delphi's buildings, now on the outside of the new Center, which had been great grandfather Wm. H. Bradshaw's Jewelry Store established in 1853. Does your family have a unique connection?

For further information contact the Canal Association at 765-564-6297

PUBLIC INVITED TO HISTORIC TRAIL WALKS

December 26 and 28 were proclaimed as "Delphi Fundays" for family outdoor experiences. Volunteers from the Carroll County Wabash & Erie Canal Association and Delphi Historic Trails offered two different trails walks this Christmas season.

The longer walk

The three mile long, more difficult of the two walks began in City Park in east Delphi at 1 p.m. on Thursday, December 26. Historian Charles Gerard led and narrated the walk. The walk featured a scenic and historical view along the trail from Delphi to the old Monon Railroad's 'High Bridge' east of town. This century old trestle crossing Deer Creek provides a view of the pristine valley and is beautiful in any season.

This three hour tour included: remnants of Carroll County's first millrace; the Old Camden Road -- famous in Riley's poem; site of the Case hog slaughter plant of the 1860s; the "Centennial Stone" marking the site of General Milroy's first cabin in 1826; the home of famous Delphi artist Harry Millroy; and, McCain Run, the site where the tenth Old Settler's get together occurred. Following the abandoned Monon Airline rail bed, they proceeded to the High Bridge and other scenic overlooks onto James Whitcomb Riley's beloved Deer Creek. On the way back to Delphi, the walk featured: the mouth of historic Bridge Creek; views of the various slate bluffs; the distant view of the great Slate Bluffs; Giles' Hole; and the Interurban viaduct under the Monon Railroad.

The shorter walk

The second walk left Trailhead Park at 10 a.m. on Saturday, December 28th. This hike explored the newest trail section at the southern end of Delphi's canal reach. This "easy" one-mile, slow stroll was narrated by Dan McCain. This trail loop went south from Trailhead Park following nearly level stone trails to the point of a beautiful high bluff overlook over the confluence of Deer Creek with the Wabash River. There a dam was placed on Deer Creek to allow the canal boats to cross above the original level of the Creek. An historic calamity occurred in 1874 at this

point when the last canal boat crashed into the dam and mules, driver and cargo were dashed into the Wabash thus destroying the dam and ending the canal era.

Smith Writes Poem

Mark Smith, CSI member from Brookston, IN wrote the following poem about the Wabash & Erie Canal at Delphi, IN. In canal times Delphi packed pork to ship by canal boat. One of their products was canvas covered hams, which Mark has referenced in his poem. He also speaks of the hoggees, the young boys who walked or rode along the towpath urging on the mules or horses pulling the boat. He tells how a wicket, the piece of metal that turned in the bottom of the wooden lock gate to let in or release water from the lock chamber, got stuck and delayed the canal boat.

Over The River and Through The Woods, Revisited

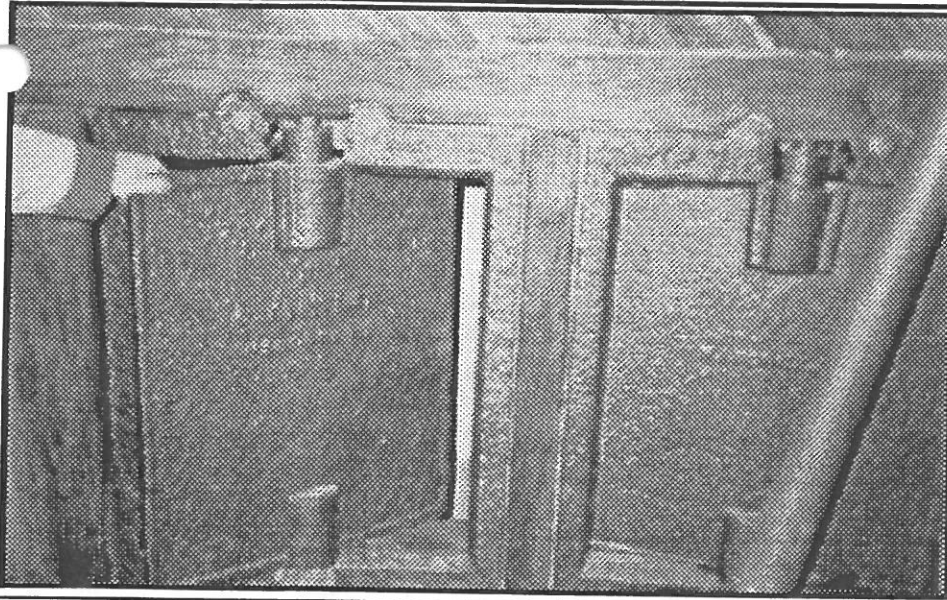
By Mark Smith

On the Canal and through the locks,
To Grandmother's house we go—
The hoggees are freezin'
The mules are a wheezin'—
And it's blowing flakes of snow!

On the Canal and through the locks,
The wicket now is stuck—
We'll stay here all night,
Oh—what a fright—
It seems like we're out of luck!

On the Canal to Delphi — now
It's Grand mother on the dock—
With arms open wide,
To her house we'll ride
The horse hoofs go clippity-clop!

We're now saying Grace,
With smiles on our face,
For a bounteous table that's spread,
The canvas hams are scrumptious,
Please pass the jelly bread!



Top left photo by Bob Schmidt. All others on this page by Dan McCain

THE LOCK GATE EXHIBIT GETS AN ADDED TOUCH OF AUTHENTICITY

By Dan McCain

Volunteers working on Elphi, Indiana's new Canal Interpretive Center exhibits received an added bonus recently. Besides the gift earlier this year of a massive wooden "hinge" from the 1845 Clear Creek Flood Gate extracted during

construction of new Highway 24 near Huntington, another important artifact has just been donated. The Forks of the Wabash historic site near Huntington granted an authentic crusty cast iron wicket gate to the Carroll County Wabash & Erie Canal Association.

The heavy wicket from the flood gate is just perfect for inclusion in the full scale Lock Gate being

crafted for display inside the new Center. Years of being submerged next to Clear Creek left an inch of crusted sand and pebbles imbedded in the rusty cast iron of the two foot square gate and molded frame. Volunteers chiseled and hammered to remove the corrosion before making a place in the wooden gate to install this water control structure. This realistic feature adds to the earlier assembled nine foot square, one foot

ABOVE Left: An open wicket gate and a closed wicket gate are shown in this model at a canal exhibit in Cumberland, Maryland.

Right: Creating a groove in which the wicket gate frame will sit.

BELOW Left: Routing out place for the wicket gate to sit . Center: Piecing together the cleaned wicket gate frame.

Right: Lifting the wicket gate into its repaired iron frame.



thick recreated lock gate.

Wickets were used to control the flow of water into the lock's chamber to raise a boat hydraulically. Conversely these gates would also let the water out to lower a canal craft to the next level in the waterway. They were turned 90 degrees in their frame to maximize the opening. They were fitted with a vertical iron rod sticking up eight feet through the gate to facilitate remote operation. Lock tenders operated two gates in unison to facilitate this basic operation.

Other exhibits are being crafted in these winter months by a dozen volunteers. Several of the more elaborate interactive exhibits will have to be contracted out.

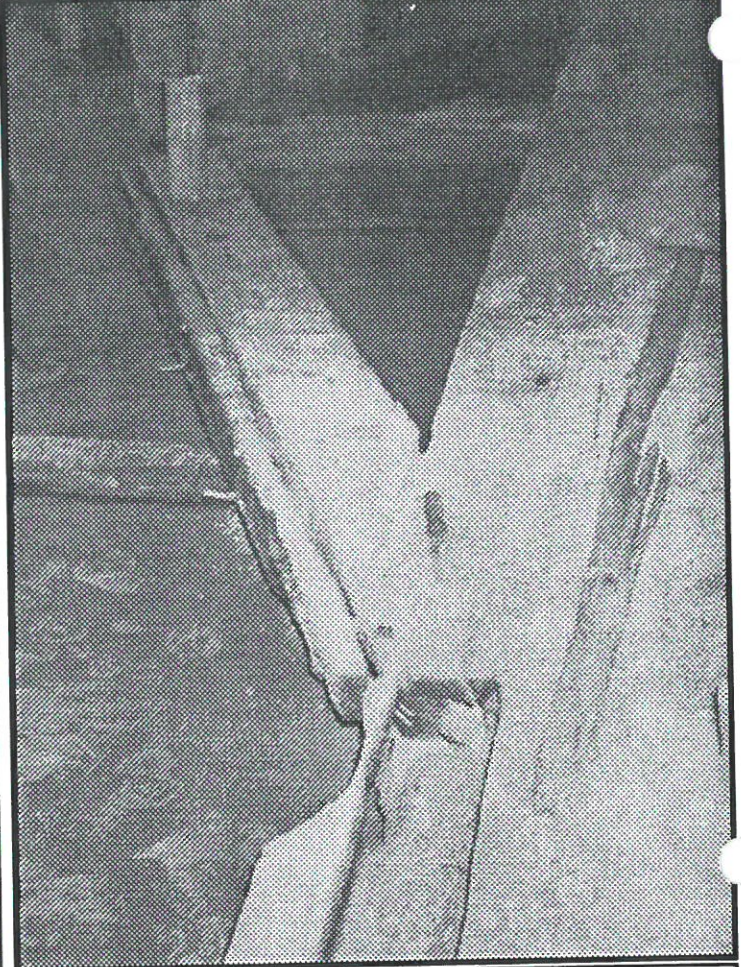
An opportunity for the public to see the nearly completed (not yet upright) lock gate and adjacent full scale Canal Boat Cabin exhibit inside the Interpretive Center came on December 15. The Canal Association invited everyone to come to their park 12 blocks north of the Court House stoplight on Washington Street. All the park's buildings were open for "Old Fashioned Christmas at the Canal" from 1 to 4 PM. Those joining this festive session learned a bit of history from Indiana's early settlement period of the 1830s through 1870s.

General building contractor, Leo Brown Builders from Logansport, allowed early entry into the building because the doorways would have been too small for these life size displays to be placed inside once the

building was finished. Brown also was involved with providing the public this rare opportunity to see inside this 12,000 square foot Center during its construction. The next time it will be open to the public will be when the structure is completed next summer.

The Canal Association is currently presenting opportunities for creation of outdoor building facades tailored to businesses of the 1850s as this is the varied motif of the building that looks like downtown Delphi in 1850. Individuals, businesses, corporations, foundations, etc. may have the name of their organization placed on a facade, indoor museum gallery or specific exhibit by funding and working with the Canal Association.

(cont. from page 1) Bill Wepler (left) from the Indianapolis State Museum, Len Mysliwec from Lifespace Designs for Carroll County Wabash & Erie Canal, Inc. (center), and Don Werling from The History Center in Fort Wayne took a closer look at the Gronauer Lock's second mitre sill in an Indianapolis warehouse. Note the joints and trenail in the well preserved mitre sill. Photos - Dan McCain



IN THE NEWS

November 28 - Delphi, IN

"Narrated Trail Walk Will Explore Bridge Creek Area" was the title of an article in the Logansport Pharos-Tribune. Although Delphi Historic Trails walks are generally around the canal or in the city, this walk took in the scenic areas along Bridge and Deer Creeks. Near the beginning of the tour participants saw one of Indiana's largest red oak trees along with basswood, beech, ironwood, maple sycamore and tulip trees of high quality in Bridge Creek Valley. The 40 foot deep valley with its weeping slate and slate bottom creek bed is home to much wildlife. This attracted John Knight, a very early settler.

They then went to a farm at the east end of Riley Road, walked to Slate Bluffs, and saw the Bosard waterfall. This overlooked the early 1824 settlement of General Samuel Millroy and natural/historical sites that inspired James Whitcomb Riley to write his poems.

A car caravan wound its way north to Rockfield and back to Delphi for lunch. The three hour tour took participants to sites that were common in early Indiana - meadows, springs, streams, waterfalls, woods, and vales. All of this beautiful area is threatened by the Hoosier Heartland Highway.

Annetta Baker, CSI member, Winamac, IN

December 9 - Laurel, IN

A snapped rail injured over two dozen of the 400 passengers en route from Connersville to the Metamora Christmas Walk aboard the Whitewater Valley Railroad according to an article entitled "Broken Track Called Cause Of Derailment" that was carried by The Cincinnati Enquirer.

Ten passengers were taken to ride. It was just an unfortunate Fayette Memorial Hospital in situation last night."

Connersville from the 14-car train that was moving about 12 miles per hour along the old towpath of the Whitewater Canal south of Laurel, IN when the rail gave way. They were treated and released with minor injuries by Sunday morning. Other passengers were taken by bus to nearby Laurel Elementary School for shelter.

The first three cars derailed with two of them, tipped sideways, sliding 5-10 feet from the tracks. One was kept from overturning and landing 30-40 feet below in the canal by a tree.

The Whitewater Valley Railroad is a non-profit 16½-mile-long sightseeing line refurbished and run by volunteers since 1976. It operates from May to October for shopping, school events and tours and on weekends from Thanksgiving to Christmas. The Federal Railroad Administration allows a maximum speed of 15 m.p.h., which generally makes the trip 90-minutes long.

A minor derailment about three years ago led to the tracks being inspected once a week and regularly maintained. The area of this accident was rebuilt 2-3 years ago. However, the age of the broken rail is unknown. Rails were first laid in the early 1900s. The engine pulling the cars was built in the 1950s and the passenger cars were built in 1930 in Chicago.

One passenger had to be removed from the train by smashing a window because he was trapped in the first car. He had recently had a hernia operation and had his gall bladder removed so was kept for observation overnight in the hospital. Another gentleman had to have eight stitches in his leg but said, "I'm sure glad those trees were there to keep us from going over. But I would get right back on the train if they invited us back. I would like to finish the

Metamora's Christmas Walk attracts 200,000 tourists annually over the four-weekend event. Many people come by the train to shop in over 100 country-themed shops, watch the working gristmill, ride the canal boat or take a horse-drawn carriage ride.

The track will be repaired and inspected. The train was expected to be up and running by the following weekend.

Chuck Whiting, CSI member, Lawrenceburg, IN

December 8-16 - Laurel, IN

The Richmond Palladium-Item also carried reports on the derailed Whitewater Valley Railroad cars. John Hillman, CSI member from West Harrison, IN and president of the Whitewater Valley Railroad, was interviewed in many of the articles. Additional information to that given in the Enquirer was found in the following articles:

Dec. 8 "Christmas Train Derails"

The train derailed at 7:05 p.m. near the Laurel feeder dam, just east of Laurel off Indiana 121. The train had 480 passengers on board. Two of the cars rolled off the tracks.

The article was in error stating that the feeder dam feeds water from the Whitewater River into Brookville Lake but should have said into the Whitewater Canal.

Dec. 9 "Broken Rail Blamed For Accident"

The train carried 419 passengers and a crew of 15. The 14 car train was moving at 13 miles per hour. Two cars went off the track and a third slammed into them.

The crew radioed emergency dispatch personnel. Franklin and Fayette county rescue units, fire departments and police responded.

Those not admitted to the hospital were taken to Laurel Elementary School and driven back to Connersville by bus. Passengers were from Ohio, Michigan, Illinois and Indiana.

Dec. 13 "Train Will Roll To Metamora This Weekend"

Volunteers had the track repaired by Thursday. A professional contractor lifted the damaged cars back onto it. They would not be repaired by the weekend but would not be needed. The train would be on schedule Saturday leaving Connersville at 4 p.m. and Sunday leaving at 12:01 p.m.

"The derailment was caused by metal fatigue aggravated by the extremely cold weather," said a spokesperson for the Federal Railroad Administration, who inspected the track and allowed the train to run again.

The railroad spent \$1.5 million, most of which came from federal transportation grants, on track upgrades over the past five years. No freight is carried on the rails, only passengers on the excursion trains.

Dec. 15 "Railroad Had Violations In Past"

Although the Whitewater Valley Railroad has been cited for 31 federal safety violations since 1995, there was no sign of negligence found on the part of the company. The derailment was blamed on fatigued lines and cold weather. This past May two rails, two rail joints and eight switches did not meet federal standards and were corrected. In 1995-96 they had 15 defect citations for 6 rails and 9 switches, which were repaired.

A diesel locomotive was pulling seven passenger cars and five cabooses when the rail snapped. A Federal Railroad Administration representative said, "Broken rails are not uncommon in the industry.

Obviously, they are subject to tremendous forces."

Dec. 16 "Train Rolls On Week After Derailment"

The first train to carry passengers from Connersville to Metamora after the derailment delivered about 200 passengers safely. The ride went well. The train's speed limit of 15 m.ph. is based on track condition and usage. The federal track classification is a class I or II.

All articles submitted by Phyllis Mattheis, CSI member, Cambridge City, IN

December 10 - Delphi, IN

The Logansport Pharos-Tribune ran an article entitled "Christmas At The Canal" that announced a tour of the Canal Conference and Interpretive Center that is under construction as well as tours of the park's cabins and the Reed Case House, which were trimmed with pine, berries, dried flowers and handcrafted ornaments. The event was held in Canal Park on December 15 from 1-4 p.m. Carroll County Wabash & Erie Canal, Inc. members were in canal era dress and sold hand-made crafts such as candles, crocheted items, flower bouquets, paper medallions of the Conference Center, potpourri, pottery, and wooden items. The Canal trolley gave rides around the park.

Accompanying the article were pictures of CSI members Cleone Gruber making a holiday centerpiece for the Case House and Karen Bradshaw trimming a small tree in the Bowen Cabin. A short description of the Interpretive Center was also given.

Annetta Baker, CSI member, Winamac, IN

December ? - Metamora

The Richmond Palladium-Item ran an article entitled "Historical Sites Might Charge Fee" said that although the Ben Franklin III, the canal boat at the Metamora historic site, needed

painting this year, state funding cutbacks put it off until next year. This is just one historic site to be affected.

The Indiana Department of Natural Resources (IDNR) spent over \$2 million this year operating the 14 sites at an average cost of \$5.59 per visitor. It found that the Whitewater Canal, Metamora cost \$2.71 per visitor to maintain. The Levi Coffin House, Fountain City cost \$1.78; Lanier Mansion, Madison - \$8.74; T. C. Steel Home, Belmont - \$8.99; Ernie Pyle Boyhood Home, Dana - \$9.44 and Grissom Air Museum, Peru - 72¢. The IDNR is seeking legislation that would allow charging an admission fee at some sites in 2003. The income from a site would be for the site and not be a part of the state's general fund. The proposed fees are \$3-6 depending on the "experience offered." However, the Levi Coffin House would be exempt because it already charges \$2 adults, and \$1 children and has one of the lowest per-visitor costs.

Metamora has the highest operating cost (\$307,460) and the second-highest attendance (49,000) of the sites. It has five full-time and seven to eleven seasonal employees. Currently visitors ride the boat for \$2.50 adults and \$2 seniors/children. There is no fee for the grist mill where bags of corn meal can be purchased. The sales only pay for the corn, bags and feed for the horses that pull the boat.

Jay Dishman, manager of the 1836 canal, boat, aqueduct and grist mill says separate charges could be made for the canal boat ride and for the grist mill with a package deal for both. With tourism already down, he wonders how admission charges would affect attendance.

Webster Hall, CSI member, Richmond, IN
Phyllis Mattheis, CSI member, Cambridge City, IN

