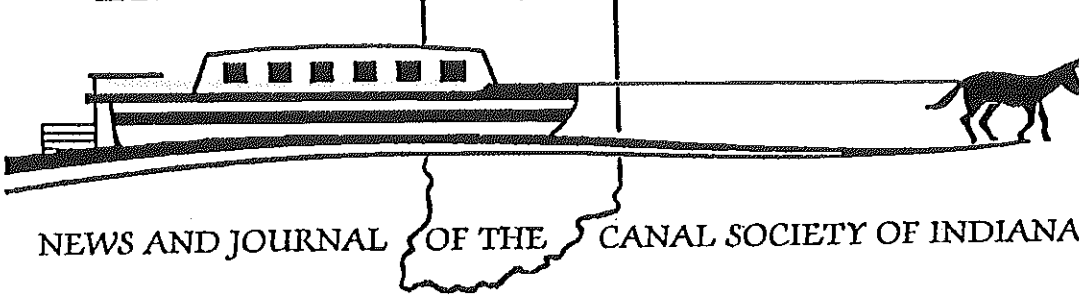


THE
HOOSIER-PACKET

ISSN 1545-421



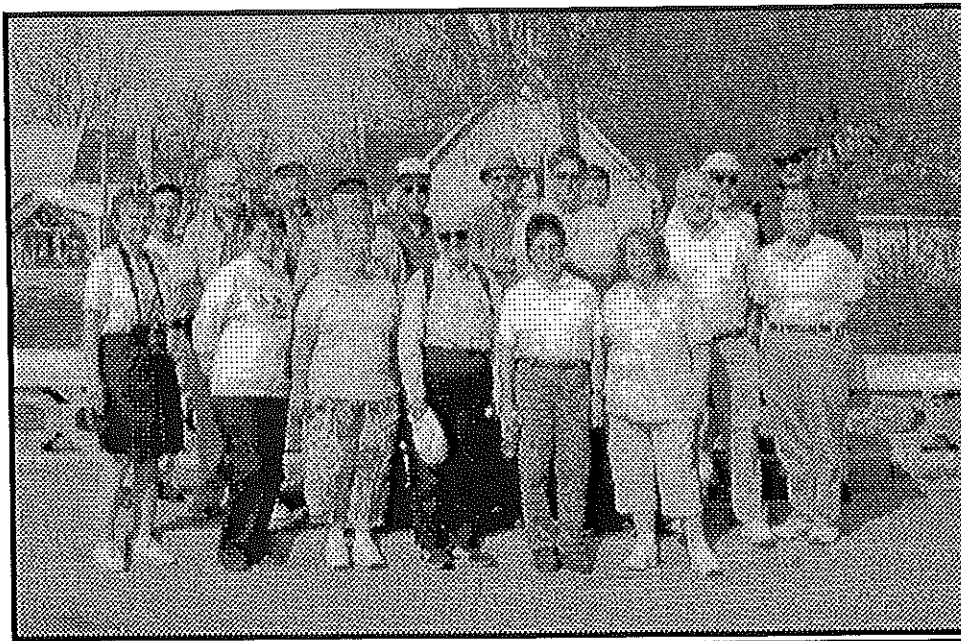
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 4 NO.6

P.O. BOX 40087 FORT WAYNE, IN 46804

JUNE 2005

TOWPATHS TO TRAILS



"Towpaths to Trails" tour participants stand on a bridge over the Central Canal in Broad Ripple before hiking the Indianapolis Greenways trail along the canal to Butler University. The canal appears much like it did in the mid-1800s. Turtles, ducks, geese, muskrats and beavers inhabit this section of canal. Photo courtesy Bob Schmidt

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TOWPATHS TO TRAILS

Trails are being established along Indiana's canals much like the one hiked on the Central Canal on April 10, 2005. The Whitewater Canal trail is under construction from Brookville to Metamora by volunteers. The state plans to complete it from Metamora to Laurel. Evansville Greenways is building a trail along a portion of the (Central) Wabash & Erie. Bob & Carolyn Schmidt and Elmer Brown are meeting with Warrick County about extending the trail from Vanderburgh County into Warrick County. As Ft. Wayne begins construction on part of Towpath Trail along the Wabash & Erie Canal, Little River Wetlands is purchasing land with plans for a trail to join with Towpath Trail. Delphi's canal trail is part of a 7-mile-long trail system. Peru has a Wabash & Erie canal trail.

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Newspaper Items Concerning The Cross Cut of the Wabash & Erie Canal in Greene and Clay Counties, Indiana: Part 4

(first compilation appeared August 2004)
(second compilation appeared April 2005)
(third compilation appeared May 2005)
Compiled by Dixie Kline Richardson, former Owen County Historian

These excerpts from microfilmed newspapers were gathered during a research project unrelated to the canal; hence this is not a comprehensive collection. These particular items are from Worthington, Indiana newspapers. There are no complete editions of the publications, their having missing and/or illegible issues.

February 10, 1859

The February 10, 1859 issue of the Valley Times of Worthington publishes "Murray's Joint Resolution on the Subject of the Wabash and Erie Canal," which states an opposition to any policy calling for legislative action before bondholders declare "in legal form' the canal's abandonment, plus a forfeit of any claim on the State "for that portion of the State's debt' to have been paid from the canal's revenues. The various resolutions began with "Whereas the threat to abandon the Canal is nothing more nor less than a not very credible avowal of their intention to violate the contract of 1846-47 between the bondholders and the State of Indiana."

In the same issue, along with another borrowed editorial is the report: "The collectors along the line of the canal have received the following order from Mr. Dowling at Terre Haute.

Trustees Office, W. & E. Canal, Terre Haute, Jan. 12. 1859. Dear Sir: The enclosed order of the Board is transmitted to you. The Trustees greatly regret the necessity which compels them to deny compensation for the present, and that your faithful services can no longer be required as heretofore.

Be please to preserve your books, parcels and papers in their present place and see that they receive no damage or injury. They are left in your hands for safekeeping. Very truly, Thos. Dowling, Recording Trustee."

(It would have been a treasure if all these records had been preserved.)

February 1859

That February, 1859, R. E. Andrews of Worthington advertises: The canal is going down, but notwithstanding, I wish to buy any amount of good merchantable Wheat for which I will pay the highest market price in cash. I also wish to buy 1,000 bushels of poor or damages Wheat, that which is not fit to grind. I will pay all it is worth.

May 19, 1859

Pursuant to previous notice, a canal meeting was held in Worthington on Saturday last. On motion, W. C.

Andrews was called to the Chair and H. F. Blount chosen Secretary. George H. Start was called upon and stated that the object of the meting which was that the stockholders express their preference for persons to sit as Directors, Superintendent, and Collector. Also to appoint delegates to attend the Canal meeting at Terre Haute on the 19th inst. at which time and place the officers for this division will be elected.

This meeting concluded with resolutions offered by R. E. Andrews that five directors were a sufficient number to do all the business of the middle division of the canal; J. H. Axton and W. C. Smydth were appointed delegates to the Terre Haute convention. Aaron Hubbell, Augustus Start and K. B. Osborn were mentioned in connection with the office of Superintendent. As collectors of tolls, Wm. Wilkins and P. Burr. It was resolved that \$500 was sufficient salary for Superintendent and it was recommended that a collector of tolls at the port of Worthington be paid \$100 a year and no more, and that the collector of subscriptions and donations be paid "not exceeding five percent for collections."

August 8, 1860

Canal navigation between Terre Haute and Evansville has ceased. A rumor is afloat that the aqueduct across the East fork of White River has given away. If such be the fact, the Canal will soon be number among "the things that were."

September 19, 1860 Worthington White River Gazette Report of the Canal Meeting at Evansville, September 5, 1860

Pursuant to notice a meeting of the Stockholders of the Southern Canal Company was held at the Court House as above when on motion of M. W. Foster, Esq., Mr. R. Baldwin, of Francisco, was called to the Chair and W. M. Aikman chosen Secretary.

George Foster, Esq., having been appointed by the Managers to make an examination of the Canal, made the following report:

To the Stockholders of the Southern Canal Co:—At a meeting of the Board of Managers, held at the Canal office in this city, August 15th, 1860, it was ordered that a meeting of the stockholders of the Southern Canal Company be called for Sept. 5th, for the purpose of obtaining an expression of their wishes regarding the future management of the Canal, and to enable them to form a better understanding of the condition of the work, the undersigned was appointed to make a personal examination of the Canal from Evansville to Newberry, in company with the Superintendent, Mr. T. D. Smyth, and report at that meeting an estimate of the cost of the work necessary to put the Canal in navigable order.

Having performed that service I would respectfully beg to submit the following: That on the 3rd of August we commenced our examination; we found a full supply of water from Evansville to Port Gibson, a distance of 31 miles, at which place the Canal is supplied by the Pigeon Reservoir; to this point we found the bank generally good and comparatively free from leaks. The locks and the aqueduct over Big Creek will need repairing—a waste weir needed fixing on the second level below the feeder, and some work must be done at the new reservoir. The bridges are generally good for present uses, except the two nearest the city. Beyond Port Gibson to Maysville there is no water.

The Canal was greatly damaged by the severe storm in June in the neighborhood of Francisco, and here we find frequent breaches from the ditches about the summit and much earth washed in. The Patoka aqueduct is very dangerous; it may be repaired to stand some time at the estimate we make, but we regard it as uncertain and about the worst place on the line; we would not recommend much expenditure here, as it cannot be done to an advantage, the entire structure will have to be rebuilt shortly.

We find some breaks at Hosmer to be repaired, and Patoka Summit will need some cleaning. The bluffs above Petersburg have slid into the canal in some places, and have reduced the size so much that a sufficiency of water will not pass to supply the canal below; some places will have to be removed. The aqueduct at White River will need some repairs, and when completed will make this work apparently secure. The Superintendent has expended on this structure during the early summer about \$1,500, which has done it much good. A break occurred at the culvert above Maysville which will have to be repaired; beyond this place the Canal is in comparatively good order, with the exception of a few bars which can be removed at small expense.

We find the dam at Newberry looking well; the abutments but little worse than for some time past. The bridges from Port Gibson to Hosmer are in passable order, but beyond with one or two exceptions, are dangerous.

In making estimates for the necessary work, we do not include the bridges as long as they stand they must do; it will be entirely beyond the means of the managers to rebuild them. The locks are in bad order, but we think at our estimate they will last a year or so longer. The estimates for the work necessary to put the Canal in navigable order include only those most pressing; other work is needed which can be done by the boat force at a small expense after navigation is resumed, and which we estimate can be more than paid for from tolls and other revenues of the Company.

Respectfully,
Geo. Foster

Estimate of cost of work required to put the Canal in navigable order from Evansville to Newberry, a distance of 95 miles:

Repairing 7 leaks to Port Gibson.....	\$200.00
Repairing Big Creek Aqueduct.....	100.00
Making Water Weir.....	100.00
Work at Reservoir.....	100.00
Earth work to Port Gibson.....	100.00
Cleaning out bars and ditching at Summit...	400.00
Repairing Feeder at Reservoir.....	50.00
Clearing bars from Francisco to Dongola....	100.00
Repairing Patoka Aqueduct.....	350.00
Repairing banks at Hosmer.....	100.00
Cleaning Patoka Summit.....	100.00
Earth work at White River Bluffs.....	200.00
Repairing White River Aqueduct.....	350.00
Break at Maysville.....	100.00
Repairing 9 locks to Newberry.....	400.00
Repairing tow path Bridges.....	100.00
Total.....	\$2,850.00

which on motion was received.

Mr. M. A. Lawrence, President of the Board of Managers, submitted the following financial exhibit:

Statement of assets and liabilities of the Southern Canal Company:	
Assets:	
Balance of stock considered available.....	\$2,500.00
Balance due from Northern Division.....	44.91
Balance due from Middle Division (unavailable).....	343.09
Water rents due 1st of October.....	710.00
Value boat, tools &c.....	1,200.00
Total.....	4,798.00
Liabilities:	
Canal Script outstanding.....	445.00
Individual indebtedness.....	472.00
Canal Lease.....	500.00
Bonds for boats, stock, &c.....	1,995.00
Balance.....	1,385.91

The report indicated that the Middle Division was unable to pay its debt which deducted from assets available. The total estimate for necessary repairs to get the canal in immediate order is \$2,850.00, leaving a deficit of \$1,807.18 which "must be raised by additional subscription." Judge Foster then offered the following resolution: "Resolved that the management of the Southern Division of the Wabash & Erie Canal proceed without delay to collect all delinquency and stock uncalled for and at the same time solicit additional stock or donations to put the Canal in repair, in accordance

with the estimates here submitted and that they be empowered to appoint, at the different points on the Canal, assisting committees to solicit further subscriptions for this purpose; which was adopted. The meeting was adjourned to meet on October 10, 1860 to elect managers for the ensuing year.

April 6, 1861 White River Gazette

Issue of April 6, 1861, White River Gazette reports: The businessmen and citizens of Worthington generally are greatly interested in keeping our Canal in navigable condition from this place to Terre Haute and from present indications they are going to succeed in doing so.

On last Tuesday night week a meeting of our citizens was held to take the matter under consideration and, if possible, to hit upon some plan by which to keep the Canal up. It was receiving the tolls arising therefrom for their pay. A committee of three, consisting of S. B. Harrah, R. C. Howe, and R. E. Andrews, were appointed to visit Terre Haute and consult with the people of that city in regard to the matter.

On last Tuesday evening the citizens of Worthington met together to hear the report of said Committee. They reported rather favorably. The citizens of Terre Haute agree to take the canal from the Reservoir to that city and keep it in navigable condition for the period of two years, provided the citizens of this place would obligate themselves to take it from here to the Reservoir.

Some five or six hundred dollars is due from the present company to laborers on the canal, and a committee was appointed to call upon the public and solicit donations, so that the old debts might all be settled immediately. Mr. Aaron Hubbell, we understand, will take the canal from this place to the Reservoir, and obligate himself to keep it in good repair for two years, at two hundred dollars a year, together with the revenue arising from the collection of tolls on the Division extending from this place to the Reservoir.

A committee was also appointed to confer with the citizens of Newberry and Bloomfield, and urge upon them the importance of their uniting together and keeping the canal up from this place to Newberry. The people of this place are quite anxious that navigation should be kept upon to that point, and we trust that our two sister towns will take immediate steps to keep the canal south of us in good navigable condition.

April 12, 1861 Advertisement

The fast running Packet, "JOE BLAKE" will make regular trips three times every week between Worthington and Terre Haute, during the season, if the Canal is kept in good order. Arrangements have been made to have everything comfortable for passengers.

Order for freight will be promptly attended to, free of charge.

Fare as low as by any other line.

Apply on board of boat, or at Jesse Crull's store at Worthington

ISAAC HUBBELL, Captain

Novembert 28, 1861

The canal boat "Joe Blake," Capt. Cochran, arrived at this place on Saturday loaded "down to the guards." She had on board 165 barrels of Salt, together with a large lot of Dry Goods, Groceries, Leather, etc. She left for Terre Haute on Tuesday with 160 bis. of flour and 600 bushels of wheat.

January 16, 1862

The canal is frozen up.

February 13, 1862

STEAMBOAT NAVIGATION ON WHITE RIVER—As there is but little dependence to be put in the Canal, we think it advisable for our citizens to take under consideration the navigation of White River by small steamboats. The dam at Newberry could be town out and the River made navigable as far up as Point Commerce for less money than it takes to keep the Canal in repair between this place and Terre Haute. The "Gazette" goes on to E. H. Sabin who promotes steamboats, "all the rage now"...and names the instances of boats in operation including "another runs up the East Fork of White River from the Railroad to Petersburg, Maysville, Portersville and even up the Shoals...Another from the Ohio and Mississippi Railroad to Newberry in our own county..we need another to run from Newberry to Worthington, or else the locks at Newberry repaired so the same boat could make the whole trip. The repair could be made for about one hundred dollars. Wouldn't this be a better investment for us than our annual donation to the Canal, which is generally out of order when most needed? By the process—we would have a regular, reliable, and cheap method of shipping our products at least nine months in the year...There is a steamboat, 80 feet long, in good condition, only six months old, for sale at Hazelton. It can be bought for less than it used to take to buy a Canal boat. Doesn't somebody want to invest?"

(Note: Steamboating the White River was unsuccessful when it was found most of the river was not navigable. However, a Worthington merchant, later of Bloomfield, Captain M. H. Shryer purportedly operated a steamboat called the "Richland" from Point Commerce in Greene County to Evansville, but White River steamboating is another story.)

March 13, 1862 (Civil War is making news)

For the past ten days, the weather has been very favorable for making maple sugar, and our farmers have been making good use of the time. An unusually large quantity of sugar and molasses has already been made.

March 13, 1862

Navigation on the Canal between this place and Terre Haute has opened unusually early this Spring. Several boats have arrived and departed this week. (Note: Were barrels of sugar and molasses aboard?)

March 13, 1862

CANAL NAVIGATION--The Wabash and Erie Canal, from Terre Haute to Toledo, has been leased to responsible parties for the term of ten years, and is now being put in permanent repair, and on the first of April will be in as good a condition as it has ever been. The company are building several new boats and many individuals are also building boats which shows that canal navigation is to be a permanent thing from this time for the next ten years at least.

A daily line of canal boats will commence running from Terre Haute to Toledo on the first of April.

October 23, 1862

Navigation on the canal between this place and Terre Haute will be open some time this week. Boats are expected down every day.

January 23, 1863

We learn that a company from Ohio are talking about taking the Canal from Terre Haute to Evansville and putting it through repair. We hope it to be true.

April 23, 1863

CANAL MEETING--We understand there is to be a meeting at this place of the citizens on Saturday next, at 3 o'clock, P.M. for the purpose of devising some plan to put in repair and in usable manner, the Canal from this place to Terre Haute.

A matter of so much importance should call together all the citizens--farmers, mechanics, and business men of Greene county, and many from Owen and Clay

It is needless to say that all will soon see the want of a means of transportation. A large proportion of the people already fell it in the diminished prices of agricultural products as well as the great inconvenience of getting supplies by wagon only.

Turn out, every man, and put your hands to the work. Do not let the Canal go down from want of the assistance it is your interest to give.

May 28, 1863

This old ditch has become a complete nuisance and if it has been entirely abandoned, why not fill it up? It is full of grass, rotten logs, dead hogs &C., and if something is not done with it, pretty soon it will cause a good deal of sickness.

February 7, 1866 Worthington Gazette

THE CANAL FOREVER ABANDONED--The "Terre Haute Express" says:

The proposition to repair the lower canal and put it in navigable order from this city to Evansville, we learn has been abandoned.

We do not believe it was even intention to repair the canal, and the people down in the State of Greene are of the opinion that the project was gotten up for the purpose of injuring the prospects of the Indianapolis & Vincennes Railroad. Failing in their object, the Company has abandoned the enterprise.

We presume the people along the old ditch will now go to work and burn up the locks, drain off the water, or fill it up, so that the health of the country may be benefitted thereby.

April 25, 1866 Worthington Gazette

The "Lafayette Journal" reports that the Wabash and Erie Canal is about to become a defunct institution. The late floods have so much damaged it that it is thought that it will have to be abandoned entirely from Logansport southward. The expenditures for repairs and salaries from April 1, 1859 to January 1, 1866 were \$416,577.47. The receipts during that time were \$378,283.91 making a loss of \$33,293.55.

May 16, 1866

The Trustees of the Wabash & Erie Canal have given out the contract for draining the reservoir. The contractor gets \$100 and all the fish. It is estimated that there is fish enough in this body of water to furnish the State of Indiana for three months. There are 4,000 acres of land covered with water, and as soon as it is all drained, it will be offered for sale.

Probably late summer or early autumn 1873

We are pleased to see than an effort is now being made to drain the water out of the old canal and otherwise clean up the filthy portions of our town. This is a move in the right direction and we trust the work will go on.

END OF NEWSPAPER ITEMS

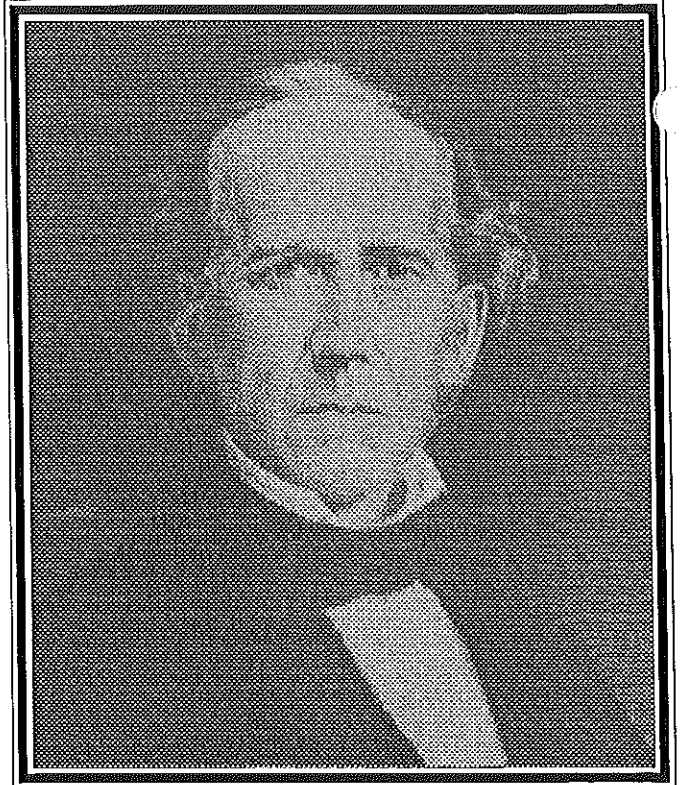
CANAWLERS AT REST

JOSEPH ALBERT WRIGHT

b. April 17, 1810

d. May 11, 1867

**By Carolyn Schmidt & Mark Smith
Portrait by Jacob Cox**



Joseph Albert Wright was born at Washington, Washington County, Pennsylvania on April 17, 1810, to John (a brick manufacturer) and Rachel (Seaman) Wright. While still a youth, his family moved to Bloomington, Monroe County, Indiana. The family was poor and his father died when Joseph was 14 years old. They could not assist in securing him the education he desired.

Joseph was ambitious and determined to succeed. While working at odd jobs he attended common school whenever possible. Whenever possible he questioned his elders during conversations seeking information and read books. Through this hard work he qualified for entrance to Indiana Seminary (Indiana University), and studied law. He financed his two years there and the books he needed by being a janitor, bell-ringer, working at carrying off brick from a brick yard and gathering nuts from the woods. He had been trained to use a trowel and did small jobs around the premises. Extracts from the university's records say:

"Friday, May 6, 1828.

"Ordered, That Joseph A. Wright be allowed for ringing the college bell, making fires, etc., in the college building during the last session of the College Seminary, the sum of \$16.25; also, for a lock, bell-rope and brooms, the sum of \$1.37½, and that the treasurer of the State Seminary pay the same."

"Bloomington, Friday, October 31, 1828.

"Ordered by the Board of Trustees, That Joseph

A. Wright be and he is hereby allowed the sum of one dollar for repairing the top of one of the college chimneys, and that the treasurer pay the same."

"November 18, 1828

"Joseph A Wright is allowed for repairing arches in the small seminary building and kitchen the sum of \$1.25."

Defraying his expenses in these humble ways, he left the college and as a student entered the law office of Judge Hester. Joseph passed the bar in 1829. He was almost 20 years old. He began to practice law at Rockville, Parke County, Indiana. He also worked on farm implements.

In 1830 Joseph was badly in need of money to supplement his work as a young lawyer. He bid \$334 per year to deliver mail once a week on route No. 10 from Brownstown to Terre Haute, IN., a distance of 134 miles. The contract was awarded to Alfred J. Athon who bid \$398. Joseph was not well enough known for Postmaster General Barry to regard his bid.

In 1831 Joseph married Louisa Cook. They had one child. Louisa died in 1852.

Joseph's ability became widely noted and by the age of 23 in 1833 he was elected to the Indiana House of Representatives and became actively engaged in politics. While there Robert Dale Owen reports an amusing incident that he witnessed when Joseph was

talking "on the duty of Indiana toward the children on the State—her best treasurers—when his eye was arrested by a chubby little fellow of seven or eight, son of one of our members, who had been sitting on his father's knee and had strayed off, coming down the center aisle toward the orator."

"Ah, there!" said Wright, extending his arms to the boy, who stopped, abashed at the sudden address. "Look there! I am reminded, when I gaze upon that little one, of a pleasant story from the annals of Rome, in her old republican days. It is related of the mother of the Gracchi, when several of her lady friends were exhibiting to her, somewhat vauntingly, no doubt, their costly ornaments, while she, simple in her tastes, had little to show them in return, that she turned to her children, playing in the room, and exclaimed, 'These are my jewels!' Let us learn wisdom, gentlemen, from the mother of the Gracchi."

"The mother of the what?" exclaimed, in an under-tone, a rough young country member, named Storm, and whom, because he seldom opened his lips except to move the previous question, we had nicknamed 'Previous Question Storm.' His exclamation was addressed to the member next to whom he was sitting, Thomas Dowling, of Terre Haute. Now, of all things, Dowling loved, from his heart a good joke; and his was too good a one to be lost. So, composing his features, he replied gravely to Storm: 'Why, don't you know her? It is a noted old woman in Parke county, where Wright comes from. Everybody knows her there. You get up and ask Wright, and no doubt he'll tell you all about her.'"

He was re-elected to the House in 1836. He was a prosecuting attorney on the 1st circuit in 1838-1839.

In 1839 Joseph was elected to the Indiana State Senate to complete the term of William Perkins Bryant, who had resigned September 23, 1839; however, Joseph only served until 1840 when Samuel H. McCord was elected to complete the term.

Then in 1843-45 Joseph served a term as a Democratic Representative in the United States 28th Congress. Edward W. McGaughey defeated him by 171 votes in his attempt to be re-elected in 1845.

In 1849 the Democratic party nominated Joseph for governor of Indiana. His never being at a loss for words, ready wit, forceful speaking and ability to come directly to the point made him an excellent campaigner. He defeated John A. Matson and was elected for a three year term 1849-1851. At his inaugural address at the close of 1850 he reported on public works by saying,

"We are progressing rapidly with works of public improvement. In the past season we have completed four hundred miles of plank road, which have cost from twelve to fifteen hundred dollars per mile. There are some twelve hundred miles additional surveyed and in progress. We have two hundred and twelve miles of railroad in successful operation, of which one hundred and twenty-four were completed the past year. There are more than one thousand miles of railway surveyed and in a state of progress."

According to a "Historical Sketch of Parke Co. IN" that appeared in a combined atlas "When Joseph A. Wright was elected Governor, he moved his household goods through to Indianapolis by wagons, George Smith, Levi Smith, Simeon Smith and Joseph Smith hauling them across the country. On Little Raccoon (Creek) about three miles E. of Rockville, they stopped and seemed to be having some trouble. Alex. Puett being not far away went to where they were and found they were having trouble with a barrel of soft soap that had sprung a leak. The night they arrived in Indianapolis, Gov. Wright, who had preceded them with his family and was in office, gave a reception and all of these plain, honest, worthy teamsters, who were always his friends and supporters, were in attendance at that reception and received every attention that could be given them to make them feel at ease and enjoy the occasion."

Simeon Smith was the great-great-great-grandfather of Mr. Mark A. Smith, CSI member, and Joseph was the great-grandfather of same. These two were also the ancestors of Karen Bazanni Zach, Parke and Montgomery County historian and genealogist.

As Governor, Joseph contributed a block for the monument to George Washington in Washington City (Washington, D.C.) as per the request of the Washington Monumental Association. The native block of marble was quarried at Saluda Landing in Jefferson County, Indiana. Joseph wrote the inscription inscribed upon it: "Indiana knows no East, no West, no North, no South, nothing but the Union."

Governor Wright served during a formative period in the history of Indiana as it recovered from the economic depression and internal improvements fiasco. He was very active in its development. He endorsed a compromise measure on the slavery question that was acted on by Congress in 1850. At the end of the year he remarked, "Indiana takes her stand in the ranks not of *Southern destiny*, nor yet NORTHERN DESTINY. She plants herself on the basis of the constitution, and takes her stand in the ranks of AMERICAN DESTINY."

During his first term the State held the second Constitutional Convention in 1850-51 and a new

constitution was formally adopted which stipulated that the governor would serve a four year term. In 1851 Joseph appointed a commission to codify the laws so that they were in harmony with the new constitution. Also education was seen to be of utmost importance and the first State Board of Education was established and educational matters taken over by the regular township trustees. Collection of taxes for educational purposes was begun by Indiana cities and townships. Also that year the first State Fair was held in Indiana.

During this first term, the Cross-Cut Canal, the portion of the Wabash & Erie Canal extending from Terre Haute to Point Commerce (Worthington, IN) was being engineered. It was to cross a "summit divide" between the Wabash and Eel River for a length of 49 miles and a cost of \$718,672. Water was to be supplied south of the Eel River by Splunge Creek Reservoir, a 3900 acres manmade body with a feeder at Rawley's Mill. Resident engineer William J. Ball felt a second reservoir in the Birch Creek valley on the north side of the summit was need. In his report he says, "I cannot too strongly recommend the immediate construction of this work, as without it, the Division south of Terre Haute must be comparatively valueless during the dry season. The cost of the reservoir and feeder is estimated at \$24,358., exclusive of damages for the land occupied, and making provision for clearing off 250 acres of the timber."

Birch Creek Reservoir was opposed by residents during the survey period. They threatened to destroy any reservoir built because it would "jeopardize the community's health." Although 100 acres would be covered by water, Chief Engineer Jesse Lynch Williams recommend that only 250 acres be removed. Driftwood and timber standing in water were believed to be responsible for cholera.

Citizens met a Saline City and passed a resolution protesting the reservoir's construction and filed it with Governor Wright. He contacted lawyers James McLean Hanna and John Palmer Usher of Terre Haute and told them to take steps to prevent the canal trustees from "injuring residents' health." Although Hanna and Usher worked diligently to prevent the construction, their efforts failed and the reservoir was completed early in 1852.

In March 1853, the State legislature passed a bill directing a Physicians' Commission to study the canal reservoirs in Clay (Splunge and Birch Creek) and Gibson counties (Pigeon Creek). They sent Joseph reports denying that reservoirs were detrimental to public health. They said that the Birch Creek Reservoir was harmless and, since the area was a swamp, "an infinitely worse state of things would follow, if the timber be cut away and the direct rays of the sun let in upon its surface."

Many residents, who suffered from ague, chills, and fever refused to believe the report. One wrote, "We have some little confidence left in the office of governor; at least enough to cause us to hope that if he ever takes the trouble to read the report, he will see what a farce has been enacted."

Area newspapers described unhealthy conditions says the fish in the reservoir had no scales after they had been "shaken off by the chills." Fear was probably a greater force than actual disease in arousing the citizens. At the time cholera was common and the Irish, who constructed the reservoirs, were susceptible. Many of them were buried in Clay County's Old Hill Cemetery. Even Canal trustee Thomas H. Blake succumbed to the disease in 1849.

Joseph was re-elected Governor in 1852 after defeating Nicholas McCarty. Under the new constitution, his second term was for four years making him the first governor to serve a four year term 1852-1857. That year he assisted in organizing the State Board of Agriculture, served as its first president, and was re-elected the following two years. Joseph was not a farmer but agriculture was a hobby of his. He quoted Horace Greeley saying "the man who makes two blades of grass grow where but one had grown before, is a public benefactor." His political opponents told an untrue story about him saying that in one of his speeches he advised farmers to buy hydraulic rams to improve their sheep! However, the following true story occurred: "Some one brought him a bunch of hog bristles, taken from the paunch of a cow. He exhibited this as a great curiosity, and was wont to descant upon it for the edification of his farmer friends. At last it was discovered that the cow from which the bristles were taken was in the habit of browsing near a pork-house where hog's hair was spread to dry. While eating grass she had swallowed the bristles, and, as they were indigestible, they remained in her stomach until she died. This discovery spoiled the Governor's lecture on the cow."

Joseph entered into a bitter fight with the State legislature over banking laws and their wish to charter a new state bank. He vetoed both bills, but the Free Banking Law was passed and the charter for the bank of the State of Indiana was granted. Many abuses arose from this law. Currency was expanded "a delusive idea of wealth prevailed and, as a consequence, much injurious speculation was indulged." Joseph took the case to the Marion Circuit Court but was defeated. He then appealed to the Supreme Court, which affirmed the judgment of the previous court. However, he exposed many of the free banks, which had little financial stability, and they eventually disbanded.

The Clay County reservoir was continued. The public was invited to a meeting in the Union Meeting house at Bowling Green, Indiana, on February 23, 1854, to "consult upon the interests involved in the erection and maintenance of reservoirs, dams and pools of water in this county." They adopted a resolution that only legal means should be used to oppose the construction of Birch Creek Reservoir until all timber was eliminated. This resolution was soon made void when at midnight on June 22, 1854, the embankment of the reservoir was cut and its water drained. For the next two years there were several such mob actions.

Although some claimed that everything that was considered reasonable had been done to satisfy those living near the reservoir, the citizens asked what was being done to "protect the public interest in the future against the lawless acts of midnight desperadoes?" Residents said their timber removal requests had been ignored and said the reservoir was built "in such a manner that it would depopulate the whole surrounding country.

Every time the banks were cut, the Wabash & Erie Canal between Terre Haute and Evansville was paralyzed. The reservoir water was necessary to keep the canal navigable. The Terre Haute Journal said, "If the State authorities have not the power to prevent and punish such lawless acts of outrage, it is time the public should know it."

The citizens claimed they condemned the "mob-temperament", they "believed that a man has a right to defend his life and property." Hanna tried to squelch this renewed struggle by holding a meeting at the Eel River feeder dam on July 28, 1854 "To consider the best means of arranging difficulties which exist in regard to the Reservoir." Present were Thomas Dowling and two trustees of the Canal Company. The meeting resulted in a compromise with the trustees agree to remove all timber from Birch Creek Reservoir and the citizens promising to no longer commit further damage.

Thomas Dowling spent over \$1,000 to have laborers clear out the reservoir and repair the embankment. A short two months later on September 9, 1854, the feeder dam was burned to the water's edge. The "Reservoir Regulators" were credited with the deed, but it was never proven. This led to a loss of confidence in the canal and a loss of \$20,000 in revenue. Once again repairs were made and a few boats actually made the trip to Terre Haute from Evansville. Then, just as regular trips between these cities were scheduled and trade resumed, 200 men with blackened faces carrying guns and pistols broke the reservoir's embankment and waved the American flag over the gap on May 8, 1855. The war continued and was reported in

the Terre Haute American.

Governor Wright issued a declaration on May 24, 1855, which offered a \$5,000 reward for information leading to the arrest of the dam-breakers, and led residents to believe he would employ a force to keep the "promises of the State of Indiana." He was greeted with posters warning him to employ men to repair the breach when he arrived at the reservoir.

In June 1855 the Regulators partially wrecked the aqueduct across Birch Creek, demolished all the buildings used by the workmen and stole all their tools. Residents claimed they had no knowledge of who was responsible for the destruction and said that the offenders probably came from outside of the county. This act was the last straw. It drove the laborers away and repair work stopped.

Joseph rebuked the Clay County Sheriff for malfeasance and other authorities. He called out 50 militia under General Dodd of Marion County and Colonel Nees of Clay County and asked for volunteers. About 60 men came increasing the militia to 100 men. Most of the latter were from Evansville.

Canal trustees agreed to removing all timber from the canal as soon as possible at a meeting held on June 21, 1855. By then seventeen men had been arrested and charged with arson and malicious trespass. They questioned and released. Joseph sent the troops away. And on August 1, 1855, the Clay County Citizen called for assistance in clearing timber from the reservoir without draining off the water.

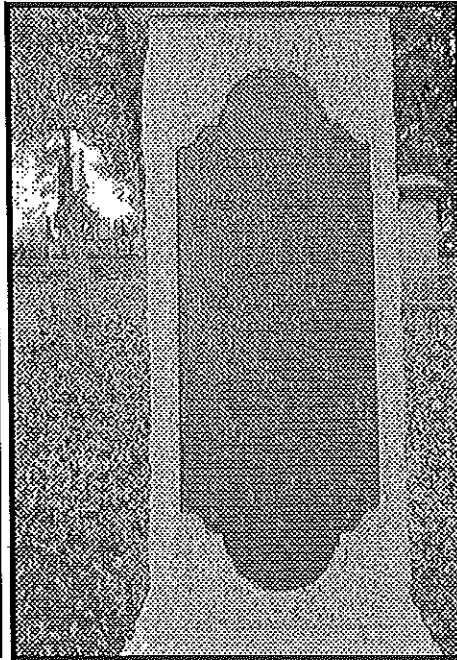
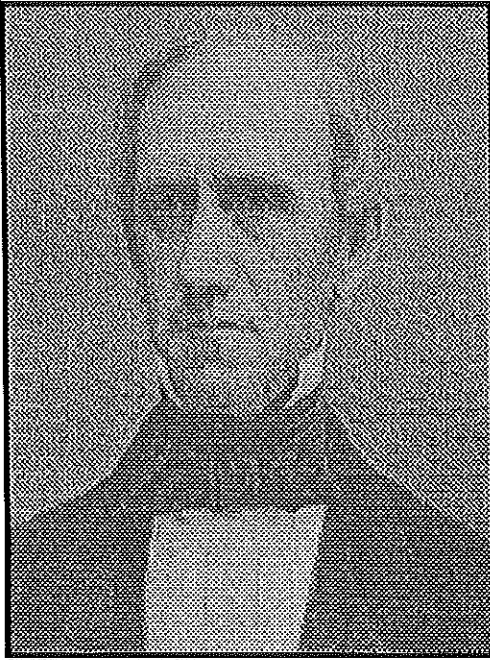
On June 29, 1855, there was another attempt during the night to cut the reservoir embankment and other efforts failed. Then again the aqueduct was severally damaged in August, 1857.

In a last ditch effort, Miller and Hedges tried to keep open the Cross Cut portion of the Wabash & Erie Canal from Terre Haute to the Eel River Dam in 1860. Terre Haute provided \$1,000 to help them, but, within a short time their efforts were abandoned. The railroad was quickly replacing the canal probably much to Joseph's relief.

During Joseph's term as Governor the old Whig party in Indiana died. The Know Nothing party was born and died. The Republican party was formed.

In 1854 Joseph married for the second time. His wife was Harriet B. Burbridge.

In 1857, when Joseph's second term as Governor expired, he was appointed as Envoy



JOSEPH A. WRIGHT
 OF INDIANA
 HAVING SERVED HIS STATE
 AS GOVERNOR, HIS COUNTY
 IN U.S. CONGRESS
 DIED IN BERLIN
 MAY 11, 1857
 DURING HIS 2ND OFFICIAL
 TERM AS U.S. MINISTER
 TO THE COURT OF PRUSSIA
 IN THE TRIUMPH
 OF CHRISTIAN FAITH
 AGED 57 YEARS
 CAROLINE R. DAVIS
 HIS WIFE
 BORN FEB. 4, 1812
 DIED APRIL 17, 1896

Left: Hon. Joseph A. Wright, Governor of Indiana, first President of the Indiana State Board of Agriculture and U. S. Minister Plenipotentiary at Berlin engraved by J. C. Buttre from a photograph. Woolen 1883.
 Center: Gravestone of Joseph A. Wright and his wife Caroline R. Davis courtesy of Mark Smith, CSI member, Brookston, IN.

Extraordinary and Minister Plenipotentiary to Prussia (1857-1861) by President James Buchanan and was sent to Berlin, the capital. He served as Minister for four years.

In 1860 Joseph supported Stephen A. Douglas, the Democratic candidate for President of the United States. In 1861 Joseph returned to Indiana. He became the leader of the War Democrats, who favored alliance with the Republicans in attempting to lay aside political struggles until the Civil War was over. He joined the Union Party.

In 1862, Governor Oliver P. Morton appointed Joseph as a Unionist to the United States Senate to fill the vacancy left after his enemy Jesse D. Bright was expelled. He served in this position for one year, February 1862-January 1863..

In 1863 President Abraham Lincoln appointed Joseph as Commissioner to the Hamburg Exposition. Then in 1865 President Andrew Johnson re-appointed him as Envoy Extraordinary and Minister Plenipotentiary to Prussia (1865-death 1867). He served in this capacity until his death at Berlin on May 11, 1867.

Joseph was a zealous Methodist and supported the Sunday school. Many citizens thought he used his church connection to advance his political career.

A tall and raw-boned man, Joseph had a large head and an unusually high forehead. He had light thin

hair, blue eyes and a prominent nose and mouth. He spoke simply and earnestly. He was influential in matters concerning the public welfare. He set a good example by being a moral, religious, honest and economic man.

Married three times, Joseph was the father of four children. The grave and marker for Joseph Albert Wright and Catherine R. Davis, his third wife, can be found in Greenwood Cemetery in Brooklyn, New York.

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NEWS FROM DELPHI

Articles by Dan McCain

We've Had Lots Of Visitors!

Gordon Stevens, a newly appointed Canal Association Director, has been tracking our sign-in records at the Canal Interpretive Center. He reports that from the Center's opening day July 3, 2003 through December 4, 2004 we had 7,438 visitors sign in. They represented 43 states (from Alaska to Wisconsin) and 18 countries (from Australia to Sweden). Twenty-four groups of children or adults came for guided tours of the Interpretive Center.

Lewis & Clark Interpreters At Annual Meeting

The Wabash & Erie Canal Association continued its celebration of the Lewis and Clark bicentennial year at its Annual Meeting Tuesday, April 19 at the Canal Conference and Interpretive Center. A presentation followed a dessert bar at 6:30 p.m. and a brief business meeting.

At last year's Annual Meeting, a large crowd enjoyed Esther Duncan's portrayal of the wife of Pvt. William Bratton, a member of the Lewis and Clark Corps of Discovery. This year, Roger Strater and David Hovde told their story of participating in the Discovery Expedition of St. Charles, a re-enactment of Lewis and Clark's 1803-06 exploratory journey across the continent to the Pacific coast and back.

Appropriately costumed, Roger Strater portrayed William Bratton, an Indiana private on the 1800s expedition, and David Hovde interpreted the character of Pvt.

Alexander Hamilton Willard. Their Post #75, and Cathy T. Smith. experiences along the route taken Thanks to Mary Johnson, a fifth 200 years ago by Meriwether Lewis mural sponsorship has been received and William Clark provided a in memory of Elmer Johnson, Mary's fascinating evening. late husband and a former Canal Association board member

Roger has a master's degree in American History and is a doctoral student at Purdue. David has an advanced degree in library science and anthropology and has taught courses at Purdue on Natives of the American West. Both are associated with the Purdue University Libraries.

Murals Adding Colorful History To Canal Center

Four of the proposed nine murals depicting Wabash & Erie Canal sites were hanging in the Canal Center lobby at the time of the Annual Meeting April 19. They add colorful canal history to the beautiful lobby sponsored by the Canal Society of Indiana. Please come by to see them.

We previously announced mural sponsorships by Beta Psi chapter of Psi Iota Xi, Jim and Frances French, American Legion

The central mural depicts the Speece Company's canal boat, painted from the only known picture of a Delphi canal boat. Other murals now hanging feature the Sample and Sons warehouse in Lafayette, Burnett's Creek Arch and a pivot bridge in Logansport. When completed, the series of murals will depict sites along the Canal from Evansville to Toledo.

If you would like to sponsor one of the remaining murals, please contact Dan McCain at 765-564-6297 or any board member.

"PROJECT W.E.E.D."

Have you noticed the first sign of spring around the time of Earth Day - lots of people out enjoying Delphi's parks, the Wabash & Erie Canal and the many trails? If you appreciate and use these public facilities, come

An old photograph of the canal pivot bridge in Logansport, IN was interpreted by artist Terry Lacy in this mural that hangs in the lobby of the Canal Interpretive Center in Delphi, IN. Photo by Dan McCain



out to a workday and make them even better. The community is responding more and more through volunteerism to make dreams come true. Several major items in Delphi's Parks need attention this year.

An opportunity was given to youth on Saturday, April 16 to come for PROJECT W.E.E.D. or "Wabash & Erie Earth Day" beginning at Trailhead Park 1 mile southwest of Delphi along Indiana 25. In the past these work days on EARTH DAY have attracted 50-75 volunteers of all ages. This year the goal was to top 100 workers. Groups like 4-H, Scouts, church groups, and individuals of all ages were invited. Children worked together with parents or teachers. Volunteer "captains" were onsite to supervise specific jobs. Most of the work near Trailhead related to clearing debris associated with the recent flooding of Deer Creek and the Wabash River.

The Carroll County Wabash & Erie Canal, Inc. sponsored the event with support from the USDA/NRCS "EARTH TEAM." Those wearing Earth Team white hats were designated as "captains," directed work and answered questions at the various sites.

Almost everyone arrived by 9 a.m. for the Flag raising and orientation at Trailhead Park before breaking into work groups. A section of Robbins Trail needed the most work since it was so drastically altered by the flood of July 2003 and again last January. Whole sections of Deer Creek streambanks were ripped away and debris strewn by the raging waters

Not all work crews stayed at Trailhead Park. Some went to various locations on other trails or renovated flower beds in Canal Park. They furnished their own tools and marked them so they would not be lost.

Volunteers got a "free lunch" served at noon at the Trailhead Park

shelter by the local Psi Iota Xi sorority. As in the past this meal, along with the realization of how important finishing some task is to this dynamic community, helped bring out many more workers.

INTERESTING WALKS HELD

CEMETERY WALK - This special walk with historical narration began in Odd Fellows Cemetery in Delphi on Saturday, April 23rd in the afternoon at 2 p.m. Guided by Mark Smith, W&E Canal Association Historian, this walk featured "first person" dialog from the grave sites or Delphi businessmen of the canal era. Mark portrayed those local leaders of the mid 19th century period that had influence over the canal, emerging railroads and business of that day.

SPRING WILDFLOWER WALK - Lower Rock Creek in northern Carroll County was the site of an evening walk on April 28 on the scenic farm of Terry and Fran Lacy. The 1½ hour narrated nature walk skirting the escarpment of the Wabash Valley wound up a long hill, crossed a high ridge, and then dropped into a winding ravine with a small intermittent stream. The ravine opened onto Rock Creek. The trail continued along lush bottomland back to the original starting point near the Lacy's spring fed pond. The walk focused on wildflowers, native plants, and tree species.

DEER CREEK TO HIGH BRIDGE - This narrated history and wildflower hike led by Patrick Hale and Dan McCain was held Saturday, April 30th at 10 a.m. in Delphi. They explored the scenic, historic areas and observed wildflowers along Deer Creek east of town while following the beautiful pristine Deer Creek along the old millrace from Riley Park to near the old Monon Railroad's High Bridge.

Attendees assembled at Riley Park, which is famous and has been enjoyed by generations of Delphi residents since as early as 1826. At

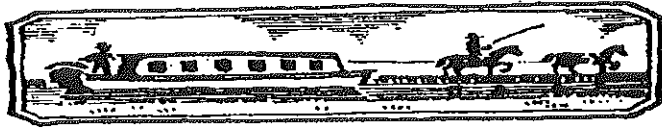
that time pioneers constructed the millrace that James Whitcomb Riley later commemorated in his famous poem about Deer Creek. They saw waterfalls, springs, vales, streams, woods and meadows reminiscent of old Indiana. Other sites along Deer Creek were the Slate Bluffs, the site or Carroll County's first mill, Baum's Grove, the Van Pelt Dam, Giles' Hole, the site of a gold operation and oil well on Bridge Creek, Ox Hill, Deer Creek Park, and the site of the old Red Mill before reaching the overlook at the abandoned Monon Railroad's "High Bridge" trestle, the centerpiece of the beautiful and scenic Deer Creek valley east of Delphi. This area was once projected as a possible state park by a group of Delphi men in the 1930s. By the mid-1940s it was proposed as a living memorial to the veterans of World War II.

WHITEWATER CANAL NEWS

OVERBECK POTTERY COLLECTORS' SYMPOSIUM

On June 11, Cambridge City hosted an Overbeck Pottery Collectors' Symposium to learn more about the artistic endeavors of the Overbeck sisters, who lived in the former residence of a Whitewater Canal official. Participants discussed a few particular pieces noting what makes some pieces more desirable, valuable or collectible than others at Cambridge City Library's Overbeck Museum. They toured the restored Overbeck home/studio. In Richmond they saw a traveling exhibit on Indiana's Historical Women Artists. Collector Doug Grant, who donated his Overbeck collection to the Midwest Museum of Art; Natalie Richert, who produced the Overbeck Sisters video; Jerry and Phyllis Mattheis, who restored the Overbeck home, spoke. Robert Ammerman led a discussion on the state of the Overbeck market today and the problem of fake Overbecks appearing on eBay and at auctions.

WHITEWATER CANAL



July 7, 1929 - Indianapolis Star

A Hoosier Listening Post - By Kate Milner Rabb

A copy of the Indiana American published at Brookville, Ind., on Feb. 5, 1847, in the possession of Mrs. W. J. Chidester of this city, shows that even in those good old days the people were suffering over public improvements and finding fault with those in the seats of the mighty. There was trouble about a turnpike which the citizens wished to have built from Brookville to intersect some one of the turnpikes to Cincinnati. A meeting had been held and, says the editor, "It is the first time we have ever seen any demonstrations upon the subject sufficient to convince us that anything would be done. We now believe that the people are able and willing, if the right direction be given to their wishes."

The subject of the White Water canal is most important. According to one article (and there are half a dozen on the same subject), the Legislature, before its adjournment, passed a law loaning to the White Water canal the state revenue of the counties of Franklin, Fayette, Wayne, Rush and Henry, amounting, in all, to about \$50,000. This would have put in the hands of the company sufficient ready means to have insured a speedy repair of the canal. But (Governor James) Whitcomb put the bill in his pocket and refused to return it either with or without his signature. The Legislature having adjourned before the elapse of five days, the bill is defeated.

"Of this act, it is useless to speak. There has been one long, continued and bitter curse uttered from the whole length and breadth of this valley, by both parties, upon that tyrannical scoundrel and villainous despot -- James Whitcomb!" The name is capitalized. "His acts forbid our respecting him as a private man or as the executive."

In another column, the public is informed that after the adjournment of the turnpike meeting that week, "those present organized to give some expression relative to our senator and representatives and the action of the Governor on the loan to the White Water Canal Company. A resolution was introduced censuring the Governor for retaining the bill, which was warmly

discussed." This meeting adjourned to meet the next evening, when the amended resolution was passed. The first paragraph thanked the senator and representatives for their successful exertions": the second informs the Governor that for his refusal to return the bill to the House that it might become a law, thus preventing the loan which would have enabled the counties, "to make the repairs occasioned by the late disastrous flood-merits our unqualified disapprobation and severe condemnation!!!"

In another column the news is published that John W. Hitt-- declines serving the White Water Canal Company as secretary at the reduced salary of \$500. The company, as well as states or corporations, never gain anything by reducing salaries so as to drive the best men into private life."

"John Newman," It is said, was elected president of the company at a salary of \$1,000. "He is a good man," says the editor, "none more worthy or confidence and esteem--none more safe and competent in ordinary times. But he is not the man for the present crises. He is not the man to galvanize the dead carcass, and infuse life, energy and success into the people and resources of this great valley. It needs a master spirit and almost superhuman power to inspire, collect the means, and carry through this great work."

The canal is again referred to in a paragraph about the refurnishing of a hotel at Harrison, O. "By reference to our advertising columns it will be seen that our friend Gerard is back at his old tavern stand at Harrison. And, although he has always kept a good house, he has so much improved his premises that his old friends scarcely know him. He has repaired his house thoroughly--purchased new furniture, new beds--and being a real Democrat, he has furnished his house with superior foreign carpets--he has washed his face, put on a clean shirt," read Chesterfield; and now the traveler with him will feel comfortable and at home. This is some consolation in the loss of the canal--if we now have to travel our intolerable roads we know where to get a night's comfortable repose and refreshment."

Those were the days of the temperance movement, and even though Mr. Gerard is an advertiser, the editor makes bold to add the following conclusion to the above paragraph: "We regret that Mr. Gerard should deem it necessary or proper to keep a bar in his establishment. We hope he will think seriously of it and that his better judgment will prevail."

IN THE NEWS



WINTER 2005 - CLARKSVILLE, IN

A new scenic byway called "Historic Pathways" has been created across southern Indiana that runs from Cincinnati to St. Louis. It is on routes U.S. 50 and U. S. 150. U.S. 150 follows the Buffalo Trace, the path the bison used on their annual migration and was later used by Native Americans and early settlers to cross southern Indiana. It eventually became a stagecoach route. Later, both roads became modern highways. The byway, which extends from the Clarksville/New Albany area to Vincennes, IN., crosses the Wabash & Erie Canal at Maysville near Washington, IN. and is near where Indiana proposed to build the Falls of the Ohio Canal. An official designation ceremony for "Indiana's Historic Pathways" took place at the Falls of the Ohio State Park in Clarksville, IN on December 10, 2004.

Another byway, the "Ohio River Scenic Byway," is also located in southern Indiana. It has just received a \$48,750 Quality of Place Initiative grant from the Indiana Department of Commerce to create special trails that feature artisans at work in their studios or galleries and retail outlets displaying their work. The project is entitled "Hoosier Crafted." It has also received a Transportation Enhancement grant for placement of interpretive panels along its route.

2005 INDIANA

The Indiana Outdoor Recreation Guide 2005 has an article entitled "Bus Going Downtown" that tells about the White River State Park in Indianapolis and includes pictures of the Central Canal Walk with fountains and a boat race on the

canal. Its companion magazine, Indiana Travel Guide, has a picture of the mule skull on display at the Wabash & Erie Canal Park and Interpretive Center in Delphi and says, "From 1832 until 1853, 468 miles of canal were constructed running from Toledo, Ohio to Evansville, Indiana. The Center has restored the nearby canal run, and the 12,000 sq. ft. museum holds more than 60 exhibits celebrating the canal era in Indiana. It also gives information about Delphi's Canal Days Festival.

When people use a site, there is a greater chance of saving and restoring it. If we wish to promote canal tourism, we need to get more information to the public than these few blurbs.

JANUARY 24 - OHIO

"A Vision of a Canal Comeback Growing," was the title of an article in the Dayton Daily News. L. Neal Brady, who formerly helped to get the Little Miami Railroad made into a popular multi-use trail, is executive director of the nonprofit Miami and Erie Canal Corridor Association. He hopes to see a rebirth of the canal with towpath hikers, kayaks and canoes. Since 1996 restoration in under way to rebuild landmark locks and canal town's have projects to improve the towpath by clearing off decades of overgrowth. He is seeking funding and the help of local groups to fulfill his dream.

The Miami & Erie Canal, opened in 1845, extended from Toledo to Cincinnati for 250 miles. Seventy-five miles of it are still owned by the state. Forty-four miles are watered from Loramie Creek in Shelby County to Jennings Creek north of Delphos in Allen County. Ohio employs three full time people to manage water flows from Grand Lake St. Marys to the canal and to the St. Marys municipal power plant to cool machinery. The canal is also

Ohio and the Department of Natural Resources has helped move the canal program forward. Lock 14 and Six Mile Creek Aqueduct in Auglaize County have been rebuilt in the past two years with \$800,000 from Nature Works grants. Elsewhere current plans include:

1. Shelby County will rebuild a dike that the towpath is built on to restore Leighty Lake in Newport.
2. New Bremen will rebuild Lock #1 and develop a park.
3. St. Marys will finish a compacted stone overlay that travels a mile north of downtown. The state will soon begin a \$1 million project to rebuild the junction of the canal and the Koop Creek aqueduct at St. Marys.
4. Sidney has an asphalt walkway on the feeder canal towpath being designed.
5. Delphos has formed a canal restoration committee to clear trash and brush. The Ohio Department of Natural Resources is exploring ways to boost water flow in the canal for recreational purposes.
6. Brady and others hope to get the canal federally designated as a National Heritage Corridor Area. Phyllis Mattheis, CSI member, Cambridge City, IN

MARCH 4 - INDIANAPOLIS, IN

The Broad Ripple Gazette article "Canal Project Proposed by Indy Greenways at Public Meeting" said that 20 people attended a meeting focusing on a continuation of the canal beautification project between Westfield Boulevard and Guilford Avenue on the south side of the canal in Broad Ripple. The Central Canal, which was purchased by the

Indianapolis water company in 1871, supplies 60% of the city's water supply. It is maintained periodically by weeding and dredging. It suffers from erosion and overgrowth of bushes and trees. The normally 60-foot-wide canal has eroded to 70 feet on this section. Sometimes the ducks can be standing on the bottom of the canal due to the lowering effect this width has on the water level. Erosion is caused by runoff from parking lots, high velocity water flow from the canal flood gates at the Westfield Boulevard bridge, and the ducks walking up and down the bank.

The beautification project would:

1. Reconstruct the canal bank
2. Create a flow for pedestrian traffic
3. Create a bio-swale to help the project maintain itself

The bio-swale will have a place to capture rain water and let it naturally filter into the White River instead of into the canal. Carefully chosen plants take into account wet and dry cycles and salt and chemicals from parking lot runoff.

The project will cost around \$200,000. and include sculptures. It will be maintained by the linear park system in the area.

Another article "Lincoln Program at IMCPL " said that Any Jacobs, Jr. told stories about Abraham Lincoln at the President's Day program and attendees looked at educational displays around the room. It pointed out that the Lincoln funeral train stopped in Indianapolis on April 30, 1865. The article included carried pictures of Jacobs and CSI vice-president Chuck Huppert. It said, "After the presentations expert Chuck Huppert, who stated that he had studied Lincoln since "he was a little squirt," sat with Jacobs to answer questions from the audience.

Chuck Huppert, CSI vice-president, Indianapolis

MARCH 8 - HAMILTON, OH

"State Money Boosts County Parks Funds" was the title of an article in the Hamilton Journal-News. It said that, through the Clean Ohio Trail Fund, Butler County will receive \$714,000 and the city of Hamilton will receive \$214,000 in grant money to build a 150-foot bridge for the Great Miami Recreational Trail. Butler County Metro Parks will receive \$500,000 for construction of a 1.4 mile paved trail along the Miami & Erie Canal. Each Clean Ohio Trail Grant requires a minimum of a 25 percent match with local funds.

This year's grant will fund the second phase of the Port Union to Gilmore Ponds historic Canal Trail. Phase 1, also funded by a grant from Clean Ohio Trails, is almost complete. It starts at Port Union in West Chester township and runs west to the the West Chester township/Fairfield city boundary. Phase 2 continues the trail westward to Bypass Ohio 4. This phase should be done in two years. Phase 3, if funded later, will complete the trail to Gilmore Ponds and eventually westward to connect with the Great Miami Bike Path.

John Geyer, CSI member, Hamilton, OH

MARCH 17 - FT. WAYNE, IN

A Fort Wayne Journal-Gazette article entitled "Extension to River-greenway to Link Rockhill Park, Aboite," said that a 3½ mile extension to the existing greenway will eventually extend from Rockhill Park to Aboite Center Road and later connect with the Aboite Trails system. Last summer the River-greenway was connected to Rockhill Park with the opening of the 1.1 mile West Jefferson Trail between Swinney and Rockhill Parks in Ft. Wayne. The new trail will follow the Wabash & Erie Canal route and will be called the Towpath Trail. The article said, "The canal once linked the Maumee River to the Wabash River, enabling the flow of goods across the state of Indiana, but was made

obsolete by the railroads. Now, most of it is known only by the historical markers that dot its course." (Several canal markers were placed in Rockhill Park last year. Tom Castaldi wrote the text for these markers.)

Towpath Trail when complete will be 3.5 miles long. Construction of the first phase of .85 miles will begin in the spring of 2006 if the \$150,000. state grant applied for is received. Much of this phase has existing sidewalks that will be widened and upgraded. Phases 2 and 3 take the trail down Country Club Road, across Covington Road, south of the Country Club and Canterbury High School to Engle Road, then west to Jefferson Boulevard.

Tom Castaldi, CSI Advisory Council, Ft. Wayne, IN

MARCH 18 - FT. WAYNE, IN

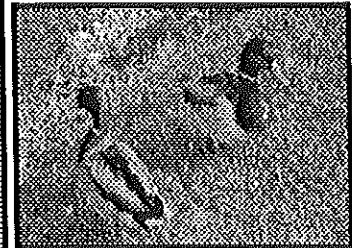
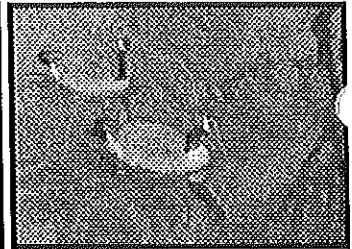
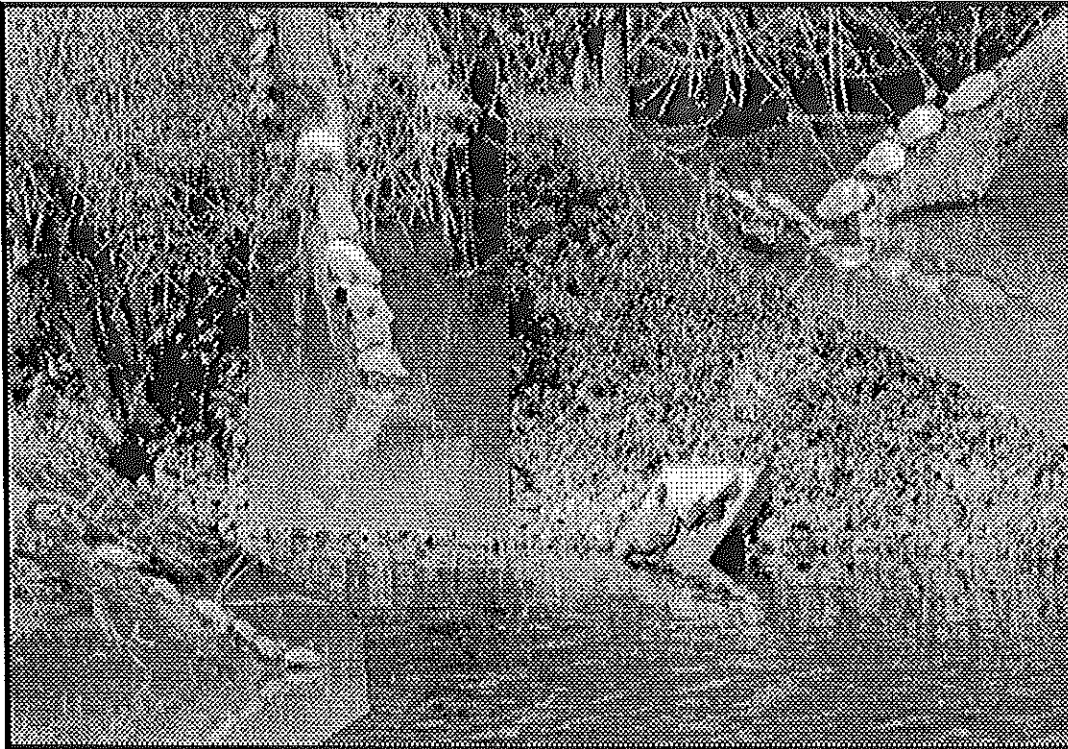
"Greenway Extension Would Follow Historic Route" was the title of an article in the Fort Wayne News-Sentinel. An extension of the city's Greenway trail system known as Towpath Trail would follow the route of the Wabash & Erie Canal from Rockhill Park to Aboite Center Road in Ft. Wayne. The first phase of the three phase project will be 0.85 of a mile long and run from Rockhill Park southwest to the corner of Ardmore Avenue and Taylor Street passing Lindley Elementary and Portage Middle schools. The 10-foot-wide asphalt and concrete trail will cost \$180,000. and will be built along existing sidewalks. Fort Wayne Parks and Recreation Department has applied for a \$150,000. grant. The city or private donations would make up the rest.

Tom Castaldi, CSI Advisory Council, Ft. Wayne
Jim Ellis, CSI Treasurer, Ft. Wayne, IN

WELCOME NEW MEMBERS

We welcome aboard the following new members who have joined at the membership level of \$22 unless otherwise noted:

Mr. & Mrs. Phillip English - Green Valley, AZ



Left: Composite photo of turtles along Central Canal in Broad Ripple LK
 Top: Geese on Central Canal in Broad Ripple LK
 Bottom: Ducks by the Canal in Broad Ripple BS

All photographs used in this article were taken by Lynette Kross (LK) and Bob Schmidt (BS)

TOWPATHS TO TRAILS IN THE 21ST CENTURY

By Carolyn Schmidt

Blue skies and puffy white clouds, flowering crab apple trees and magnolias, chirping birds, basking turtles, nesting geese, dabbling ducks, pedal boats, and a muskrat — all signs of spring — greeted forty-two members of the Canal Society of Indiana to Indianapolis for the "Towpaths to Trails" tour and annual meeting on April 8-10, 2005. A major part of making a tour a success is the weather and it couldn't have been better. Light jackets were all that was needed for the Friday evening stroll along the downtown revitalized portion of the Central Canal. By Sunday some canawlers were in shorts when they hiked the canal from Broad Ripple to Butler University.

Having previously had several tours of the Central Canal that focused on what remains of the canal, it was decided that this tour should focus on what has been done in the 20th and 21st centuries to revitalize the canal — from towpath to trail. We learned the process involved in turning a canal that had become a liability into one which is now an asset through articles in our tour guide and a mini-seminar at our Saturday evening banquet.

On Friday night after registration and a buffet at the Zionsville American Legion, we car-pooled to downtown Indianapolis to stroll the Canal Walk led by

docent Chuck Huppert, CSI vice-president. We learned that using the Central Canal as a water conduit from the White River at Broad Ripple to the city's water purification plant kept the canal from being obliterated. We noted that its being ignored for years probably helped save it. We saw Indianapolis sparkle as it turned on its lights at sunset. Behind the Indiana State Museum we saw the lighted Steam Clock whistle the quarter hour. We stopped at the Medal of Honor exhibit, which had recently been vandalized but was cleaned up by the time we arrived. It was lighted and beautiful at night. We passed by the fire station, which has a pedal boat rental beneath it. We noted murals under the bridges over the canal and found it strange that they depicted island scenes, ships, etc. instead of scenes pertaining to the

Friday's turkey dinner buffet at the American Legion gave us time to renew old friendships and make new ones. BS





Top: The Central Canal sparkled from the lights of the city. LK
 Bottom: Vice-President Chuck Huppert (right in white hat) told the history of the Central Canal as we strolled along the Canal Walk, saw the monuments and watched the fountains. BS

canal. We saw the Indiana Historical Society patio, lighted water fountains, picturesque bridges, people walking hand in hand, groups of young people, a small police patrol vehicle keeping the area safe, the Holton Gate that once controlled the intake of water for the canal and is now a water feature at the northern end of the canal, the Buggs Temple that is undergoing renovation for a restaurant and rest-rooms, the memorial to the U. S. S. Indianapolis that was sunk right at the end of the World War II, and the Indiana State Office Building. Dan Schuster was so absorbed in looking at one of the sites that he walked right into a tree. We also noted the landscaping, upscale housing and new businesses that have been built along Canal Walk. The 2½ mile round trip was made by most of the group; however, the following morning there were moans and groans from participants with sore muscles.

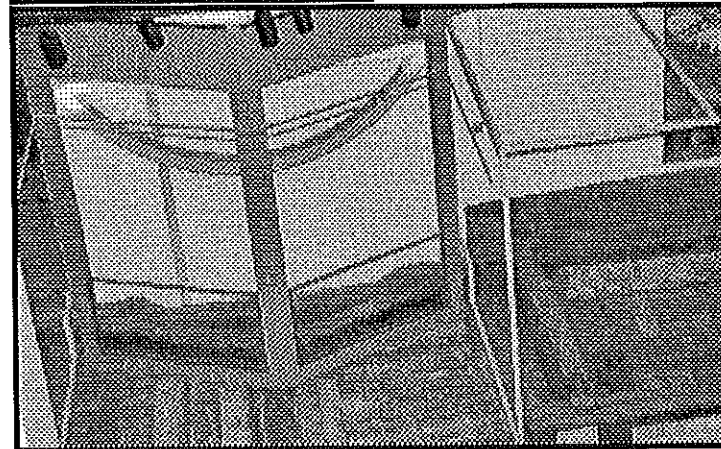
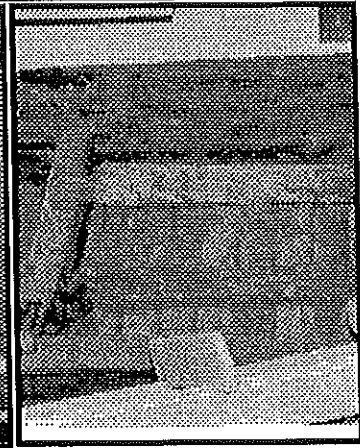
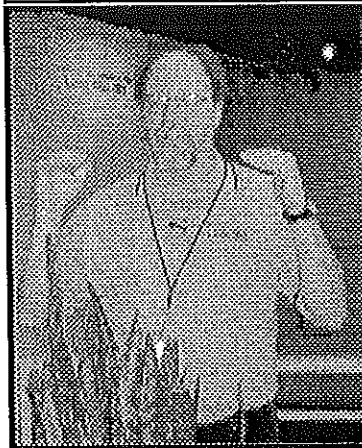
Saturday morning we car-pooled from the Comfort Inn, our host hotel, to the parking garage at the Indiana State Museum. At the museum we were greeted by Bill Wepler, Curator of Anthropology. He spoke to us at the exhibit of the Gronauer Lock, a timber-frame lock from the Wabash & Erie Canal that was unearthed in

New Haven Indiana in 1991. Only the lower portion of the lock that was kept wet by the water table remained. The portion above the water had been burned when U. S. 24 was widened. The lock timbers were taken to South Carolina for treatment with PEG (polyethylene glycol), a process which involves removing the water from the cells and replacing it with the wax substance. After a two year treatment the timbers were taken to Indianapolis and a portion of them exhibited in the museum. The lock was much like those of the Central Canal at Kansas and Senate Avenue in Indianapolis. We discussed how fortunate we were to have this remnant of the Wabash & Erie Canal at the museum, but we thought a few additions such as a mural and signage could make the good exhibit a great one. We would also like to have some way to tell those interested in canals about the new Canal Interpretive Center in Delphi.

Top L: Bill Wepler explains how the lock timbers were taken into the new building during its construction. BS

Top R: A crib shows the floor, side walls and support timbers of the Gronauer Lock as seen from the balcony overlooking it. LK

Bottom: The Gronauer Lock display is best seen from a 3rd floor balcony. Only the bottom remains. Glass and metal show how the lock gates fit against the mitre sill. A curve represents the bottom of a boat below two lines representing the top of the water in the lock. Metal and glass on the right show how the crib extended to the top of the lock gate. The floor timbers and planking in the lock's forebay are seen as well as the interior of a crib. The upper portions were burned. LK



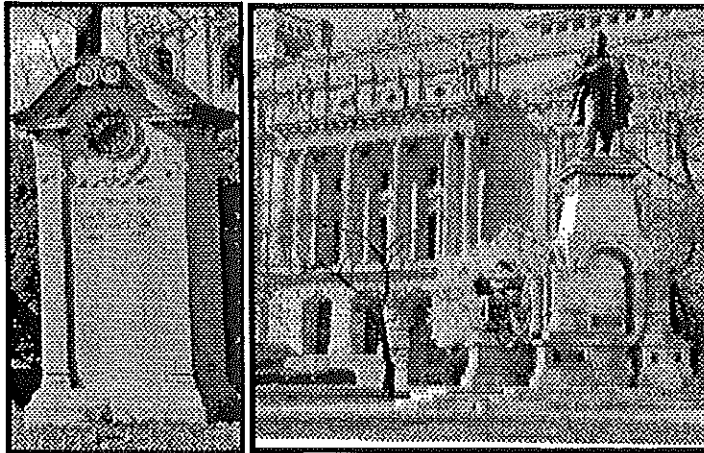
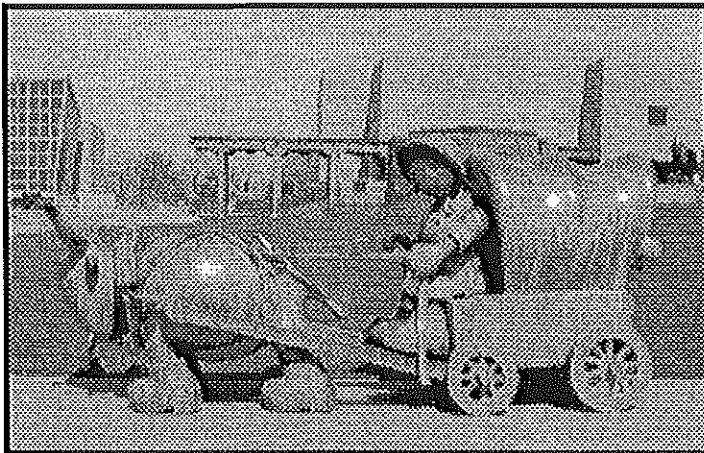
We had time to view the other exhibits in the impressive museum. We also saw "The Human Body" at the IMAX theater located in the museum. After watching the movie, we all wondered how we were as healthy as we are with all the millions of things that work together to make our bodies function.

For lunch we walked from the museum to Circle Centre Mall's food court passing a covered wagon statue, one of 26 pieces of outdoor art from a traveling exhibit by Tom Otterness that started that day and extends until July 31, 2005. We also passed the State Capitol and the marker for the National Road. For lunch we had choices from hamburgers to Chinese cuisine and anything in between. Some members had an Irish pizza at an Italian restaurant.

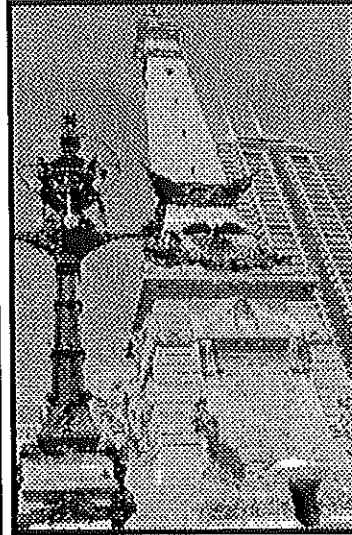
We walked to the Circle in downtown Indianapolis and toured the Civil War Museum beneath the Soldiers and Sailors Monument. A new exhibit opened two weeks prior to the tour with on-going videos about going to war, how it affected those at home, camp

life, etc. that were located at stops throughout the museum. Some of us bought tickets and rode to the top of the monument in a tiny elevator getting to know one another more closely than ever before. The sun shone so brightly through the glass enclosure at the top that it was almost stifling.

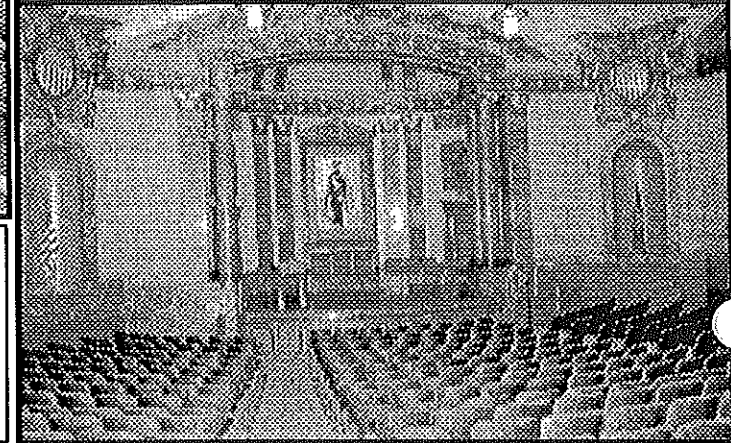
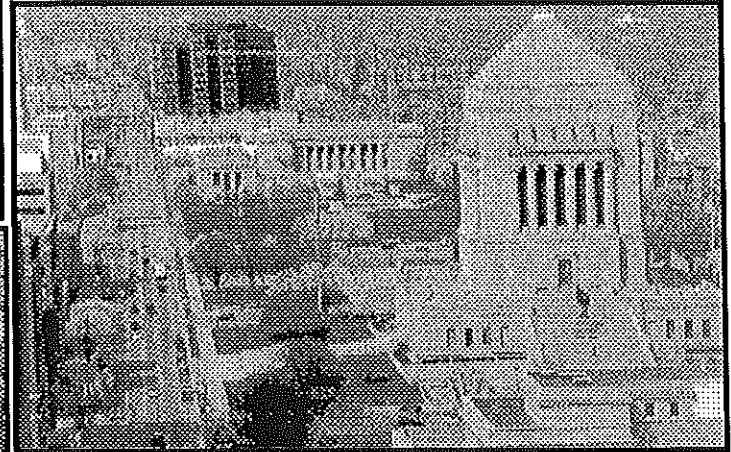
Our last stop was the Indiana War Memorial. Canawlers found the large museum located there almost too much to see in the time allotted. Following this they had free time to see other sites in Indianapolis. Some visited the Indianapolis Zoo or returned to Zionsville to



Top: This bronze statue by Tom Otterness had just been placed outside the Eiteljorg Museum when we walked past it. BS
 Bottom L: This marker for the National Road is in front of the State Capitol. LK
 Bottom R: Trees were blooming at the State Capitol building behind the statue of William Hendricks, the 3rd Governor. LK



Left: The Civil War Museum was at the bottom of the Soldiers and Sailors Monument and a new exhibit with continuing videos had just opened. LK
 Center: The Indiana World War Memorial (tall building at right) and a view of Indianapolis as seen from the observation deck of the Soldiers and Sailors Monument. LK
 Bottom: The auditorium at the Indiana World War Memorial is very ornate. LK



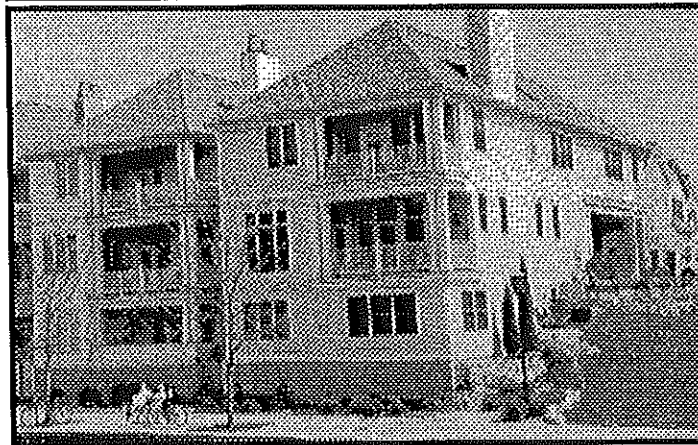
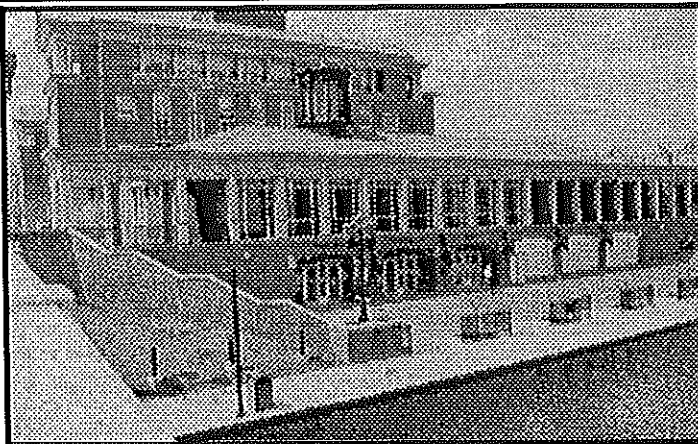
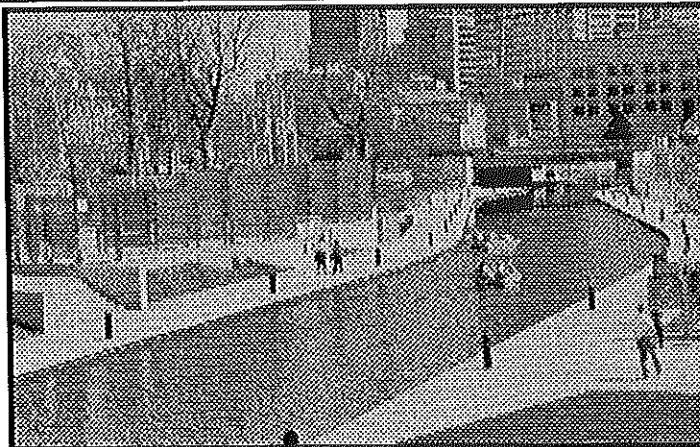
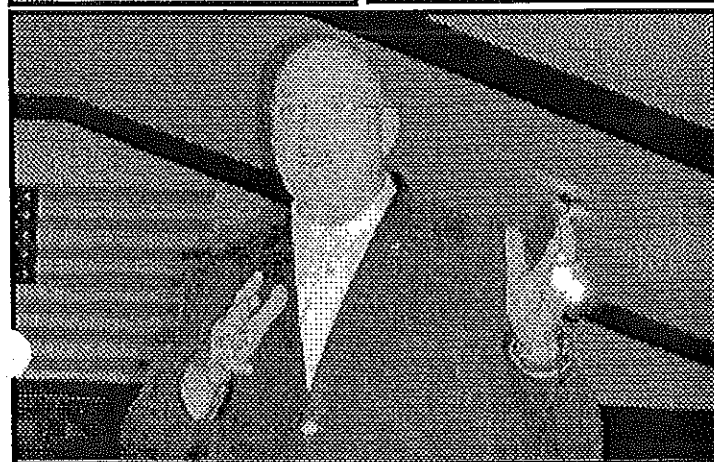
visit the shops.

While canawlers enjoyed appetizers at the Evansville Lions' Club on Saturday night, President Bob Schmidt announced the fall tour of the Hennepin Canal, introduced the presidents of other organizations, gave recognition gifts to Chuck Huppert for leading the canal tour and Jim & Ruth Ellis for donating cookies, and had time for announcements by representatives of other groups. After the dinner buffet, Vice-President Chuck Huppert introduced the speakers for the evening.

Nathan Robinson and Kathy Davidson represented the Indianapolis Department of Metropolitan Development. Nathan spoke on the history of the Central Canal, how it was built 60 feet wide to provide enough water power to turn the wheels of industry, how it increased the population of the fledgling state capital, how it today provides about 60% of Indianapolis' potable water supply, and how much it costs to operate the canal.

Kathy Davidson told how individuals, businesses and groups worked together to develop the Canal Walk. Their idea was to turn the canal from "City Blight to City

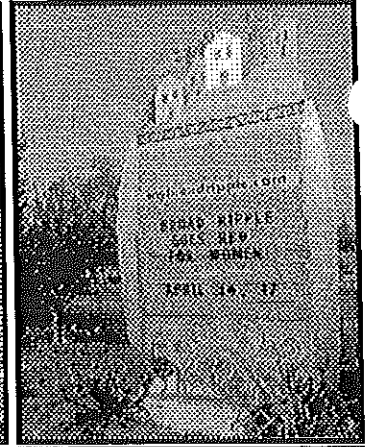
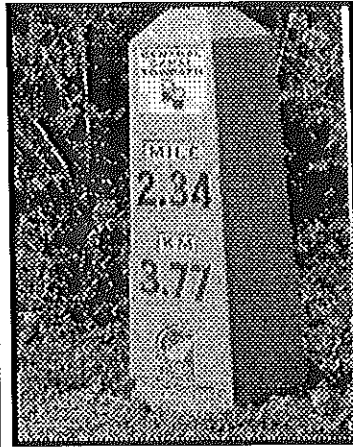
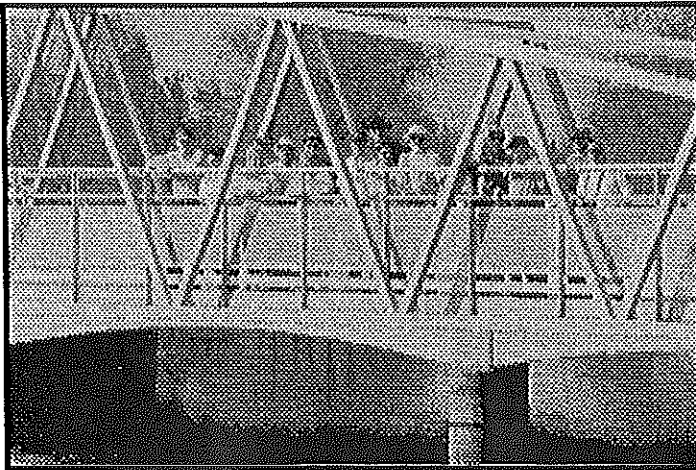
Nathan Robinson (L), Kathy Davidson (R) and Ray Irvin (below) spoke about the Central Canal's revitalization in downtown Indianapolis and creation of walks and trails. BS



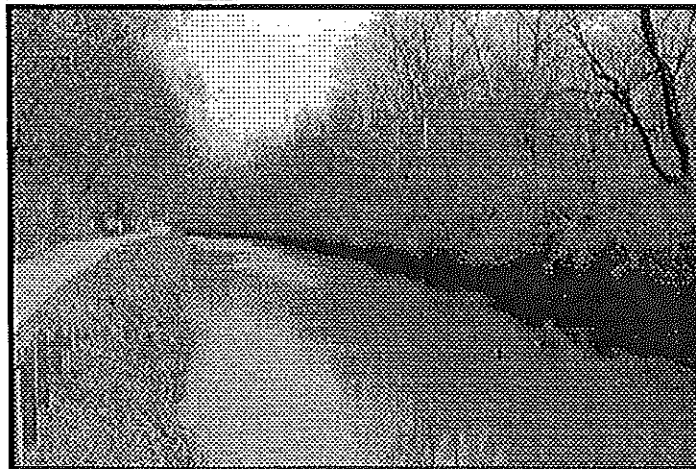
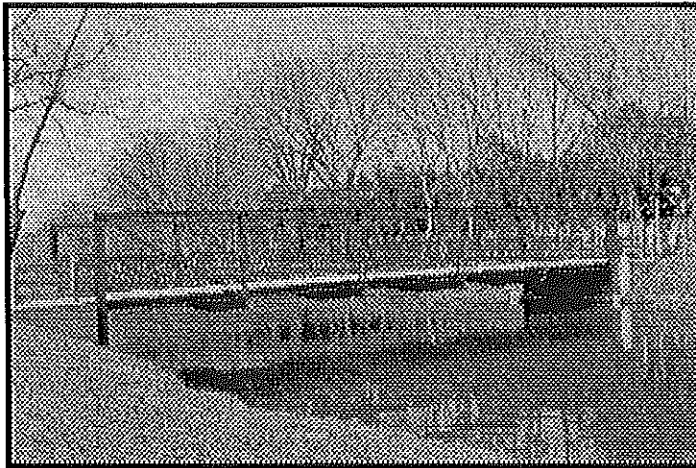
City Blight to City Bright

The Canal Walk replaced derelict buildings and created an atmosphere that attracts residents, businesses and tourists. Top: Pedal boats ply the Central Canal near the Medal of Honor Memorial. LK
Center: The Indiana Historical Society with its patio on the canal offers outdoor facilities for lunch. LK
Bottom: Upscale housing has been built along the revitalized canal. LK

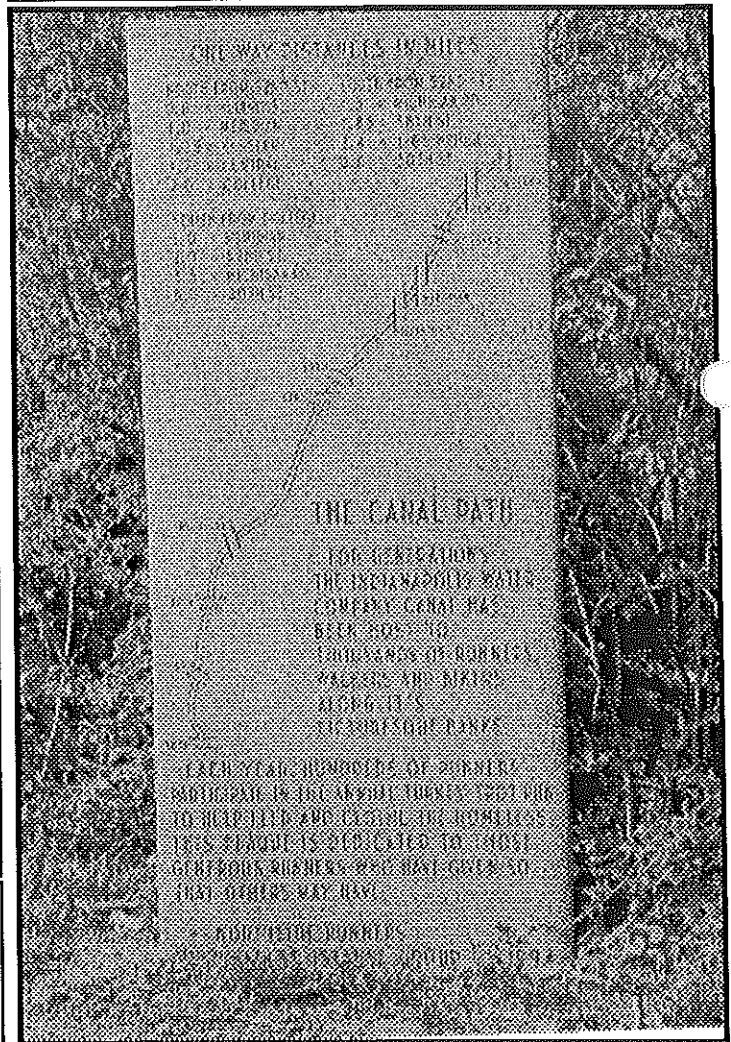
Bright." She also told of future plans to attract visitors to the canal by placing art work and signage at street level and said the canal and Whitewater State Park are now part of the same district, which will work together to maintain and advertise the district.



Mile markers and signs help Towpath Trail hikers/bikers know where they are and how far they have gone along the trail. LK



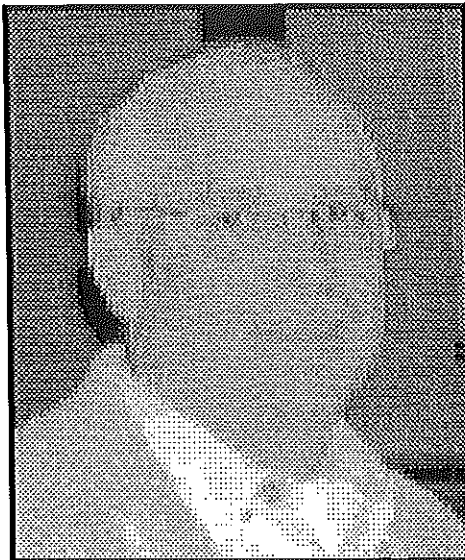
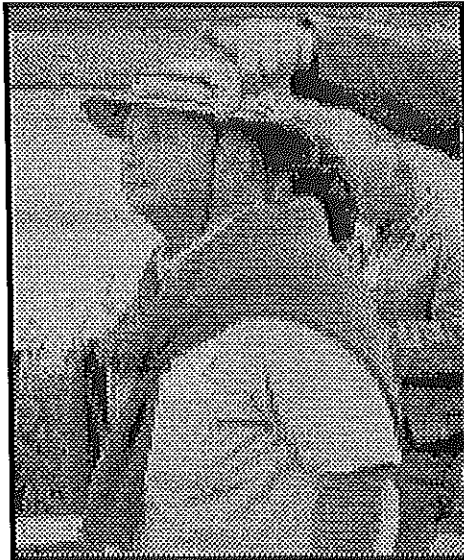
The Central Canal Towpath Trail is one of Indianapolis Greenways trails in Broad Ripple and Rocky Ripple. It has both a new bridge (top), a restored 1879 bridge built by W'GHT IRON BRIDGE CO., CANTON, OH (center), and is nicely surfaced (bottom). We passed many hikers and bikers on our Sunday hike from Broad Ripple to Butler University. LK



Ray Irvin from Indianapolis Greenways spoke about the development of the Canal Towpath Trail as one of several trails in the Greenways system. He told how establishing the trail has attracted businesses and upscale residences and offers recreational opportunities. His enthusiasm for the project carried over into his

presentation. All three speakers used PowerPoint projections to enhance their talks.

Following the program, Don Haack asked all who had served on the CSI board of directors the past year to stand and thanked them for their service. He then presented the slate of nominations for CSI board



Newly elected Canal Society of Indiana Directors

BS

Sandy Billing
Wabash & Erie Canal

Karl Kettelhut
Central Canal

Mick Wilz
Whitewater Canal

members. The Canal Society of Indiana Board of Directors consists of 18 members that are elected to serve three year terms with one third of the directors being elected or re-elected every year. Those agreeing to run for re-election were Bill Davis - Rosedale, Jim Ellis - Ft. Wayne and Sue Simerman - Ossian. Those agreeing to run for election were Sandy Billing - Terre Haute, Karl Kettelhut - Indianapolis, and Mick Wilz - Brookville. Before closing the nominations, President Bob Schmidt asked for additions from the floor. The slate of directors was voted in unanimously.

CSI attempts to have all three canals and the various areas of the canals represented on the board. Sandy, who has assisted with tours in the past, will keep us current on the happenings on the southern and cross cut portion of the Wabash & Erie Canal. Karl, a life member of the American Canal Society, who was on the Lafayette City Council but now lives in Indianapolis, will keep us updated on the Central Canal. Mick Wilz, a Cincinnati businessman, who lives in Brookville and has organized a volunteer group to build a canal trail from Brookville to Metamora, will keep us informed about the Whitewater Canal. We congratulate all new and returning board members and look forward to working with them until 2008.

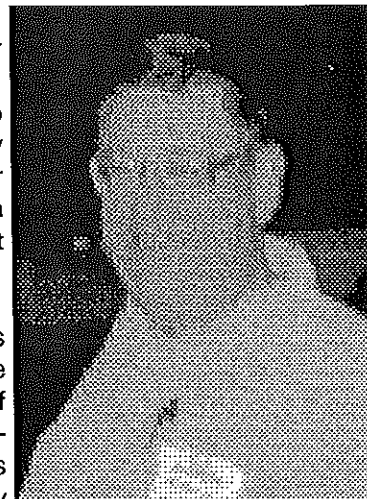
Carolyn Schmidt awarded door prizes and announced this years "Kicks and Kapers Award" winner. The award goes to someone who has added a bit of fun to the tour by some unplanned event. Canawlers are becoming very cautious and this year there were only three nominees: Pat Beilke for getting lost on her way to the Friday night dinner, Dan White for skipping and doing wheelies with his wife's wheel chair, and Dan Schuster for losing the canal books he purchased about Delphi's

Canal Interpretive Center and questioning every-one. This year's award went to Dan Schuster for not only losing his books, but for also running right into a tree on the Friday night canal stroll.

The meeting was adjourned. Following the meeting the Board of Directors met and re-elected the current officers for the following year. They are:

- President-Bob Schmidt
- Vice-Pres-Chuck Huppert
- Secretary- Cynthia Powers
- Treasurer - Jim Ellis

Bob Schmidt then asked the board to consider giving money toward the Little River Wetlands Eagle Marsh project in Ft. Wayne. They are raising \$125,000 as their part to purchase 680 acres of land to restore as a wetland, part of which is along the Wabash & Erie Canal where they plan to build a trail. The federal Wetland Reserve Program will contribute \$1,200,000 to pay for and do the restoration work. The Nature Conservancy has pledged \$250,000. Dan McCain moved that the Canal Society of Indiana give \$500 to the project. It was seconded by Don Hack. The board unanimously agreed. A check will be sent before May 31,



DAN SCHUSTER

Kicks & Kapers Award
BS

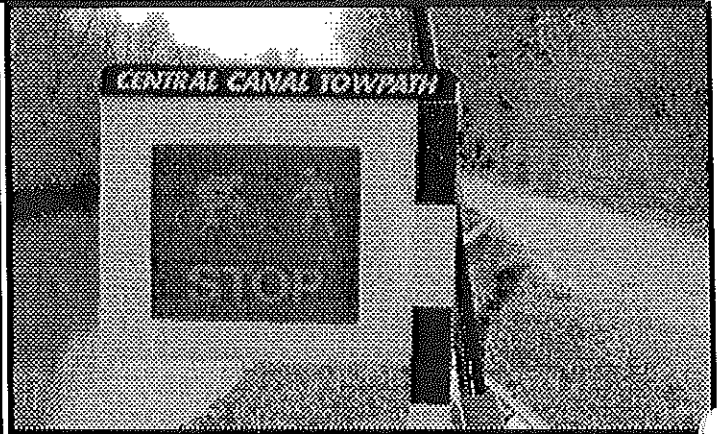
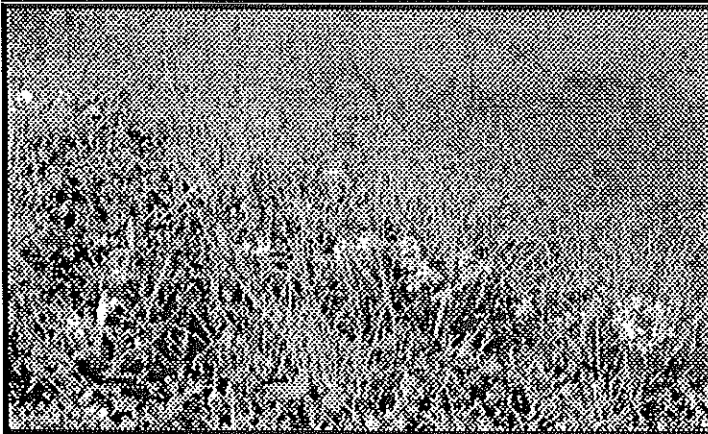
2005, the date of closing.

On Sunday morning we car-pooled to Broad Ripple and hiked the Greenways Central Canal Towpath Trail to Butler University noting the use of old restored bridges for pedestrian traffic, landscaping and mile markers. Dan McCain was interested in getting to see the machine that cuts the grass in the canal thinking they could build something similar to use on the canal in Delphi. Others noticed that the trees along the canal were encircled with wire mesh. Docent Chuck Huppert explained that this protected the trees from being cut down by beavers. After seeing a muskrat swim to the

surface, take a look around, and dive back under the water, we saw the holes he made in the canal bank. In some ways the canal has some of the same problems it had in the 1800s.

The "Towpaths to Trails" tour was not only fun, it provided physical exercise and knowledge that can be used for other areas along Indiana's canals. We saw how this canal revitalization is promoted through brochures and website pages encouraging tourism. We learned that no dream is too big if we work together. Indianapolis has accomplished its dream of turning "City Blight into City Bright."

On the beautiful spring day wildflowers bloomed along the canal and a sign warned those of an approaching crossroad. BS



April 8-10 23rd Annual Meeting, Comfort Inn, Indianapolis/Zionsville

Theme: "Towpaths to Trails" Central Canal

Friday Night: Registration & Dinner at American Legion Post 79 in Zionsville

Saturday Noon: Lunch on own in Circle Centre Mall in Indianapolis

Saturday Night: Banquet at Zionsville Lion's Club

Hosts and Docents: Chuck Huppert, Bob & Carolyn Schmidt

Tour refreshments: Jim & Ruth Ellis donated cookies, Bob Schmidt

Logo: Carolyn Schmidt

Tour Books: Carolyn Schmidt, Chuck Huppert

Goodie Bags: Carolyn Schmidt

Name Tags, Recognition Gifts, Table Decorations: Carolyn Schmidt

Door Prizes: Carolyn Schmidt

Saturday Program: Revitalization of Central Canal in Downtown Indy - Kathy Davidson, Nathan Robinson

Development of Indianapolis Greenways Trails - Ray Irwin

Tour:

Friday Night: Stroll the revitalized Central Canal Walk

Saturday: See Gronauer Lock and other exhibits in the Indiana State Museum, see IMAX movie "The Human Body," see the Central Canal by the museum, see the new exhibits in the Soldiers and Sailors Monument, see the Indiana War Memorial Museum

Sunday: Hike the Central Canal from Butler University to Broad Ripple along the Greenways Trail

Board Elections: Don Haack presented slate. Newly elected Sandy Billing, Karl Kettelhut, Mick Wilz. All other directors and officers re-elected.

Kicks & Kapers Award: Dan Schuster, presented by Carolyn Schmidt

42 Attended

States represented: IN 38, OH 4

Attendees: Sally Bancroft, Carl & Barbara Bauer, Pat Beilke, Paul Brandenburg, Sue Burger, Tom & Linda Castaldi, Curt, Debra & Asia DeBaun, Bill & Betty Easton, Jim & Ruth Ellis, Ed & Cleone Gruber, Don & Betty Haack, Chuck & Lynda Huppert, Lynette Kross, Dick & Martha Kudner, Jerry & Phyllis Mattheis, Charlotte May, Dan McCain, Paul Moffett, Bob & Carolyn Schmidt, Dan Schuster, Steve & Sue Simerman, John Staton, Mike Staton, Brian Stirm, Michael Thrall, Larry Turner, Dan & Ceri White, Chuck Whiting

CENTRAL CANAL

July 30, 1872 - Indianapolis Journal
(An Advertisement)

One hundred per cent profit -- Remember that beyond a doubt at least 100% advance of value before the last payment is due (three years) can be realized by all on the purchases made in Clifton-On-The-River.

Because it is only 1/2 miles north of the city on the Michigan Road, on the street railway, just across the road from Crown Hill, and can be approached without a railroad track.

Because it is always cool, being 100 feet above the city, a fresh breeze is always blowing, and the west 1/2 is always covered by a dense growth of fine fruit trees.

Because it is the only suburb which offers boating, bathing, fishing and ice skating privileges on both the river and the (Central) canal.

Because the price is low, \$500 to \$1,000 per acres.

Frank Smith & Co. Agents
76 East Washington St.

October 21, 1872
Indianapolis Journal

Matters About Town

A lot just west of the canal on West Washington Street was sold last week for \$250 per front foot.

Workmen are employed in fitting up the Bates House observatory, which was recently damaged by a horrendous fire.

The United Presbyterians of this city are building a \$10,000 church on the corner of East Street and Massachusetts Avenue.

Some idea of the immense business done by Kingman & Co. can be inferred from the fact that they employ 200 men in their packing establishment. They do not keep a guide to show visitors about the building, either, as some may think.

October 30, 1872
Indianapolis Journal

Matters About Town
Mr. and Mrs. Harry Spades, Miss

Anna Kingsbury and Prof. Black mail robber, were sentenced by Judge Gresham to 5 years imprisonment in the penitentiary, each.

Indianapolis boasts of the model hackman--one who knows not the taste of liquor, does not use Tobacco, has money in the bank, runs two vehicles, and always appears dressed in good style.

The long talked of tunnel in the canal at the Maryland Street crossing, is now commencing and will be completed some time this season. Why not continue the tunnel up to Washington and from there to Market Street?

The raised sign over Spiegle, Thomas & Co.'s new furniture wholesale house is a fine specimen of whittling in galvanized iron.

October 31, 1872
Indianapolis Journal

Matters About Town

The Water Works Company will lay a 14-inch main through the alley just north of Washington Street, from Illinois to Meridian, for the purpose of supplying the stores in that locality.

Rev. Treadwell Walden, at the request of the vestry of St. Paul's Cathedral, is having a portrait of himself painted in New York which will be hung in the vestry room of the Cathedral.

"Veal Calf" boots are announced as the latest novelty in the foot gear line.

A large number of immigrants passed through this city on their way to Wisconsin.

The bridge at Merrill Street over the canal broke down yesterday.

December 7, 1872
Indianapolis Journal

Matters About Town

Yesterday a pair of horses while crossing the bridge over the canal on Washington Street, fell into a crack with their forefeet, fortunately for the city, however, without injuring themselves.

In the United State Circuit Court, yesterday, Isaac Lang, the counterfeiter and Charles Martin, the

One of the Pan Handle power engines jumped the track just about the Union Depot last night, about 6 o'clock. It remained in that situation the greater part of the night.

Next week we shall have M'Kee Rankin and his Company in Rip Van Winkle.

January 1, 1918 - Annual Report to the President and Members of the Common Council (of Indianapolis) by Mayor Joseph E. Bell

New Water Contract

During the summer of 1918 the City entered into a contract with the Indianapolis Water Company securing thereby a reduction of the water rates for the people of the city. In addition to the reduction of the water rates many other benefits were secured for the city. Principal among these additional benefits was the provision which required the Company to cover the (Central) Canal from Washington Street to New York Street, and to improve and beautify the remaining portion of the canal extending from New York Street to Broad Ripple. The Company was required to build new bridges at many of the principal streets in the city. The Company was also required to give free water to the city for all the departments thereof; to give to the city a free bathing beach running the entire length of Military Park now called Camp Sullivan, which would have furnished a place for pleasant recreation for thousands of persons living in this congested portion of the city.

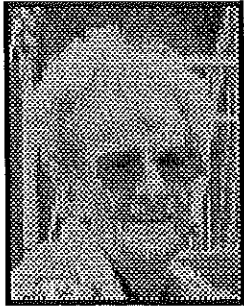
Note: Military Park "now called Camp Sullivan" is today once again called Military Park and borders the newly extended canal. The reference to the bathing beach says "which Would Have furnished..." thus, we assume that something happened to this plan.

Articles submitted by Wanda Willis, Indianapolis, IN.

WORLD CANALS CONFERENCE 2005

IN MEMORIAM

MARGARET HANSON ZIMMERMAN



Peg Zimmerman, age 76, of Yardley, PA died of pneumonia on April 6, 2005 at St. Mary's Medical Center in Langhorne. She was the daughter of the late Edwin M. Hanson and Edna Mae De La Chapelle Hanson and sister of the late Olivia Hanson.

Since 1960 Peg had operated an accounting firm in Yardley. For 18 years, she had been auditor for Lower Makefield Township and for many years she taught accounting at area colleges including Rider College, Drexel University, Trenton State College and Bucks County Community College. According to Charles R. Lorimer III, a student of Peg's at Bucks and partner in her firm since 2001, she was one of the first women in Pennsylvania to become a certified public accountant.

Peg began collecting frog memorabilia, Lorimer said, because when she was teaching, she often said "debit-credit," which rhymed with the frog sound, "ribbit." Her extensive frog collection filled the rooms of her home and flowed over into her office. She was a member of the Garden State Storytellers, and as the "frog lady," she told frog stories and shared frog folklore with children.

Peg was a member of the Canal Society of Pennsylvania, the American Canal Society and past member of the Canal Society of Indiana. She attended many of the World Canal Conferences with her husband of 45 years, "Zip" Zimmerman, a past president of the American Canal Society and author of *A Canal Bibliography*. She also was a member of Thompson Memorial Presbyterian Church, where she was an elder, and countless other organizations.

Surviving Peg are her husband, Albright G. Zimmerman PhD; one sister, Thelma (Ed) Knight of Boca Raton, FL; one sister-in-law, Alice Trippet of Pennington, NH; and many nieces, nephews and cousins.

A funeral service was held in celebration of her life at Thompson Memorial Presbyterian Church in New Hope, PA, on April 12th at 11 A.M. Memorials were to the church.

This year's conference will be held in Trolhattan, Sweden from August 22-24, 2005. The theme is "Six Canals in Six Days: Historic and Commercial Canals in a Modern Society." Part of the conference will be held in the vicinity of the locks—the major inland fairway for both commercial and leisure traffic from Gothenburg to Lake Vanern. A 3-day post conference is also offered on August 25-27 that travels by boats and busses across Sweden and visits four canals of both commercial and tourist interest. Stops will be made at various sites to focus upon running canals in Sweden.

For further information:
www.worldcanalsconference.org www.gotakanal.se/wcc20005

IN THE NEWS



February 17 - Ottawa, Illinois

The Illinois and Michigan Canal Corridor Associations eNews entitled "Canal Passages" carried an article about Abraham Lincoln in Vol. 2, Issue 2. It said that probably no other American has had more written about them and is more revered in Illinois history than our 16th president, Abraham Lincoln. In the 1830s as a member of the Illinois State Legislature, he was a staunch advocate of internal improvement public works projects. He knew that if the then young state of Illinois was to grow, it needed to improve its transportation system. He supported the construction of the Illinois and Michigan Canal.

Lincoln rode on a canal packet boat when the canal opened in 1848. He was so impressed that he trumpeted the effects of the canal to Congress in the nation's capitol. He said that even though the canal was entirely within the confines of one state, its benefits extended beyond the borders, reducing the cost of transporting goods and benefiting sellers. He said, "Nothing is so local as not to be of some general benefit...The benefits of an improvement are by no means confined to a particular locality of the improvement itself."

Lincoln was appointed in 1852 to hear damage claims that arose from canal construction. He so impressed the I & M Canal Commissioners that they hired him to lobby against a claim for damages instituted by the Haven brothers of Juliet. However, the brothers were awarded over \$3,000. During the Civil War he strongly supported the idea of enlarging the I & M to accommodate warships, but nothing was ever done.