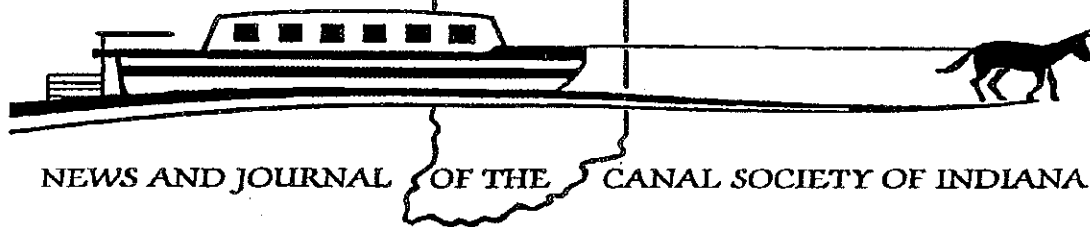


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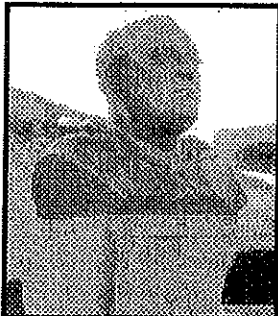
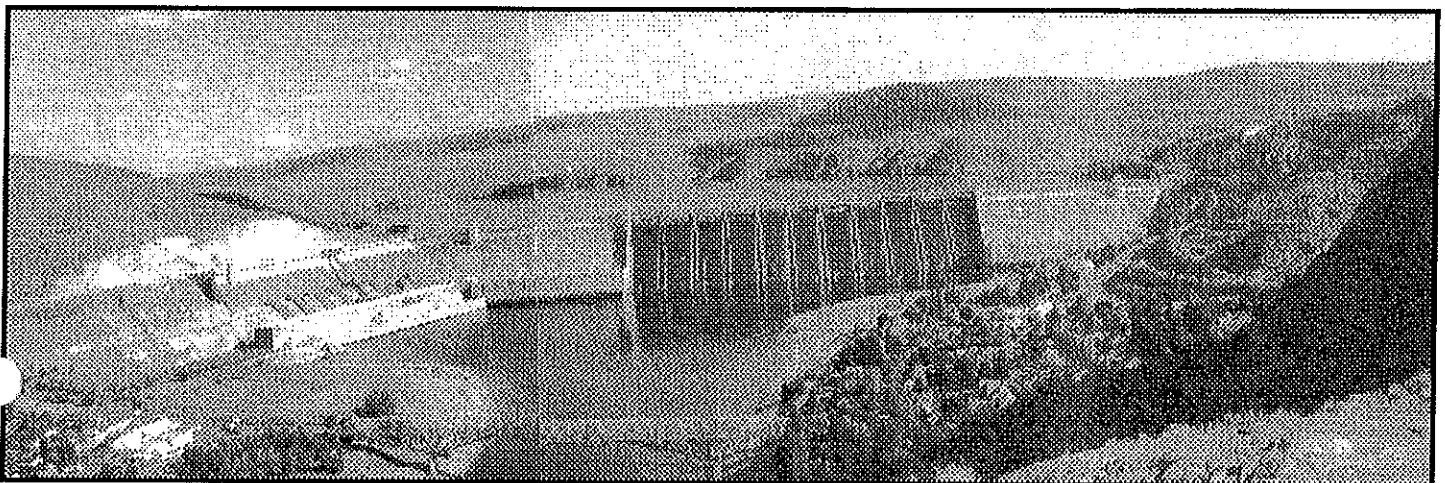
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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OCTOBER 2010

POWER FOR THE PEOPLE



Grand Coulee Dam, Washington

This dam, the largest in the world for many years, pools water in the Columbia River to form Roosevelt Lake. Water from the lake runs through the dam and produces hydroelectricity. Lake water is also pumped up into a canal that carries it to the old coulee, which was created by glacial outwash and has been dammed on both ends to form a reservoir known as Banks Lake. In times of peak power need this water can be returned by gravity flow to Lake Roosevelt to produce additional power. Generally water from Banks Lake is used for irrigation. The dam was built during President Franklin Delano Roosevelt's term in office by the Works Progress Administration. His bust overlooks Roosevelt lake.

This combination of two photos was taken from an overlook park by Bob Schmidt in July 2010.

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OH WHAT A DAM!

By Bob & Carolyn Schmidt

The Grand Coulee Dam on the Columbia River in the state of Washington was constructed from 1933 - 1942. It is the fifth largest producer of electricity in the world and for many years was the largest dam in the world. Today it still remains the largest concrete structure in the United States. The volume of concrete in the dam is about 4 times that of Hoover Dam on the Colorado River near Las Vegas and is enough to build a 4-foot-wide, 4-inch-deep path 2 times around the earth at the equator. Grand Coulee Dam is 5223 feet long and is 550 feet high. Hoover Dam is taller at 726 feet high

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but is only 726 feet wide. Both sites are operated by the Bureau of Reclamation due to the great emphasis on irrigation.

put people back to work and produced an economic benefit. It is interesting to compare the scope of the current stimulus projects with those of that time.

Why was it named Grand Coulee Dam? The dictionary definition of the French word coulee is "A deep gulch or ravine with sloping sides, often dry in summer." The size of the coulee valley 100 miles west of Spokane is 50-60 miles long, 2-5 miles wide and 1000 feet deep, thus the name "Grand Coulee."

Although the Grand Coulee Dam was designed to provide irrigation to dry fertile volcanic soil in the region, as a byproduct it produced electricity for the surrounding area by harnessing the power of the water passing through it. At first a low dam was proposed and, in fact, the dam was begun in 1933 as a low dam. It was named for the nearby Grand Coulee. Then in 1935 Congress authorized a higher dam be built. This dam backed up the water of the Columbia River creating Lake Roosevelt but, at this point in time, it had nothing to do with the actual Grand Coulee and irrigation.

The Grand Coulee was formed when various epochs of glacial activity blocked the flow of the Columbia River and redirected it south through an earlier volcanic area. Also huge Lake Missoula formed behind an ice dam, which broke sending a gigantic flow of water through the area scouring out a valley and moving huge boulders. As the waters poured south through what is today the upper portion of the coulee, they dropped 400 feet from a rock ledge creating a waterfall that was 3½ miles long before raging through the lower portion of the coulee. This was the world's greatest waterfall being 2.3 times the height and 5 times the width of Niagara Falls. Today this falls is dry and can be seen at Dry Falls State Park in Washington.

By the time the Grand Coulee Dam's ability to produce huge amounts of electricity was completed in 1942, America was in the midst of World War II. The timing was just right for the industries supporting the war. The aluminum and aircraft industry developed in the Northwest largely because of the need for an abundance of electrical power for the production of aluminum. Plutonium production at the Hartford site in Washington also required tremendous amounts of electrical energy.

The volcanic soil in the Grand Coulee and further south is extremely rich, but the low rainfall left farming very problematic. In the 1920s ideas were developed to water an area of about 1 million acres. Even though the concept for an irrigation project on the Columbia River was proposed at that time, it took the Depression and President Roosevelt's Works Progress Administration to be the real stimulus for building the dam. This project

The irrigation portion of the dam project was put on hold until after the war. It wasn't until the 1950's that Banks Lake was created south of Grand Coulee Dam in the old Grand Coulee to act as a reservoir for irrigation and also recreational use. This lake was named for Frank Banks, an engineer on the Grand Coulee Dam. Banks Lake is located high above Lake Roosevelt. How

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did they get the water up to this reservoir?

As canawlers we are interested in the hydraulics of water power. Often we are asked about how the old locks operated and whether or not pumps were required. For 19th century canals the answer is always that no pumps were needed. Water flowed down the canal by gravity, filled the lock, was let out through the wickets and continued on down the canal. The locks and dams regulated the flow of water.

Hydraulics at this site operate differently. The Columbia River, which comes from Canada, is first dammed at Grand Coulee and creates the 151-mile-long Lake Roosevelt. Water flow is regulated for power and irrigation use. The pool behind the dam is lowered prior to the Spring runoff to increase available capacity in Lake Roosevelt. There are three main power plants.

Power Plants	Number Turbines	Megawatts Generated	Pump/Generators
Left	9	1,115	
Center	9	1,125	
Right	9	4,215	
To Banks Lake			6 pumps
To/From Banks Lake		314	6 pump/generators
Total megawatts		6,809	

Water not required for the generation of electricity is pumped up 280 feet through the cliff face in 12-inch, aluminum pipes and pours into a 1.8 mile feeder canal that leads to Banks Lake, the 27-mile-long storage reservoir that fills the upper portion of the old Grand Coulee. An earth-fill dam across the valley near Coulee City just above Dry Falls retains the lake at the south end. Another earth-fill dam near Electric City on its north end and the Grand Coulee's walls on the east and west sides allow water to be held in the reservoir. Each of the twelve pumps [six original pumps plus 6 added pump/generators] has the capacity of pumping 1 billion gallons of water per day into the reservoir at the rate of up to 2,000 cubic feet per second.

When extra power is required from the Grand Coulee Dam, water from Banks Lake can be returned by gravity flow and generate power as it falls the 280 feet back into Lake Roosevelt. Each of the six pump/generators added between 1973-1983 can be reversed from pumping to generating 50 megawatts of power. When added to the rest of the dam's electrical production, the total capacity at the dam is 6,809 megawatts. Compare this to Hoover Dam's 1,345 megawatts.

The way this pump/generator system works is complicated. "The original pump-only units get their

power from direct connections to generators in the Dam's left powerhouse. One generator can supply enough power to run two pumps. Therefore, during the pumping season, three left-powerhouse generators are dedicated to the task of powering six pumps. The six pump/generators, on the other hand, are not connected to dedicated generators but instead get their power from the switchyard above the dam. This allows them to draw power from the grid when operating as pumps and supply power to the grid when operating as generators." <http://users.owt.com/chubbard/gcdam/htm/irrigate.html>

The concrete lined feeder canal extends from the outlet at the pumping plant discharge aluminum pipes to the north end of Banks Lake. Originally completed in 1951, it has been widened to accommodate the extra water from the six new pump/generators that were added to the pumping plant. It is 1.8 miles long, 25 feet deep and 80 feet wide at the base. It can carry up to 16,000 cubic feet of water per second. Five steel check gates, which can be used to isolate the canal from Banks Lake are located near Banks Lake. These gates can be closed allowing the canal to be drained, maintained and repaired. Water is released at the Dry Forks end of Banks Lake travels through Bacon siphons and tunnels and into Billy Clapp Lake and others. This water is used for irrigation.

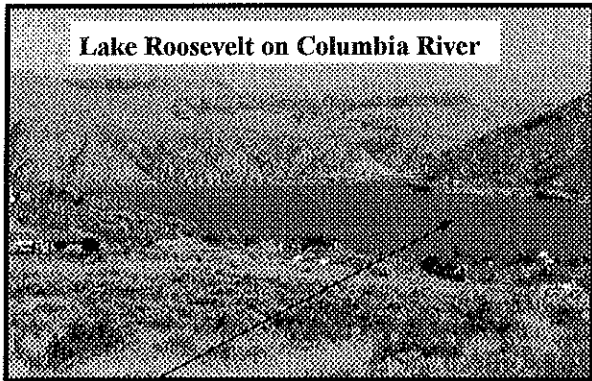
This project brought tremendous economic benefits to the region —power, irrigation, wildlife habitat and recreational use. There were however tradeoffs. Seventy-seven construction workers lost their lives while building the project.

Also the dam does not have a fish ladder. Salmon are completely blocked from the upper reaches of the Columbia River.

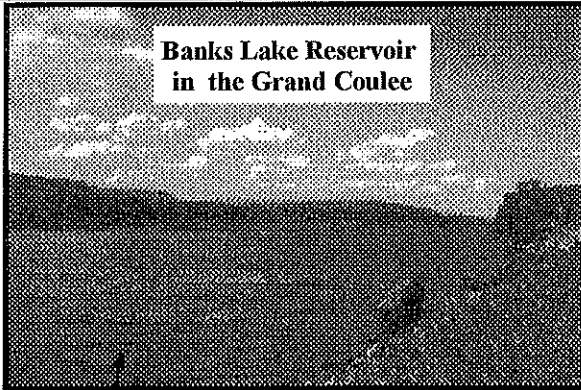
Kettle Falls was once a site where Indians gathered a great deal of their year's food supply and this falls was covered by Lake Roosevelt in 1940. The lake also covered about 21,000 acres of bottomlands along the river's bank where the Indians lived. The scope of their fishing was recorded by a Jesuit priest in 1841. He noted that the catch was as much as 3,000 fish per day. The Confederated Tribes of the Colville Reservation wanted compensation for the fishing grounds they had lost. They filed a lawsuit against the United States government that dragged on for many years. It was finally settled in the 1990s with a payment of approximately \$52 million plus annual payments of \$15 million.

The Bureau of Reclamation gives tours of the dam. The visitor center has videos & exhibits. Laser light shows of how the dam was built are shown nightly on the face of the dam during the summer months.

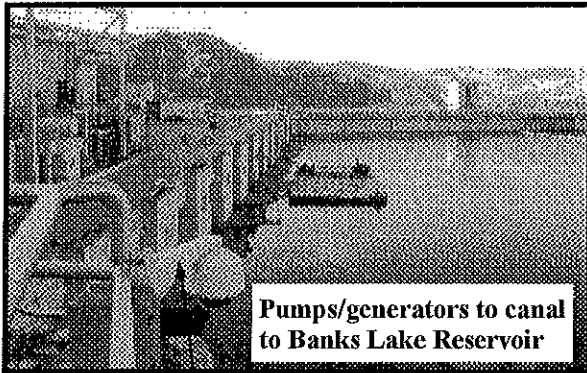
Lake Roosevelt on Columbia River



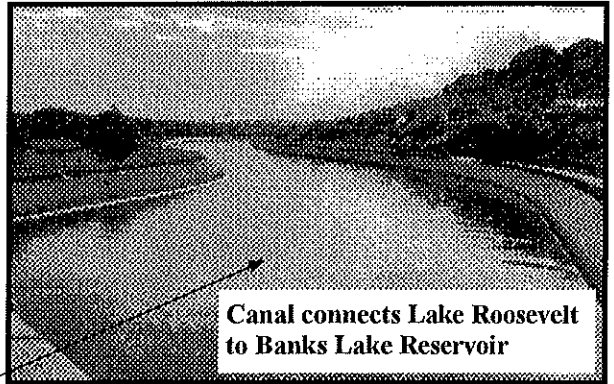
Banks Lake Reservoir in the Grand Coulee



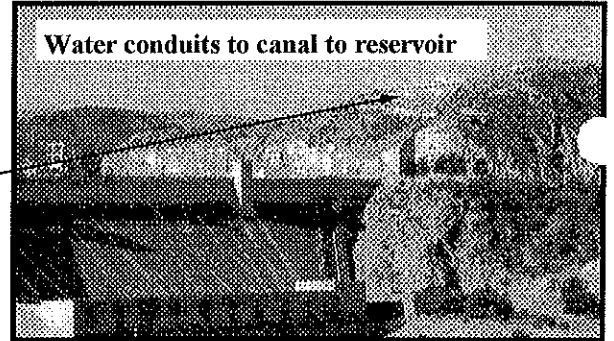
Pumps/generators to canal to Banks Lake Reservoir



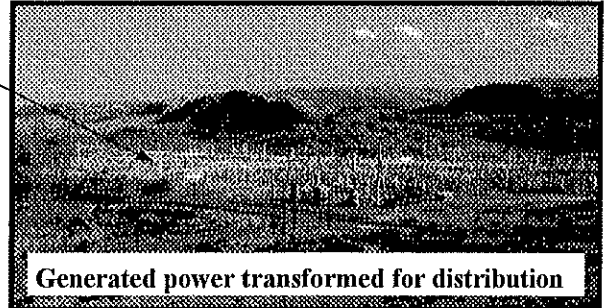
Canal connects Lake Roosevelt to Banks Lake Reservoir



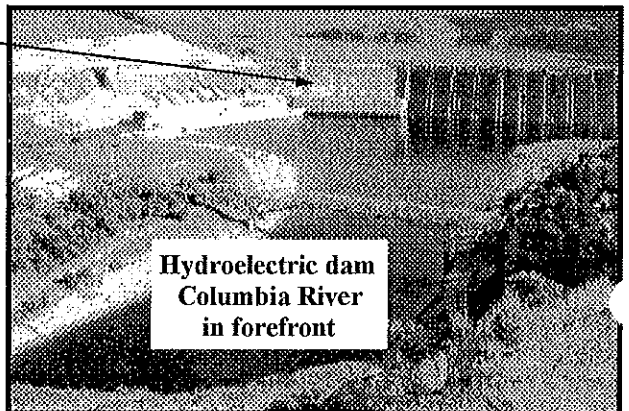
Water conduits to canal to reservoir



Generated power transformed for distribution

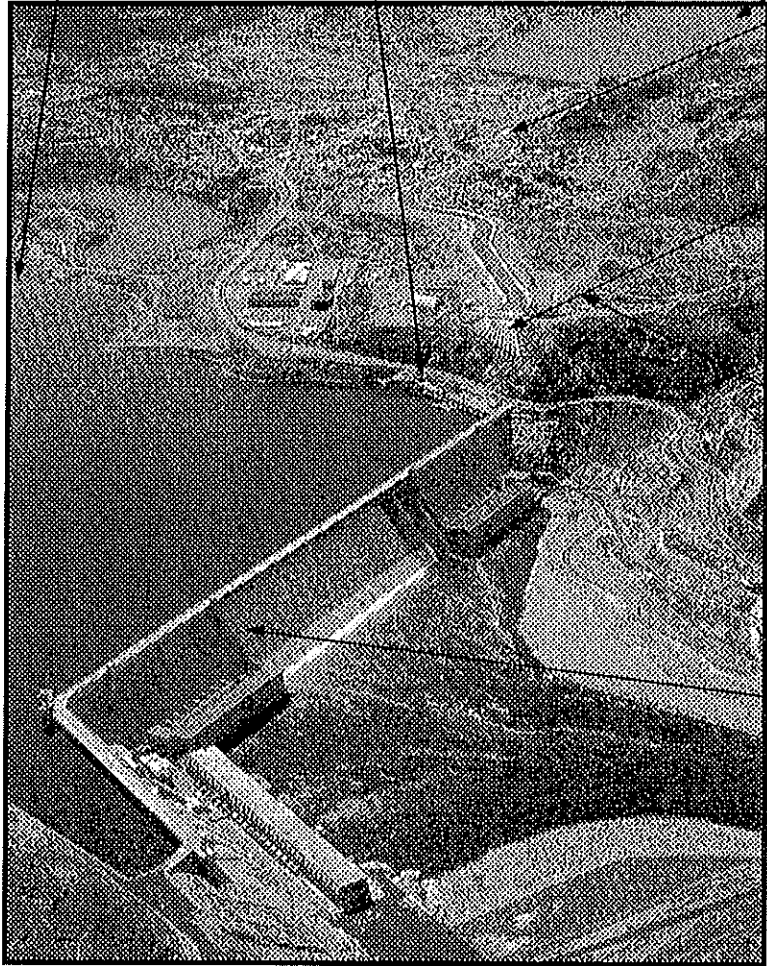


Hydroelectric dam Columbia River in forefront



GRAND COULEE DAM

Aerial photo courtesy of the U. S. Bureau of Reclamation, all others Bob Schmidt



IN THE NEWS

June 30, 2010 - Hamilton Ohio

**GROUND BROKEN FOR
HYDROELECTRIC PLANT**

After losing its bid to Augusta, Kentucky, to build a power plant at the Capt. Anthony Meldahl Locks and Dam on the Ohio River in the mid-1980s, Hamilton, Ohio, never gave up on becoming a green electric operator. Although it had a hydroelectric plant at the Greenup Locks and Dam east of Portsmouth, Ohio, this plant did not fulfill Hamilton's electrical needs. An ultimatum was delivered by the City Council in 1999 that either Hamilton's utilities become competitive or be sold. Over time they had several opportunities to sell part or all of their utilities but stuck to their guns.

When it was learned that Augusta's time had run out in 2005 for starting to build their powerhouse, Hamilton once again went through the federal process of obtaining a permit to construct and operate a hydroelectric plant at Meldahl. In March 2010 they were notified by the U. S. Army Corps of Engineers and the Federal Energy Regulatory Commission that they had been given the go-ahead.

Hamilton has partnered with American Municipal Power, which is made up of 48 communities in six neighboring states. Hamilton will own 51.4 percent of the hydroelectric plant and holds the license to construct and operate it. American Municipal Power will own the remaining 48.6 percent. Although AMP is fronting the overall cost, Hamilton will pay for a little more than half of it.

When completed sometime in 2014, Meldahl's potential output will be 105-megawatts making it the largest hydroelectric facility on the Ohio River and in the Mid-west. In comparison its Greenup plant produces a maximum of 66-megawatts, Grand Coulee Dam on the Columbia River produces 6,809-megawatts and Hoover Dam on the Colorado River produces 1,345-megawatts.

Hamilton will have 70% of its electric generation coming from renewable resources and have an annual budget exceeding \$250 million. This will surpass every other municipal generator in the Mid-west and almost every city of Hamilton's size in the nation. Then AMP will purchase 48.6 percent of the power produced at Greenup for distribution elsewhere. The new plant is anticipated to generate power for 5-6 decades.

Work began at the 86-acre plant site along the Ohio River in March with the official ground breaking taking place on June 29, 2010. The \$500 million pro-

ject has already been delayed twice by archeological finds. A slight delay occurred when two graves from the 1840s were uncovered. Finding tiny pieces of ancient artifacts put it on hold for several months.

The construction project will employ between 300-400 workers. When in operation the plant will have 20 full-time employees. Mark Brandenburger, Hamilton City Manager, will be the head of Hamilton's utility operation once a replacement is found for his current job. He can't wait for the project to be completed. He said that "when you're talking about building an electric-generating facility, each year lost equates to millions in lost revenue and millions of dollars in increased cost."

Besides providing the most competitive rates in the country when completed, the project includes another benefit for everyone. According to permit requirements from the Federal Energy Regulatory Commission, Hamilton's first county-owned park will be created. Needless to say, Hamilton is excited and very proud of its accomplishment in being awarded the permits for this project. Once the debt service from the four-year construction cycle is over Hamilton and AMP residential and commercial customers should reap the benefit.

John Geyer, CSI member, Hamilton, OH: *Hamilton Journal News* 6-30-2010

July 21, 2010 - Grand Lake St. Marys, OH

FEDS GRANT \$1M TO FIX LAKE

An outbreak of toxic cyanobacteria in Grand Lake St. Marys in Ohio was so bad on Friday, July 16, that the Ohio Environmental Protection Agency warned that all boating and water contact on the lake should be avoided. Grand Lake St. Marys was built as a reservoir to feed the Miami and Erie Canal. The huge lake provides water to nearby towns through sections of the old canal and is used extensively for recreation.

The U.S. Department of Agriculture stepped in on Tuesday, July 20 to tackle the problem. U. S. Sen. Sherrod Brown and Governor Ted Strickland announced that funds worth nearly \$1 million dollars will enable farmers in the lake's watershed to take conservation measures to improve water quality in the lake.

The St. Mary's watershed has the highest livestock concentration in the state with 300 livestock farms. Farmers began applying immediately to the USDA's Natural Resources Conservation Service, which will under-write filter strips for manure management and cover crops to reduce the runoff that feeds these bacteria blooms.

John Geyer, CSI member, Hamilton, OH: *Hamilton Journal News* 7-21-2010

CANAWLERS AT REST

ELIAS MURRAY

b. November 2, 1787

d. June 12, 1859

By Robert & Carolyn Schmidt

Huntington, Indiana, one of the larger commercial towns along the route of the Wabash & Erie Canal is also the county seat of Huntington county. The town and county were named as a result of one man, Elias Murray. As you read the early histories of that area his name occurs again and again. Who was this man and why did he choose to name the town Huntington? No, it's not after the West Virginia capital, which was called Holdersby's Landing until 1871. The capital was re-named for railroad tycoon Colis P. Huntington, builder of the C&O railroad, which finally linked Richmond, Virginia with the Ohio River in 1873.

Elias Murray was born on November 2, 1787, in Montgomery county, New York. His birthplace in the village of Fonda, then called by the Mohawk name of "Caughnawaga" that is situated in the Mohawk valley along the Erie Canal near Amsterdam. His father, John Murray, served as a Private from Massachusetts in the American Revolution. During the war on May 4, 1779, John married Tryphena Webb from Brookfield, Massachusetts. Sometime after the war they moved to New York.

Tryphena Webb, born on April 10, 1757, in Stratford, Connecticut, was the daughter of Mehitabel Huntington, who married Zebulon Webb. When he died in 1760 at age 45 she married Silas Bowen. They later moved to Brookfield, Massachusetts. It is from Mehitabel that we find the source of our name quest. She was the sister to Samuel Huntington, the signer of the Declaration of Independence, who was later President of the Continental Congress (September 1779–July 1781). Therefore, Elias Murray was the grand nephew of Samuel Huntington through his mother's line.

The relationship becomes more complicated in that Samuel was married to Martha Devotion and Samuel's brother Joseph married Martha's younger sister Hannah. Joseph and Hannah had 2 children Samuel H. Huntington and Frances. Hannah died unexpectedly at age 26 in September 1771. Martha, who remained childless, took in her sister's two youngsters aged 6 and 2 and they were reared by she and Samuel. Joseph, a minister, then married Elizabeth Hale in August of 1772, but the children remained with their aunt Martha. They were well cared for. In fact, Samuel Jr. inherited his uncle's farm, which he soon sold as he was already a lawyer in Connecticut. He practiced there until 1800 when he moved his family to Ohio.

By the summer of 1810, when Elias Murray was 23 years old, it appears that he and his older brother, Harvey, moved from New York to the Cleveland, Ohio area and erected a building on Superior Street. The first session of the Court of Common Pleas was held in the store on June 5, 1810. They opened a store on Union Lane and became Cleveland's first general merchants. His brother Enoch & wife Polly (Broadway) were also in the area. Enoch's parents apparently moved to nearby Euclid, Ohio, as well. John Murray died there in 1813 and Tryphena in 1814. Tryphena's 1st cousin, Samuel H. Huntington, had gone into Ohio politics and served as a Judge of the Ohio Supreme Court. He became Governor of Ohio for one term 1808-10. He lived in Painesville, Lake county, Ohio.

In 1811 Elias Murray moved to Delaware county, Ohio and took up a partnership with Moses Byxbe, the co-founder of the town of Delaware. Byxbe and Henry Baldwin had platted the town on March 9, 1808. Moses, who was involved in all aspects of the town development, had hopes that this settlement with its central location on the Olentangy river and its sulfur springs would become the State capital. Although he promoted it widely his proposal was defeated in the legislature by one vote losing to a wilderness area located 24 miles to the south and across the Scioto river from "Franklinton." This new town became the capital of Ohio on February 14, 1812, and was officially named Columbus in 1816. This was a blow to the plans for the town of Delaware and another for Byxbe. He had earlier hoped to establish his son, Moses Jr., in the mercantile business. However, the young man proved to be a failure. Elias, perhaps after hearing of the future prospects for the town, had stepped in to fill Moses Jr's. place.

The war of 1812 proved a boon to Delaware, which was on the direct military route north to the war. It also provided Elias, an ambitious young man (26), the opportunity for adventure. Perhaps through the political connections of his wife's cousin Samuel H. Huntington, who was now the ex-governor of Ohio and had good

contact with General William Henry Harrison, Elias was made Captain of a cavalry unit from Delaware County. More likely he received the command due to his close association with Moses Byxbe, who ran the town of Delaware. The 100 man unit Elias commanded was organized in September 1813 and served until November 1814. His brother, Harvey Murray from Cleveland, also became Captain of the militia in that area. Both of these military units were created to defend northern Ohio and did not see much action during the war. Elias' unit apparently did make some raids into Canada. Moses Byxbe became a large contractor for the army supplying the troops all the beef they needed.

Sometime during or shortly after the conflict Elias conveniently married Mose Byxbe's daughter, Dolly. They had at least 3 children. In 1823 Elias taught school for a time when the first teacher was dismissed. In 1824-1825 he was elected to the Ohio House of Representatives from Delaware county. Everything seemed to be going well for the family until Dolly became ill and died on March 24, 1825. Elias life was upturned. On May 1, 1826, a year later, he married Henrietta Pond, who lived in nearby Centerville.

Around that time events occurring in Indiana provided promise for new settlers. John Tipton was a

moving force in the new state. He had fought at the battle of Tippecanoe, the War of 1812, and was part of the group selected to locate the new capital, Indianapolis. He was elected to the legislature from Harrison county in 1821. In 1822 he was the Indiana commissioner that negotiated the Illinois state line between the two states. In March of 1823 Tipton was appointed by President Monroe as Indian Agent for northern Indiana and moved to Fort Wayne at that time. It was his suggestion that Allen county be named for John Allen, who was killed in 1813 on the River Raisin. In 1826 President Adams appointed Tipton one of the three commissioners to negotiate the Treaty of Paradise Spring (October 1826), which provided the lands for a canal to be built. Realizing the canal would open up the frontier and make land more valuable, Tipton moved the Indian agency west in March 1828 to where the Eel River joined the Wabash.

On September 1828 Chauncey Carter, a surveyor, platted the original town that became Logansport, which was named for Indian Chief Logan. Tipton laid out four additions later to the original plan. His first addition just happened to be along fifth street where the canal route would soon be built.

We don't know the circumstances behind Elias moving his family from Ohio, but he did lose the election

ELIAS MURRAY'S FAMILY

NAME	BORN	DIED	MARRIED
Elias Murray (War 1812)	11-2-1787 Montgomery, NY	6-12-1859 Decatur, IL	4 times
1. Dolly Byxbe	9-15-1781 Washington, MA	3-24-1825 Delaware, OH	
CHILDREN			
Byron Murray	?	?	
Julius Abbot Murray (Civil War 6th Wisconsin Iron Brigade)	3-5-1817 Delaware, OH	7-16-1869 Richmond, WI	10-17-1837
2. Henrietta Pond	7-11-1806	8-28-1848 Huntington, IN	5-1-1826 Centerville, OH
CHILDREN			
Harvey S. Murray	© 1829 Ohio		
Marcia (Marsha) Murray	1830 Indiana		
Guilford Murray	© 1834 Indiana		
Matilda Murray	2-21-1839 Huntington, IN	4-23-1870 Wabash, IN	
Marshall Murray	© 1845 Indiana	?	
3. Mary Talbot	1822	1-14-1852	1851 Indianapolis, IN
4. Mary Koman	?	?	1-10-1853 Sheboygan, WI
ELIAS' PARENTS			
John Murray (Rev. War)	1759 MA	1813	5-4-1779 Brookfield, MA
Tryphena Webb	4-10-1757 Stratford, MA	1814	Euclid, OH
DOLLY'S PARENTS			
Col. Moses Byxbe (Rev. War)	5-4-1756 Hopkinton, MA	9-9-1826 Delaware, OH	12-28-1780
Dorothy Witter (Byxbe)	7-15-1759 Massachusetts	6-25-1821 Delaware, OH	buried in Oak Grove Cemetery

as representative in 1826. Moses Byxbe, his sponsor and father-in-law, had lost his mind around 1824. He wandered off into the river and died from exposure on September 9, 1826.

Perhaps Elias wanted to start a new life as a settler in northern Indiana. The proposed Wabash & Erie Canal was no secret. The federal land grant for the canal was passed on March 2, 1827, and was well publicized. The Ohio & Erie Canal was under construction in northern Ohio. Elias, following his deceased father-in-law's example that much could be accomplished through enterprise, thought that if he moved west early enough he might be able to create a new town and perhaps a county seat. Also with the dynamic Tipton now located in Logansport, it is not surprising that Elias and Henrietta first went to Logansport with their family in 1829 to purchase land.

The 1830 Federal Census in Logansport shows the family of Elias Murray with 2 adults, 1 daughter, and 4 young boys. Were they living in Logansport or just there buying land when the census was taken? The specific date of the 1830 census is not shown. They did purchase land in Huntington county, Indiana.

In the spring of 1830 the Murray's became parents of Marcia Murray, the first white child born in (Huntington) county at "The Bluffs." They established their cabin just east of Silver Creek Arch in today's Dallas township. In September of 1830 Elias teamed up with John Tipton to become Tipton's land agent. They made plans for a future town and possibly a county seat near the forks of the Wabash. They were aware that locks along the canal would require stops and potential mill sites.

In 1830 Joel & Champion Helvey settled at the site of the future town of Huntington. On October 12, 1830, Elias Murray and Champion Helvey purchased U. S. government lands for the town. On October 12, 1830, Murray contracted to purchase 195 acres in the northwest quarter of Section 13 for his own farm. Others soon moving into this area were Artemus D. Woodward, a fur trader, and Joseph Cheesbro, later a lock builder & tender.

Elias was elected to the Indiana House in 1831. Tipton, who had been an Indian Agent and land speculator, was also at the time appointed to become a U.S. Senator. Elias participated in the key 1831-32 legislative session that finally agreed to begin the Wabash & Erie Canal. During the same 1832 session of the legislature Elias was successful in getting the new county of Huntington authorized on February 2, 1832, to become effective December 2, 1834. This county was to be named Huntington after his great uncle Samuel Hunting-

ton, signer of the Declaration of Independence.

Due to his proactive role in promoting the canal to the future town of Huntington, he became a key participant in the groundbreaking on February 22, 1832, in Fort Wayne as noted today on the historical marker on West Main Street in Fort Wayne. The *Cass County Times* of Mar 2, 1832, notes the days event as such:

"Jordan Vigus ... concluded by saying ' I am now about to commence the Wabash & Erie canal in the name and by the authority of the State of Indiana.' Having thus said, he 'struck the long suspended blow' - broke ground - while the company hailed the event with three cheers. Judge (Sam) Hanna and Capt. (Elias) Murray, two of the able and consistent advocates of the canal, in the councils of the State, next approached and excavated the earth; and then commenced an indiscriminate digging and cutting."

The future of the canal now assured, Elias immediately began working with Champion Helvey, to plot the future town, which the Helvey's had previously called "Flint Springs." The plat was recorded as Huntington on June 1, 1832. On December 30, 1834 this land was conveyed to John Tipton. On Feb 24, 1835, Tipton deeded 51 lots of the town to the county so that Huntington would become the county seat. The enabling act required 5 independent commissioners from other nearby counties to meet at the home of Elias Murray in May to select a county seat, which they did, Huntington.

About the same time Tipton and Murray were also establishing Lagro and hoping it would become the county seat of Wabash county. The contest for Lagro did not go favorably for Senator Tipton. David Burr and Hugh Hanna were the proprietors of the town of Wabash and they wanted their town to be the county seat. On January 22, 1835, Governor Noah Noble approved the act authorizing Wabash county effective March 1, 1835. The enabling act also specified 5 men from surrounding counties were to meet at the home of David Burr and select a county seat. Burr and Hanna offered lots and cash, but Senator Tipton said he would match any offer they made. The committee of 5 selected Wabash and on June 15, 1835, Wabash became the county seat. The Lagro faction wanted to petition the legislature and ask for another commission but finally decided to drop it.

Elias Murray became involved in the life of Huntington county. He became the first county treasurer, foreman of a grand jury, a trustee of the county Seminary, and a road commissioner for the state road, which was to run through the county in 1833.

As part of the 4th of July celebrations along the canal in 1835 Calvin Fletcher went to Fort Wayne and joined in the gala celebration commemorating the opening of the canal to Huntington. On the way back to Indianapolis on July 5th he and General Tipton spent the night at Elias Murray's home in Huntington. (See the complete trip enclosed)

In July 1835 just after the celebration in Fort Wayne, a turn events occurred between Lagro and Wabash that required the military skills of Captain Elias Murray. The Irish canal workers along the canal route were of two camps, the Catholic Corkonians were in the Lagro area and the Protestant Fardowners were closer to Rich Valley. Disputes arose between the two groups on religious differences. Both groups had been causing trouble for weeks, but around the 10th of July 1835 a full scale riot erupted as both groups gathered arms and threatened attack on July 12, the anniversary of the battle of the Boyne 145 years earlier. David Burr called for militia from Logansport, Lagro and Fort Wayne. Captain Elias Murray joined forces with Tipton's militia coming from Logansport to quell the riot. Ringleaders were arrested and marched off to Logansport. The rest of the 700+ workers returned to the canal sites. When the 8 leaders refused to cross the Wabash and march to Indianapolis, Murray told the militia to fix bayonets. It worked. Murray was gone about 3 weeks in this military expedition. In December 1835 David Burr requested payment for expenses incurred by Murray, Tipton and others. The legislature approved the funding of these expenses.

Elias purchased 46.42 acres on March 20, 1837, described as the North East quarter of the North East quarter of Section one in Township twenty-seven North of Range ten, East, in the District of lands subject to sale at Fort Wayne, Indiana and 80 acres on August 1, 1837 described as the East half of the North East quarter of Section thirty-six in Township twenty-eight North of Range line East in the District of Lands subjected to sale at Fort Wayne Indiana.

Elias Murray's business associate, Senator John Tipton, died in April 1839 at Logansport. Elias went on to serve another term in the Indiana House in 1841. He was a great supporter of the canal and was part of the procession marching in the 1843 grand celebration in Fort Wayne, where General Lewis Cass presented his lengthy oration at the Swinney homestead on Fort Wayne's west end. He was chosen by the Miami Indians in 1846 to help resolve claims with traders before the tribe was transported west in October 1846. He was elected to the Indiana Senate in 1847. In 1849 he was appointed by the legislature to be on a Board of Review of claims of damage caused by the construction of the Wabash & Erie Canal.

Still another civic role for Elias was his participation in the Indiana Constitutional Convention in October 1850. He was one of the signers of the new constitution. While in Indianapolis he married for the third time a 29-year-old Mary Houston Talbot. Their marriage was brief. She died January 14, 1852.

On March 17, 1851, President Millard Fillmore appointed Captain Elias Murray to be Superintendent of Indian Affairs northern region in upper Wisconsin near Sheboygan. This appointment was announced in the *Huntington Herald* and then ran in the *Fort Wayne Times* on April 10, 1851.

"Superintendent of Indian Affairs

"The *Huntington Herald*, thus speaks in relation to the appointment of its fellow townsman, Capt. Murray, to the Superintendency of Indian Affairs:

"We have the pleasure of announcing to our readers that Capt. ELIAS MURRAY, of this place, has been appointed by President FILLMORE Superintendent of Indian Affairs for the Indian tribes east of the Rocky Mountains and north of New Mexico and Texas.

"This act of the president will afford the numerous friends of Mr. Murray a peculiar gratification, for it will be hailed by them as an act of justice, justly merited by long and ardent service in the discharge of important duties imposed upon him by his fellow-citizens. Mr. Murray is considerably advanced in years, and his long experience in public business — his naturally sound, penetrating judgment, certainly go far in fitting him for the important responsibilities imposed upon him by the President. He has during his life been elevated to many exalted positions, both in legislative and deliberative bodies, and in every situation he has judiciously faithfully and honorably discharged the trusts that have been confided to him. Not in a single instance have we over heard of an objection urged against him. He is naturally of a peculiarly kind and conciliating disposition. His conduct has always been such as to strongly endear him to all who enjoy the pleasure of his acquaintance with the strongest ties of friendship and esteem.

"We repeat our gratification in learning that merit, deserved by long service and honesty, have been duly rewarded. Our only regret is that we shall necessarily be compelled to part with a good and estimable citizen, and we believe this regret will be universal with our citizens. His long residence in this community has endeared him to all, and they will regret to part with him."

In Sheboygan Elias married his fourth wife, a lady named Mary Komans of whom little is known. While there Elias was involved in a court case back in Huntington, Indiana. Years before (March 1846), acting as administrators of Daniel Johnson's estate, Elias and Patrick McCarty had sued Joseph Buchanan and won. Elias had only received a promissory note for the pay-

ment. In 1853 the case was again ruled on by the Huntington Circuit Court. They decided: The surety, who has discharged a judgment rendered against him for a debt of his principal, by executing a note not negotiable by the law-merchant, and a mortgage, for the amount of the judgment, cannot sue his principal for money paid until he has paid the note and mortgage, or part thereof."

Elias purchased 38.58 acres on November 2, 1854, in Wisconsin. It is described as the Lot numbered two, of the North West Quarter of Section twelve, in Township twenty-seven of Range fifteen, in the District of Lands subject to sale at Menasha, Wisconsin.

On September 11, 1855, after his Indian superintendency, Elias was called upon by William Powell at his home to take a sworn affidavit. The Menomonee's were trying to get R. W. Thompson, their lawyer, compensation of \$40,000 (partial payment) paid now, instead of having to wait 12 years for all of it, from the U. S. treasury for his exertions to recover pay for the land that they were defrauded of in the treaty of 1848 made by Colonel Medill, U.S. Commissioner. Another affidavit was taken in which he testified to the veracity of an Indian, John Waupoose, who spoke English well. After serving as Indian superintendent for several years Elias moved to Kansas for a few years.

When Elias was returning to Indiana he fell sick and died near Decatur, Illinois, on June 12, 1859, at age 72. He lived an exciting and meaningful life — a man of great attainments, a patriot, and highly esteemed by all who knew him. His remains were returned to Huntington and buried in the local cemetery.

Dawson's Fort Wayne Daily Times reported the following on June 16, 1859:

"Capt. Elias Murray, one of the first settlers of Huntington Co. Ind., a few days ago died in the West. His remains reached the village of Huntington on Tuesday last, June 14th, and were interred.

This pioneer was a most exemplary and very polite gentleman, and to those of us who long enjoyed his acquaintance, this sad news brings pleasant memories of other days. He had many reverses in life — lived to a good old age, and died an honest man. His home for many years last past was in the West, where poverty overtook him.

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CALVIN FLETCHER'S TRIP TO WABASH & ERIE CANAL CELEBRATION

In *The Diary of Calvin Fletcher* Calvin notes his trip to and from Fort Wayne, Indiana, in 1835 to attend the celebration of the opening of the Wabash & Erie Canal to Huntington. He talks about who was in his party, where he stayed and what occurred. Since he often often abbreviated words and only used initials for the names of people after he had established who they were earlier in his journal, an interpretation of his work follows:

Monday 6-29-1835 Calvin Fletcher prepares to go to Ft. Wayne with Mr. Hand and Col. Howard Stansbury to

celebrate July 4 and the opening of the canal. Stansbury is about 30 years of age, led the survey for the Wabash & Erie Canal with Col. Asa Moore and Col. James Shriver, and later, as chief of the Engineer corps in Indiana, is detailed by the War department to run the routes of several railroads.

Tuesday 6-30-1835 Although his wife is running a fever Dr. Coe says Calvin should proceed with his plans, however, he is called by Mr. Hand saying Hand must attend to other business and can't accompany him. Calvin writes a letter and prepares to leave. At 9 a.m. he goes to Mr. Hendersons, where Stansbury boards. They leave at 10 a.m. He says the weather is cool, waters are going down and his corn is about waist high and tasseled. They ride to Pendleton passing Thomas Silver's farm where they are making hay. When they reach Pendleton it is very cold and they have a fire made. They are called upon by Thomas Silver, Andrew Shanklin, William H. Mershon and D. S. Noble, early settlers of Madison county.

Wednesday 7-1-1835 The morning is very cold, but the frost has not damaged the vegetation. They leave Pendleton at sunrise and ride to Anderson where they eat breakfast with Andrew Jackson. Calvin notes that the people of Anderson are complaining that the canal feeder to White River passed North of the town on the other side of the River. After leaving Anderson at 9 a.m. they proceed ten miles up the road alongside Kill Buck Creek to Marion. Along the way they meet the surveyors of the canal route. They cross the summit level at Palmers. They arrive at Marion about sundown and stay overnight with Dr. Ezra Trask, who came to Marion from Vermont in 1833, and then leave Trask's home after breakfast. Calvin notes that he could not get grain for his horses.

Thursday 7-2-1835 The weather is cool, pleasant and there are no flies. They proceed to Lagro on the Wabash river arriving there about 2 p.m. They see John Finley, who is from Richmond and is a candidate for Congress. Then David Burr and Hugh Hanna arrive. Burr and Hanna platted the town of Wabash just the prior year. They all dine and feed their horses before leaving at 3 p.m. for Huntington. En route they meet General John Tipton and all of them proceed along the route of the canal that is under construction. Before reaching Huntington they spend the night about six miles outside of town. They are joined by Burr and Hanna's wives and children. Calvin sleeps with Col. Stansbury.

Friday 7-3-1835 They leave with Tipton following the canal to the lock east of Huntington. There they meet with a military company commanded by Capt. Fate, a Dr. who lives in Huntington. They eat breakfast at Helveys, brothers who were the first white settlers at

the Huntington site. They operated a double log cabin as a hotel at Flint Springs. Calvin notes that the canal is finished for 25 miles to Ft. Wayne. At 10 a.m. they are loaded into a boat loaded to the top with deer and fur skins and leave the lock. Two other boats accompany them with 100 male passengers including Samuel Hanna, who is on the committee of arrangements at Fort Wayne, Col. Burr, the canal engineers plus 50 ladies. Calvin's boat becomes grounded since not enough water has been let into the canal, but when they reach water of suitable depth they glide along. Calvin says it is delightful "to glide along upon the Waters that by nature were & had been by the Great Architect from the beginning designed & used to run into the St. Lawrence now by art & science made subservient to the purpose of commerce in the great valley of the Wabash making their way to the Mississippi.

Ten (14) miles before reaching Ft. Wayne they dine at the Vermilyea House, a canal inn operated by Jesse Vermilyea. Vermilyea is a farmer who trades with the Indians, operates a post office out of his home, and becomes one of the first directors of the branch of the State Bank located in Ft. Wayne. After leaving Vermilyea's they soon meet Jesse Lynch Williams, principal Engineer of the canal. Williams had been up all night checking for leaks along the canal's embankments. They then meet several companies of gentlemen from Ft. Wayne about 6 miles before reaching their destination. About a half mile out of town they are met by militia who march them into town because the last half mile of the canal to Ft. Wayne has not been completed. Calvin and Tipton are invited to spend time with Allen Hamilton, who is in partnership with Tipton in investing in Indian lands, is a merchant, becomes a banker and serves in the Constitutional Convention.

Saturday 7-4-1835 Guns are fired saluting the canal. At 9 a.m. companies of the militia and anyone else who is interested get together and march to the canal. There they find five boats, complete with musicians for entertainment, waiting to transport them six miles up the St. Joseph feeder canal. The officers of the day are Cols. Spencer and Bourie. Upon reaching the feeder dam they get off the boats to listen to a speech by Burr after which Tipton gives a toast, etc. At 12 noon they get back on the boats and return to Ft. Wayne at 2 p.m. They walk to the court house where Hugh McCulloch delivers a good speech. McCulloch is a young lawyer who becomes cashier of the State Bank branch in Ft. Wayne in 1835, president of the Bank of the State of Indiana chartered in 1855, United States comptroller of the currency in 1862, and U.S. Secretary of the Treasury in 1865-1869. After dinner a lot of toasts are given.

Sunday 7-5-1835 Calvin leaves Ft. Wayne by canal boat with the company that had come up from Huntington. They reach Huntington at 9 p.m. He and Tipton

stay at Capt. Elias Murray's home. See previous article about Murray.

Monday 7-6-1835 Calvin and Tipton leave Huntington at 9 a.m. and arrive at Miamis town (Peru) at sundown.

Tuesday 7-7-1835 Calvin and Tipton leave Miamis town and arrive at Tipton's home at 9 .m. They have breakfast and Calvin does some business in Logansport. He then goes on to Wildcat Creek to continue his journey.

Calvin Fletcher
1798 - 1866

Born in Ludlow, Vermont he moved to Urbana, Ohio in 1817. He was admitted to the Ohio bar in 1820, married Sara Hill in 1821 and moved to the new town of Indianapolis in September 1821. He became the first attorney in Indianapolis, elected to the Indiana Senate in 1825 and served there until 1833. He helped organize the State Bank of Indiana and served as a director for 16 years. He is most noted for the extensive journal he kept from 1817-1866. He never became a great public figure but traveled widely and his journals tell a lot about the life of the times in early Indiana and his adventures elsewhere. From 1972-1983 the Indiana Historical Society published most of his journals in nine volumes.

Source:
Thornbrough, Gayle. *The Diary of Calvin Fletcher Vol. 1 1817-1838*.
Indianapolis, IN: Indiana Historical Society, 1972.

CANAL POSTCARDS

Railroad souvenirs seem to be everywhere with everything from belt buckles, trains in all shapes and sizes, paintings of trains, train whistles, magnets, etc. However, it is difficult to find canal souvenirs such as canal boats, mules, paintings of canals, etc. When visiting a canal park there are usually excellent books about canals and perhaps a good map and a few post cards. Canal parks in Indiana are no exception.

The Whitewater Canal Historic Site at Metamora, Indiana, has very nice postcards. They feature photographs of the Ben Franklin III, Duck Creek Aqueduct, the Grist Mill, the Laurel Feeder Dam, and several of the canal town of old Metamora.

The Canal Interpretive Center in Delphi has recently put all the Wabash & Erie Canal murals painted by Terry Lacy that hang in their lobby on individual post cards outlined in black. They are stunning. They also have great cards of structures in Canal Park, Canal Park Annex, and at Carrollton. Sending these cards to friends is an excellent way to promote canals.

NEWS FROM THE PAST

Dawson's Fort Wayne Times and People's Press
March 22, 1845

We regret exceedingly that we shall be compelled to suspend publication for a week or so. Before the close of Navigation last fall, we ordered a supply of paper that we thought would be fully sufficient for our use until the opening of the navigation, but, as we observed last week, we are using so much more than we expected to use, that we have run short. We have the promise of a supply by the *first boat* from Lafayette, and if it arrives in time we shall publish next week as usual. If it does not, we shall issue an extra for the benefit of our legal advertisers.

Dawson's Fort Wayne Times and People's Press
March 22, 1845

Wabash and Erie Canal. — Congress has granted 500,000 acres of land, to continue the construction of the Wabash and Erie Canal from Terre Haute to Evansville. Why was nothing done towards obtaining a grant for our Northern Canal? Where was Mr. Kennedy? Did he move in this matter? Not at all. His time was spent in declaiming about Democracy, Texas, Oregon, Dorrisism.

(When) the Canal is opened, from the Ohio River to Lake Erie, (as soon it must be,) it will be one of the most magnificent works of the kind in the world. It will be the best and most direct route by water, between the two great Emporiums of the North and South — and cannot fail to become at once an immense channel of commerce. Its effects upon the fertile valleys and beautiful plains through which it passes and by which it is skirted, will be so vast and astonishing, as to fully justify the application of the beautiful language of prophecy — 'Tho solitary place shall be made glad — and the wilderness shall bed and blossom as the rose.'

Cincinnati Gaz.

Dawson's Fort Wayne Times and People's Press
April 20, 1845

WABASH AND ERIE CANAL.

The appropriation of one half the unsold lands in the Vincennes District, In., by Congress to complete this Canal excites a good deal of attention at home and abroad. And well it was. For the grant is a large one, and the work in itself great. The first gives no less than a half million of acres; the second connects the Lake at Toledo with the Ohio River at Evansville.

That our neighbors like this Congressional grant, is not strange. It is right that they should rejoice over it, and that we should sympathize with them. For that grant if *rightly used* may be made the means, in part, of reviving State credit, as it should be made a means unquestionable of State wealth. We say, it *rightly used*.

And surely there can not be much doubt as to this. Indiana has suffered enough, we all know, from improvident public managers to make her prudent on this subject; to convince her that her public works should be entrusted to honest, business men; to declare the law of the public mind to be that this grant should be used diligently and faithfully to the accomplishment, by the best mode, of the great national object for which it was bestowed.

If reasons need be multiplied, when simple obligations of *duty* would seem to include all, one might be referred to, of so general a nature as to demand from Indiana more than ordinary attention. The grant by Congress of this land makes her in fact the Trustee of the nation. The national legislature says in effect to the State, 'You wish to complete this great public work, it is no less magnificent than useful. It is a national work. For this purpose we, as the agents of the nation, bestow on you, half of all the unsold land belonging to the nation in the Vincennes District. *Use it faithfully.* Allow no speculation in those who manage it; put aside in this matter self-aggrandizing men; and be, as Trustees should be, honest, wise, above the suspicion even of having abused in any way the high trust reposed in you.' And for the sake of the good character of the State — we desire that Indiana may meet her obligation as one who cannot err under these circumstances — and that in due time, her response to the nation will be 'We have wisely used your generosity to the national and State good. — We have so disposed of the public land you granted us as to finish this great work, and have made you richer thereby in greatly enhancing the value of your land yet unsold in the same District. WE have been honest stewards of a generous benefactor.'

We are glad to find that this subject attracts attention in Indiana. That's right. — Let it be kept before the public mind. Discuss it well. Watch every movement, and know every stop taken in it; and above all be sure that no false step either as regards measures, or men, selected to carry out plans for selling the land, or completing the Canal, is taken. Hear all plans: but decide not upon any of them until it is pretty certain you have hit upon the best. We give below one of these plans suggested by the very sensible Editor of the Journal and Free Press, Indiana. He says:

The lands granted by Congress for the extension of the Canal, are estimated to amount to about *half a million of acres*. These, if properly husbanded, would furnish a fund, it is thought, amply sufficient to complete the enterprise. In order to do this, however, great prudence should be observed. Instead of throwing the land into market *immediately*, as those appropriated for the building of the Canal from Lafayette to Terre Haute have been, and issuing *Scrip* upon them, we should be in favor of *borrowing enough money*, (if it can be obtained,) to complete the work; pledging not only the lands, but the tolls, and water rents upon the Canal, and even the Canal itself, if necessary for its repayment; and

then push the work to completion with all possible dispatch. The value of the lands would be more than doubled, the moment the Canal should be completed, and thus would the means of repayment be at once easy and certain. But aside from the enlargement of the value of the lands, and the rapid improvement of the country, which would follow as a matter of course, the revenues derivable from the Canal itself, in the increased amount of tolls, would in a few years be so great, as to place it within the power and ability of the State to commence the wiping out of her heavy indebtedness.

When the whole line of this Canal is opened, from the Ohio River to Lake Erie, (as soon it must be,) it will be one of the most magnificent works of the kind in the world. It will be the best and most direct route by water, between the two great Emporiums of the North and South — and cannot fail to become at once an immense channel of commerce.

Dawson's Fort Wayne Times and People's Press
April 20, 1845

An Argument against Railroads. — A canal stockholder gave the following as his reasons for opposing railroads:

He saw what would be the effect of it; that it would set the whole world gadding. Twenty miles an hour, sir! Why you will not be able to keep an apprentice boy at his work; every Saturday he must take a trip to Ohio to spend the Sabbath with his sweetheart. Grave, plodding citizens will be flying about like comets. All local attachments must be at an end. It will encourage flightiness of intellect. Various people will turn into the most immeasurable story-tellers; all their conception will be exaggerated by their magnificent notions of distance — only a hundred miles off! Tut, nonsense. I'll step across, madam, and bring your fan! Pray, sir, will you dine with me today at my little box on the Allegheny! Why, indeed, I don't know; I shall be in town until 12; well, I shall be there, but you must let me off in time for the theatre. And then, sir, there will be barrels of pork, and cargoes of flour, and cauldrons of coal, and even lead and whiskey, and such like sober things, that have always been used to sober traveling, whisking away like a set of sky-rockets. It will upset the gravity of the nation. If a couple of gentlemen have an affair of honor, it is only to steal off to the Rocky Mountains, and there no jurisdiction can touch them. And then, sir, think of flying for debt! A set of bailiffs, mounted on bomb-shells, would not overtake an absconding debtor, only give him a fair start. Upon the whole, sir it is a topsy-turvey, harem-scarem whirligig. Give me the old, solemn, straightforward, Dutch canal — three miles an hour for expresses, and two for jog or trot journeys — that direction instead of allowing it to take its natural with a yoke of oxen for a heavy load. I go for beasts of burden; it is more primitive and scriptural, and suits a moral and religious people better. None of your hop-ship-and-jump whimsies for me.

Dawson's Fort Wayne Times and People's Press
May 3, 1845

Breach in the Canal. — On Thursday morning, last a serious breach occurred in the canal at the culvert near New Haven six miles east of this town. Navigation is suspended, and will not be resumed, we learn, for a week or ten days.

Dawson's Fort Wayne Times and People's Press
May 24, 1845

MIAMI CANAL. — It is stated in a Cincinnati paper, says the Toledo Blade of the 16th, on the authority of Mr. S. FORRER, Acting Commissioner, that the water will be let out of the Miami Canal on the 20th inst. For the purpose of making general repairs, which will take from 2 to 3 weeks. From this it would seem, that we need not look for a boat here from Cincinnati before 10th of June, or there about. The opening for spring business, so confidently promised us last winter, turns out a disappointment.

Dawson's Fort Wayne Times and People's Press
May 31, 1845

Within the next month the harbor of Toledo will be in connection with, and be the recipient of, the business of more than 400 miles of navigable canals. The Wabash & Erie canal, now furnishes so much business for steamers that our harbor is daily thronged with them seeking passengers and freight. — The enterprising people of Monroe may rest assured, that it is too late for them to effect any good object for themselves, by attempting to cry down Toledo. The day has gone by when a doubt can be raised in well informed minds that she occupies the proper position for concentrating the trade of the great country around the west end of Lake Erie.

We clip the foregoing extracts from a lengthy and able article in the Toledo Blade, upon the Erie and Kalamazoo rail road, a work that extends from Toledo to Adrian in Michigan, a distance of 33 miles. The Blade shows up the ingratitude of the Wolverines in a strong light. It seem that, after reaping the benefits of the road for several years — after Michigan has received thousands upon thousands of substantial settlers by the way of this road, while it has proved a dead loss to the proprietors — her Legislature has adopted measures to prevent its connection with her lines of rail road, in order to force the western trade to Monroe, instead of permitting it an option between Monroe and Toledo. It does appear like rather shabby treatment, after all that the Toledo folks have done to turn the current of immigration in that direction instead of allowing it to take its natural direction into the valley of the Maumee and Wabash. WE have told the Toledo people over and over again, that every settler they sent this way must become tributary to them, while the trade of those they sent into

Michigan would be diverted to some other outlet. The last extract we make above, in connection with the first, goes to show that they are beginning to realize the truth of our prediction.

It is difficult to account, upon any rational principles, for the opposition that is understood to have always existed on the lower sections of the river, to travelers coming to Fort Wayne. We have been often told by those who did reach here, that they were resisted at every step —at Toledo, at Maumee city, at Defiance —and entreated to go north, go south, go anywhere, rather than to Fort Wayne. Many amusing stories are told by our citizens, who, on their return from the east, and not being known in those places, have held forth the idea that they were just coming into the country, of the arguments used, and obstructions thrown in the way of their proceeding in this direction. By the article in the Blade it would appear that the citizens of Toledo have found out that they were standing in their own light in this matter. We are glad of this, for the discovery of an error is said to be the first step towards amendment.

Dawson's Fort Wayne Times and People's Press
June 14, 1845

The TOLEDO BLADE, on the part of the citizens of that place, disclaims any wish to divert the tide of immigration from Fort Wayne and the Wabash Valley, as was suggested by us a week or two since. WE are glad to see this disclaimer; because if we were wrong, it sets us right, and if we were right, it is an evidence that Toledo has discovered the error, and will pursue a different policy for the future. The Blade says:

The FORT WAYNE TIMES, in commenting upon our article on the Erie & Kalamazoo railroad, states that

Toledo and other towns on the lower Maumee, have exerted themselves to divert the moving travel into other channels than that up the river to Indiana.

A residence of twelve years on the lower Maumee has not furnished the editor of the Blade with any evidence of a wish on the part of the citizens, or any considerable portion of them to divert immigrants from the up-river route. On the contrary, the desire of those with whom he has associated, has been in unison with his own, to encourage settlers, who choose not to locate in our vicinity, to seek a new home near the line of the Wabash & Erie Canal. It is not unlikely that runners for our rail-road, and other interested in its profits have, as was to be expected, exerted themselves to direct travel and business to their road. It may be that others owning land in Michigan, or being agents for those who have land on sale in that state, have also persuaded settlers to look at their lands. But that any general feeling other than the kindest towards Fort Wayne and the Wabash country has ever existed among our people, we cannot believe. Indeed we know that all our people who have the interest of their place at heart, are now, and they have long been, looking forward with anxious hope to the time when the superlatively fine country along the middle and lower lines of the Wabash & Erie canal, will have its merits known and supported by Eastern immigrants.

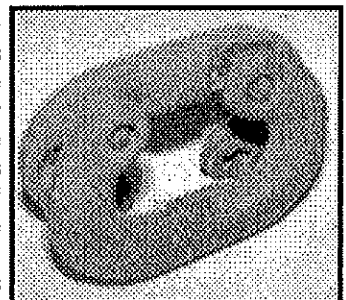
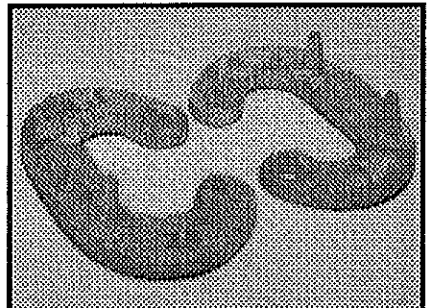
The time, we know, will come when the bleak prairies of the west will cease to draw off the main tide of western settlers; and when the rich and beautiful bottoms and rolling uplands and wood-bordered prairies of Indiana will again take their place, in the minds of the sober immigrant, as the choicest home for the agriculturist which the country affords.

CANAL FAMILY FEST AND FREEDOM BLAST IN INDIANAPOLIS

Some visitors to Indianapolis over the Fourth of July weekend enjoyed themselves by gliding down the Central Canal on a gondola or taking a Segway tour of White River State Park. Others checked out the Eiteljorg Museum of American Indians and Western Art's Canal Family Fest, which included free admission to the museum and an outdoor celebration on the canal. Still others took part in the Indiana State Museum's family-oriented activities for Canal Family Fest. Other opportunities for fun were offered by the Indiana Historical Society with free admission to the Indiana Experience and by Victory Field to root for the Indianapolis Indians and enjoy its fireworks display on Friday & Sunday.

The big Freedom Blast fireworks show began at 9:47 p.m. Sunday with synchronized music on WFBO 94.7 FM. Everyone enjoyed the good food and fun.

WHAT IS IT? Tom Fledderjohann, CSI member from St. Marys, OH writes: "In the June issue of the Packet, you had a caption, 'What Is It?' I believe this is one-half of a chain repair link. I am E-mailing you several pictures of a complete link. It was used to repair chain when torn or to attach a hook. The two halves were placed together and the rivets flatten to create a new link, probably stronger than the original. They came in various sizes depending on the size of chain to be repaired. Maybe someone already has identified the piece. If so, this still has been fun to rummage through my junk to find this piece."



IN MEMORIAM

Lynette L. Swanson Kross

Having lived her life to the fullest, CSI director Lynette Kross of Plymouth, Indiana, passed away at home on Sunday, July 25, 2010 at 6:22 a. m. after a two year struggle with cancer.

Lynette was born June 28, 1943, in Plymouth, to Roy and Emily (Waclaw) Swanson. She grew up on a chicken farm that later was developed into Swan Lake Golf Course by her family. She was graduated in the Class of 1961 from Tyner High School. She attended a Seamstress and Design School in Chicago, IL. This led her to design and sew many beautiful garments for her sister, nieces, nephews, and others.

After attending Bob Jones University, she was graduated from Bethel College in Mishawaka, IN, with a degree in elementary education. She taught fourth grade at Tyner School for several years before joining her family in working at the golf course. She became the Master Gardener of the course. Her love for flowers was shown by the beautiful plantings all around its grounds.

Lynette loved to travel and see the world. She enjoyed visiting covered bridges, lighthouses, and canals. She joined the Covered Bridge Society of Indiana becoming its president for a time, the Canal Society of Indiana serving as a director from March 24, 2001 to her death, and several travel groups. Her passion was taking pictures of all the places she traveled: England, Norway, Sweden, Poland, Germany, New Zealand, China, France, and Mexico. She was CSI's chief photographer and often donated more than 100 photos from a CSI tour for the archives and *The Hoosier Packet*.

On October 25, 1984 she married Anthony Kross. Anthony was about 20 years her senior and in recent years she was his caretaker as well as caring for her father, mother, and step-mother. Being responsible for these individuals somewhat limited her ability to travel in recent years. Anthony passed away on February 15, 2008. Also preceding her in death were her parents, Roy and Emily Swanson and her brother, Roger Swanson.



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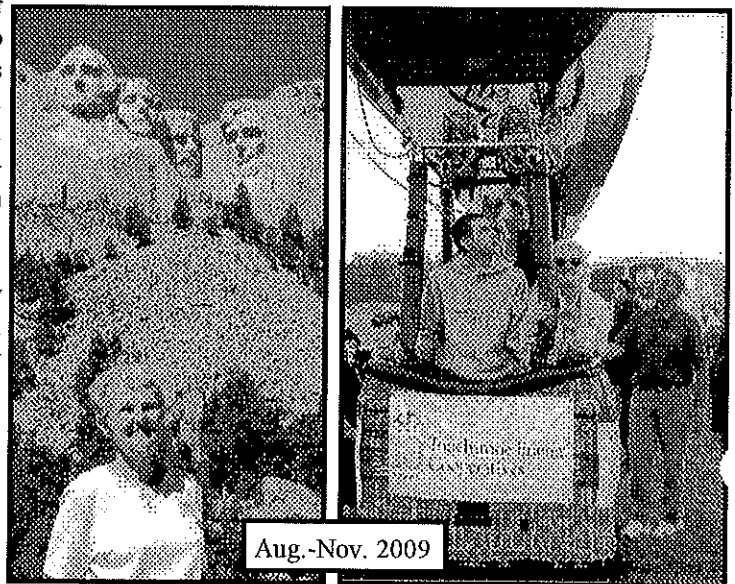
LYNETTE KROSS

On CSI's April 2008 "Flumes, Frescos & Furnaces" tour of the Scioto Valley at Portsmouth, OH, Lynette wasn't feeling her usual self. She contributed to the recent death of Anthony. After visiting her doctor she found she had ovarian cancer. She wasn't about to let it stop her so she underwent chemotherapy and began traveling as often as possible. After learning she was in remission, she began having seizures and was diagnosed with brain cancer. After more chemo her brain cancer went into remission, but a check-up revealed cancer had returned to other organs. She went for treatment until a few weeks before her death when her doctor had done all he could for her. At that time her sister, Felicia Batman, took over her care, and family members visited as often as possible in Lynette's home. She celebrated her 67th birthday on June 28, 2010.

When Lynette was no longer allowed to drive she had others bring her to CSI tours and board meetings. Sometimes she wore a wig and at other times showed up bald, but she always had a smile on her face and was always ready to go. What an example for others to follow!

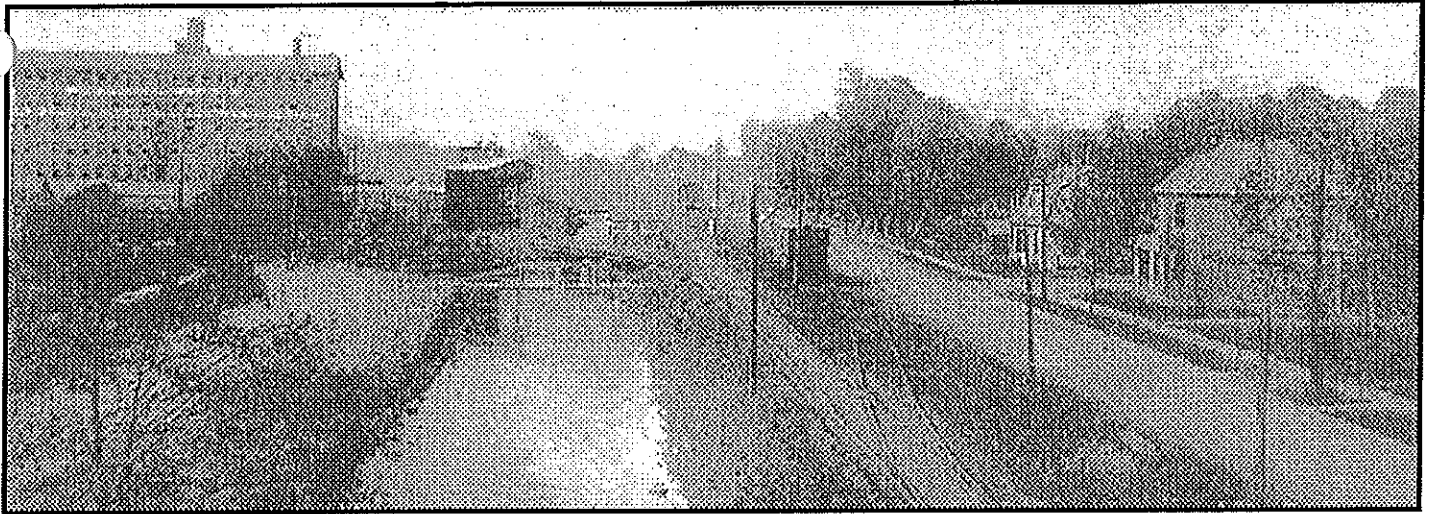
Lynette is survived by her sister, Felicia (Mark) Batman of Plymouth; her nieces and nephews: Dave Swanson of Indianapolis, Melinda Kross of Nappanee, Luke Batman of Chicago, IL, Emily Batman of Washington D.C., and Matthew Batman of Chicago, IL.; five great-nephews; her sister-in-law, Linda Swanson of Tennessee; and her stepmother, Dorothy Swanson of Argos.

Visitation was held Thursday, July 29, 2010 from 4-7 p.m. at the Van Gilder Funeral Home in Plymouth, IN. Her funeral service was conducted by Pastor Paul Spasic at the funeral home at 10:30 a.m. on Friday, July 30. Burial was in the Swedish Cemetery, in Donaldson, Indiana. Lynette will be missed!



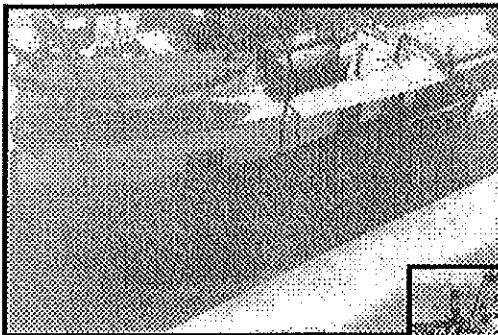
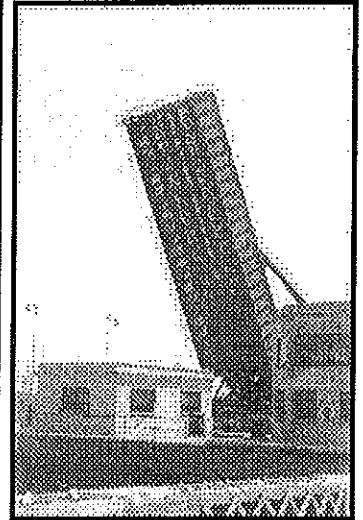
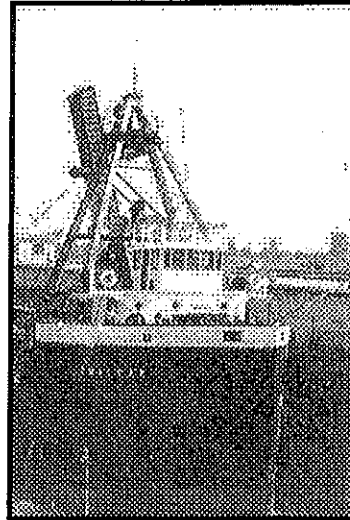
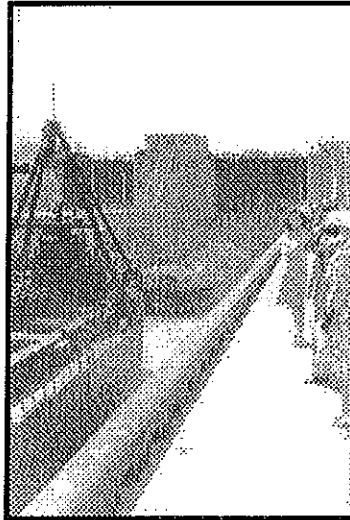
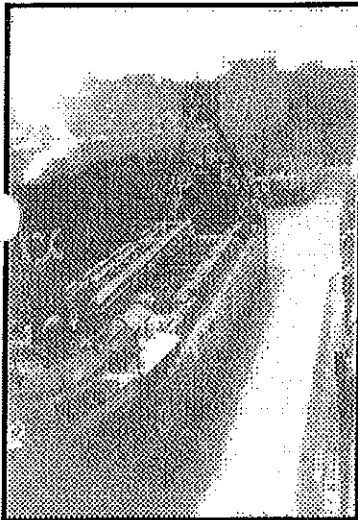
Aug.-Nov. 2009

PHOTOS FROM THE PAST



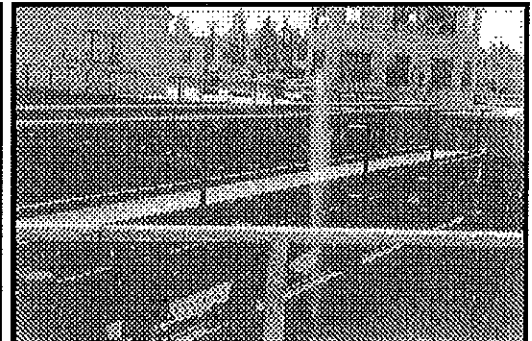
Above: The Whitewater Hydraulic Canal looking north at Connersville with Connersville Furniture Manufacturing Co. on the left.
Charles Whiting, Jr., CSI vice-president, Lawrenceburg, Indiana

Below: 1940s photos taken on July 2 of the Welland Canal in Canada by Nate Tagmeyer's mother.
Nate Tagmeyer, CSI past director and CSI artist, Fort Wayne, Indiana



Four canals have been built from Lake Ontario to Lake Erie to bypass Niagara Falls and overcome 326½ ft. In 1833 the Welland Canal Co. opened 27 miles with 40 wooden locks. It had a navigable feeder from Grand River at Dunnville to the mainline at Welland (1829-1881) Later it was fed from Lake Erie. The locks were 110 ft. long and 22 ft. wide with a depth of 8 ft. In 1848 it was completed with 27 masonry locks, 150 ft. long and 26½ ft. wide with a 9 ft. depth. The third Welland Canal was completed in 1881-87 with 26 cut stone locks, 270 ft. long, 45 ft. wide, with a depth of 14 ft. The fourth canal was completed from 1907-1912 with 7 lift locks and one control lock. Locks were 766 feet long and 80 ft. wide with a depth of 27 feet and could handle lake vessels. This is the canal pictured here. Mrs. Tagmeyer noted on the back of one photo that it takes 8 hours for a boat to go from one lake to the other. She was impressed by the size of the gates, the raising of bridges and change in water level.

WELLAND CANAL IN THE 1940S



NEVER SAY NEVER

By Carolyn Schmidt

Words and especially adverbs can get you into deep trouble I've learned while writing articles for this publication or for four books. I always try to remember to take care when using ones like always, never, first, last, etc. Just recently headquarters received the following from Dwight Ericsson, CSI member from Huntington, Indiana:

"I wonder if you can enlighten me on a question about the W&E Canal and the interurban. I had understood that (a) the towpath was always on the side toward the river, and (b) after the demise of the W&E, interurban companies bought up the towpath for their right-of-way. I recently visited with George and Barbara Eickoff, who own the house on the west side of Huntington that was originally built as an inn. George pointed out to me the place where the canal went and the location of the Madison Lock, a hundred yards or so east of their house. He also pointed out a small concrete structure that carried the interurban tracks over a small rivulet. This concrete overpass is clearly on the north side of the canal. If the towpath was always on the side toward the river, then the interurban track was not laid on the towpath. If the interurban track here was laid on the towpath, then the towpath was not on the side toward the river. On another occasion, a friend referred to the interurban track as being on the towpath on the north side of the canal (and therefore on the side away from the river). I told him that could not be true, but now I don't know.

"So, can you tell me which was right? Was the towpath always on the side toward the river, and was the interurban therefore not laid on the towpath, or was the towpath on the side away from the river here?"

This type of question often [notice I didn't say always] seems to pop up on my E-mails when I'm away for a few weeks. I was just getting ready to leave the state of Washington to take an Alaskan cruise so I answered the best that I could promising to do better later.

"I have learned in canawling that you never use the words always, first, last, war, etc. There can be exceptions.

"I know that out near the Vermilyea house in Ft. Wayne the interurban was put in several yards north of the towpath. I also know that the towpath was not always next to the river, but it was usually next to the river.

"George is probably right in what he told you. I believe the area you are referring to is below Mt. Hope

cemetery [Victory Noll] in Huntington.

"Also when doing a marker for Attica I learned that what history books called the 'Canal War' was a skirmish by definition. The Indiana Historical Bureau wanted to make sure to use the proper word to describe the event on the marker."

Dwight checked engineer's reports to see if he could find mention of where the towpath was located. I later checked several sources that I thought might contain a description of its location. I found none.

In answer to Dwight's question, the towpath may have been on either side of the canal at this site; however, it would be my guess that it was on the side closest to the river and the interurban was placed on the opposite side since that side of the canal is pretty level and about the same height as the side closest to the river. Just off Redding Road on Amber Road by the electrical substation the interurban is several yards north of the canal prism for some reason. This is the location I mentioned being near the Vermilyea house, a canal contractor's home, inn and post office for the Maryland settlement.

I also find old histories saying a certain canal boat was either the first to arrive or the last boat through. I try to qualify this information by naming the town or area in which it first arrived and was last through.

When it comes to when a canal ended, it is entirely up to the location. The Wabash & Erie ended from Toledo to Manhattan early on when they found Manhattan to be too shallow and changed the terminus to Toledo. It also ended early in southern Indiana when it wouldn't hold water. It lasted the longest in its northern reaches, but there are reports of boats plying its waters between one or two towns up to and around 1872.

DONATION OF BACK ISSUES

We thank Mary Kelley, CSI member from Fries, Virginia, for donating her back issues of the following CSI publications:

CSI Newsletters - Jan.-Dec. 2000, 2001, 2002, 2003, 2004, 2005, and 2006,

Indiana Canals - Winter 2000 Vol. 11 #1, Spring 2000 Vol. 11 #2, Summer 2000 Vol. 11 #3, Autumn 2000, Vol. 11 #4, Winter 2001 Vol. 12 #1, Spring 2001 Vol. 12 #2, Summer 2001 Vol. 12 #3, Fall 2001 Vol. 12 #4, Winter 2002 Vol. 13 #1

Indiana Constitution - The Indiana Historian, June 2002 Waterway to the West (James River and Kanawha Canal) by James J Kirkwood - Published by The Eastern National Park and Monument Association - 1963

NEWS FROM DELPHI

DELPHI JUST PUBLISHED

Anita Werling and Bonnie Maxwell have collaborated to produce *Delphi* on behalf of the Delphi Preservation Society and to celebrate the placement of Delphi's Courthouse Square District on the National Register of Historic Places. Images for the book were selected, organized, researched and carefully captioned to weave a tapestry of Delphi's rich architectural and cultural heritage. The resulting 128-page book with more than 200 photographs is sure to delight residents and visitors alike.

Delphi is nestled in the picturesque valley formed by the Wabash River and Deer Creek. Named for the Grecian city with its famed oracle, Delphi was envisioned by early residents as a center of culture for the surrounding area. Three courthouses have graced the central square in Delphi -- the "seat of justice" in Carroll County since platted in 1828 by Gen. Samuel Milroy. When the Wabash and Erie Canal cut through the area in the 1840s, Delphi became a center for industry and commerce. Handsome three-story brick buildings appeared in the 1850s and surrounded the square by the 1880s. Area residents traveled to Delphi for trade, business, and entertainment. Delphi's opera houses drew traveling acts from Chicago, Indianapolis, Cincinnati, and other cultural centers. Visitors today enjoy the architectural gems downtown and in nearby residential districts plus six parks with miles of groomed hiking and biking trails. The canal era is alive in Delphi at the Wabash and Erie Canal Interpretive Center where a replica boat takes visitors on a restored section of the historic waterway.

Delphi is fortunate to have a rich photographic record in a collection of plates made by Delphi photographers James M. Boltz and Andrew W. Wolever. Many of the photographs in this volume were selected from images produced from these plates by local historian and photographer Charles E. Gerard and donated to the Delphi Preservation Society prior to his death in 2005.

Delphi is on sale at the Opera House Gallery of Contemporary Art, 109 S. Washington Street, Delphi, Indiana, and at other retail establishments and book shops in the area for \$21.99. Anita Werling and Bonnie Maxwell held a book signing at the Opera House Gallery on Monday, July 26 from 3:00 to 6:00 p.m.

FROM TAMPA TO TUCSON N' DRESDEN TO BRISBANE

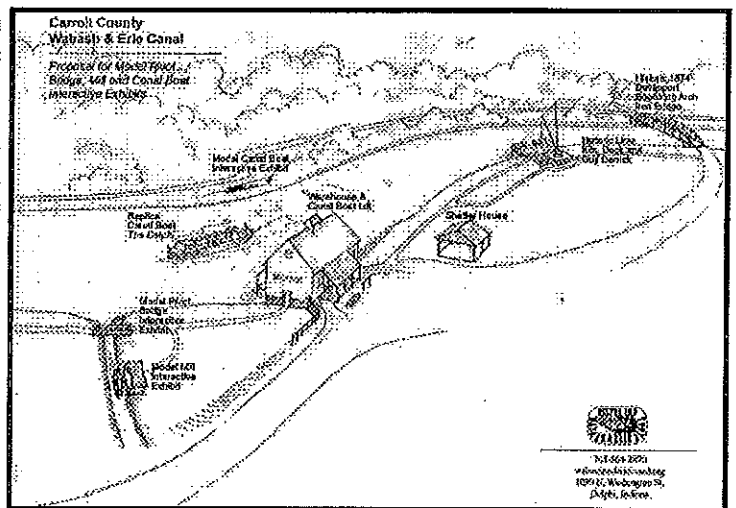
By Dan McCain

Remember the catchy tune "From Natchez to Mobile"? When it comes to visitors registering at the Canal Center the last year we have had them even beyond Tampa to Brisbane -- all over the place. A recent summary of voluntary registration for the time period of July 1, 2009 -- June 30, 2010, shows 5,822 people from 43 states, 3 Canadian provinces and over a dozen countries in the world. And not every visitor signs the register.

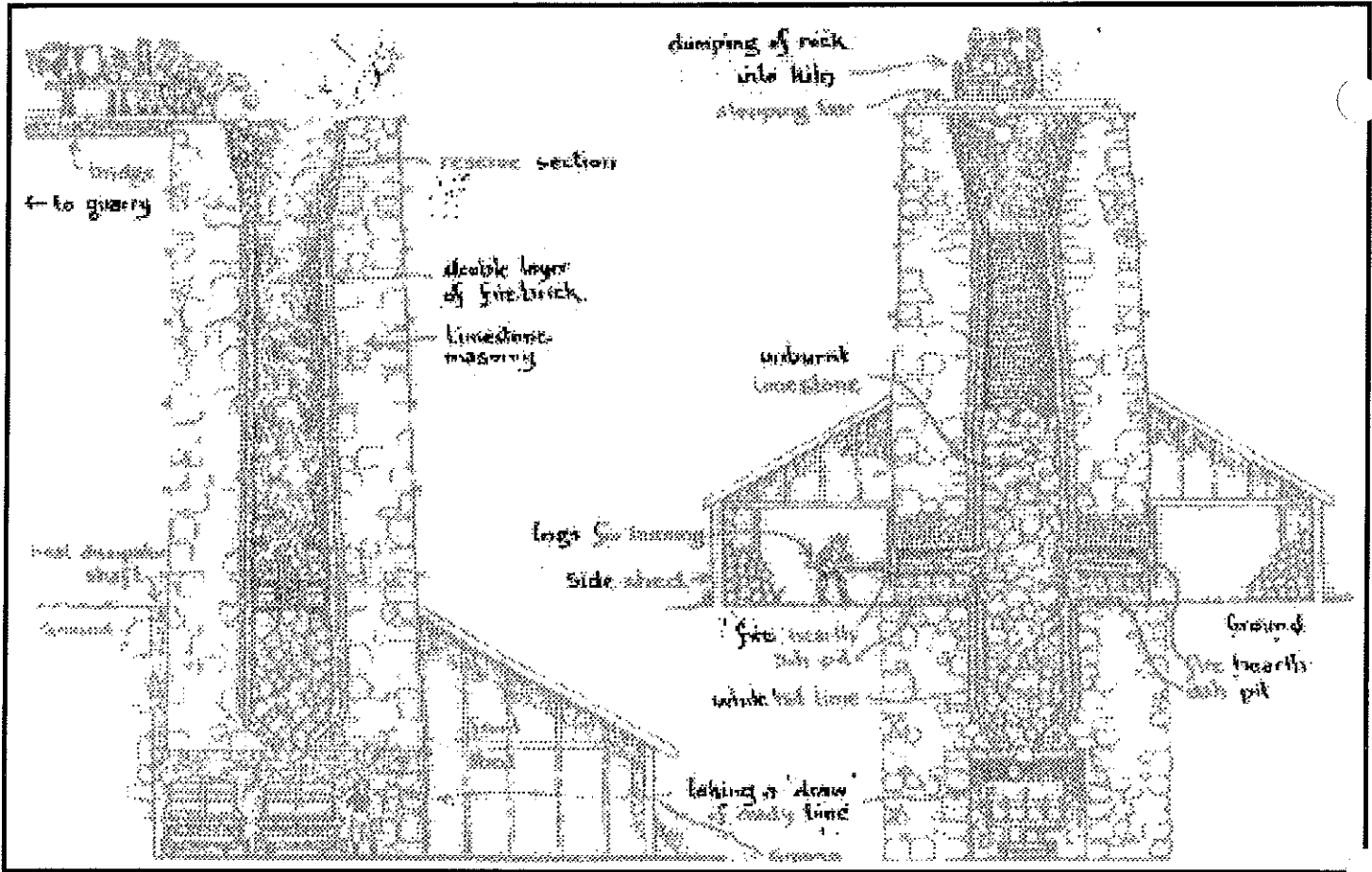
Perhaps it is the replica canal boat *The Delphi* that has commanded such a showing but then the website www.wabashanderiecanal.org has also proven popular for surfers looking for a heritage experience with manmade waterways of old. Could it be the uniqueness of the combined indoor/outdoor Total Canal Experience that leaves the visitors ready to tell their friends back home about finding Canal Park and a piece of the old Wabash & Erie Canal that is accessible to the public? Or could it be strolling along with the towpath trail through a wholesome rural setting and seeing an increasing number of interactive interpretive sites?

Of course most of those registering came from Indiana with the next largest groups from contiguous states. But some of the far off states like California and Florida registered surprising numbers of visitors too. Thanks go to Gordon Stevens for the hundreds of hours he has spent entering data this year and previous years on a computer spreadsheet .

LIFE ON THE CANAL TAKES ON A NEW MEANING

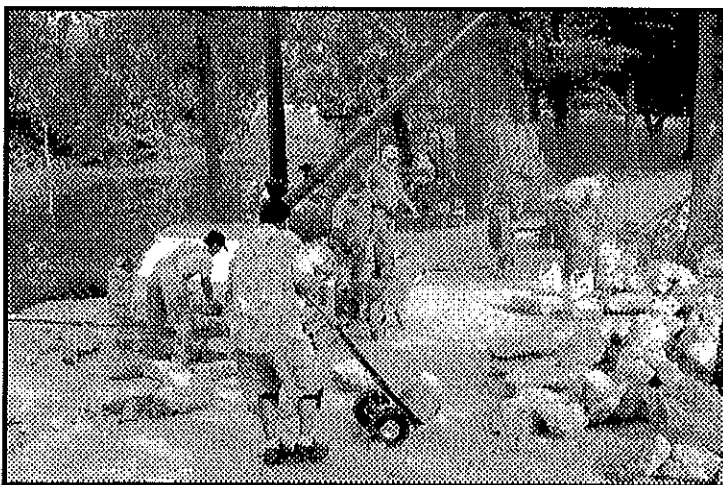


Looking at the exciting plans for Canal Park Annex the site surely needs a more exciting name than Annex--maybe you would like to suggest one. Look at the



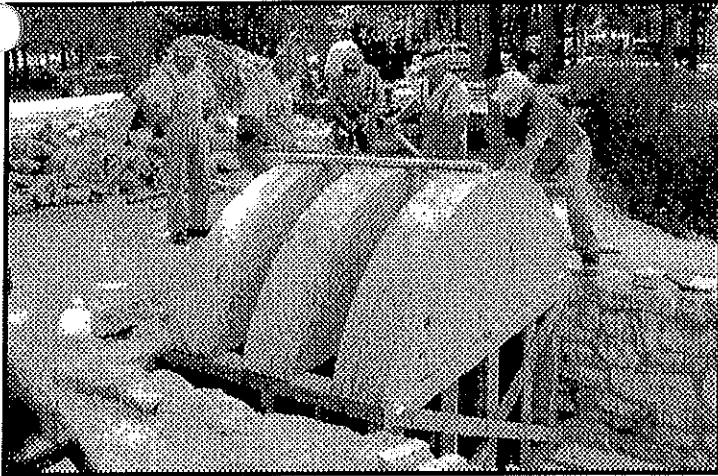
array of *planned* interactive outdoor exhibits included with the *existing* Rotary Shelter House and last year's big addition--the Canal Boat and Warehouse. Underway currently is the building of an Historic Lime Kiln (at the upper right of the birdseye view on the preceding page). The cutaway drawing above shows how a lime kiln makes plaster, mortar and whitening products. In 1857 next to the site where volunteers are resetting an old kiln there were similar kilns built by Hubbard & Harley Lime Company. That early industrial site included 6 individual kilns. The owners had a loading dock adjacent to the Red (Trail) Bridge over the canal.

On these muggy hot mornings our M-W-F crew of volunteers can be found assembling a replicated kiln. Note the Red Bridge in the background behind the gin-pole. They are handling those heavy stones that had come from another defunct kiln about a mile north of Delphi. Mortar is mixed and stones sorted for shape before being placed in the walls.

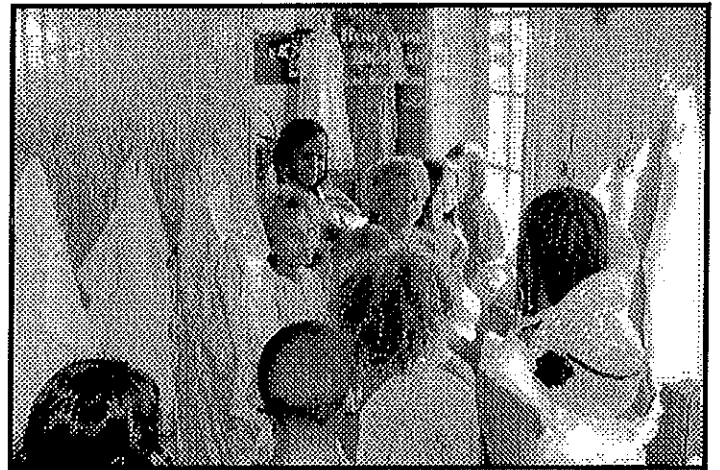
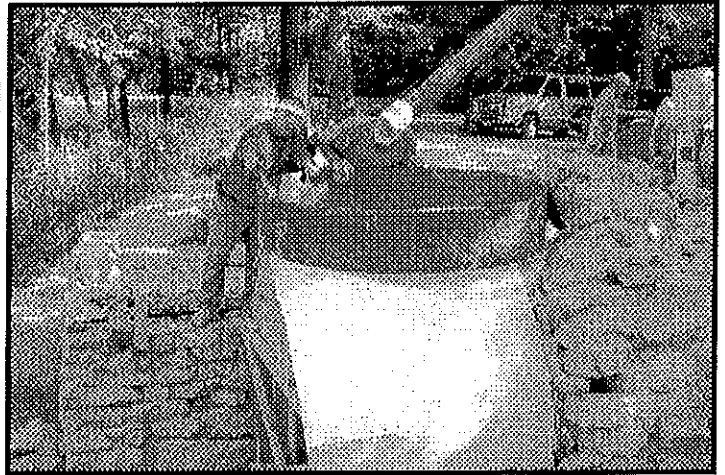


Volunteer Clay Sledd takes a hammer and chisel to square a flat limestone piece by cutting off a corner to improve its shape. Stones like this will be used in the kiln's arch just below the firebox. Work is tedious and it

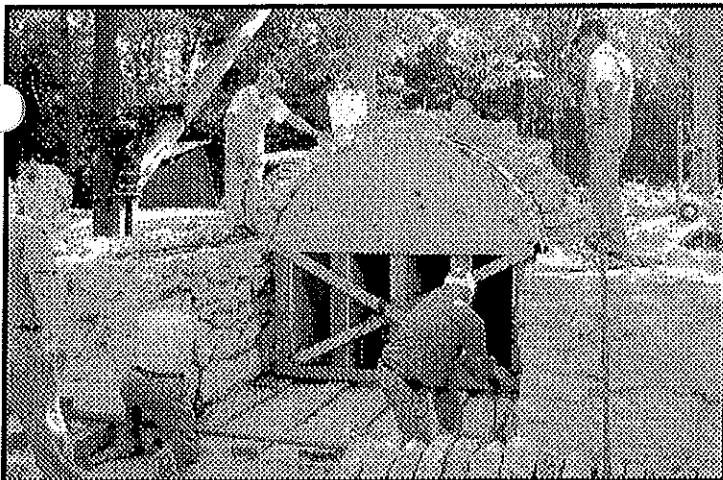
takes manual lifting these large stones to mortar and put into place.



The shape of the arch is controlled by these false-work forms being placed above the base. Ultimately a central opening in the top of the arch will accommodate a giant six foot diameter wrought iron funnel. The funnel's purpose was to congregate the powder derived after 5 days of heating of limestone chunks in the tall chimney above the firebox.



In the meantime many tour groups and summer children's classes come to Canal Park for a visit and boat ride. This class with boys and girls from Beriggett Child Care in Tippecanoe County enjoyed the Millinery Shop and other interactive exhibits in the Interpretive Center.

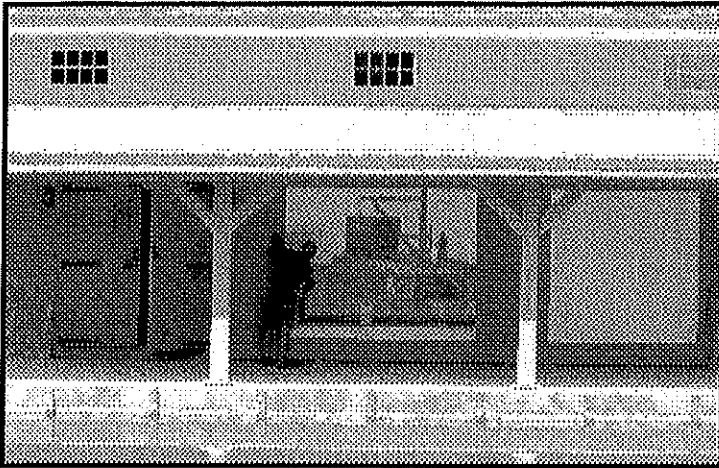


Above the wooden forms is the first section of the arch completed two days earlier. This day's work involves taking out the shims on the floor and slightly dropping the form so that it can be winched forward to the position of the center section. And yes the first section withstood the removal of the form and is standing very sturdy with no support.

In this middle section the iron ring is being positioned to ultimately support the giant funnel. It is being carefully placed and leveled directly over the arch form. The ring will have stones and mortar touching the ring to give the arch strength. [This work was being done in July and the completion of the kiln was scheduled for sometime later this summer.]

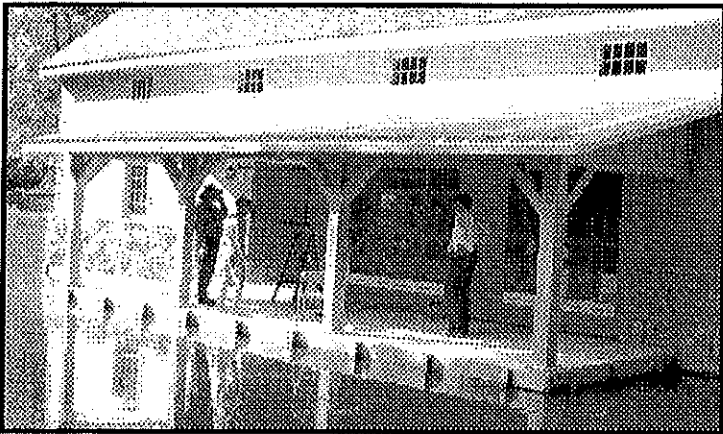


Many people are enjoying narrated canal boat rides. Public rides are on Saturday and Sunday and charter cruises are offered to groups and organizations any-time during non-public hours of the week. Note the blank doorways under the shed roof of the warehouse. They are blank in this picture but see what is happening to them (next).



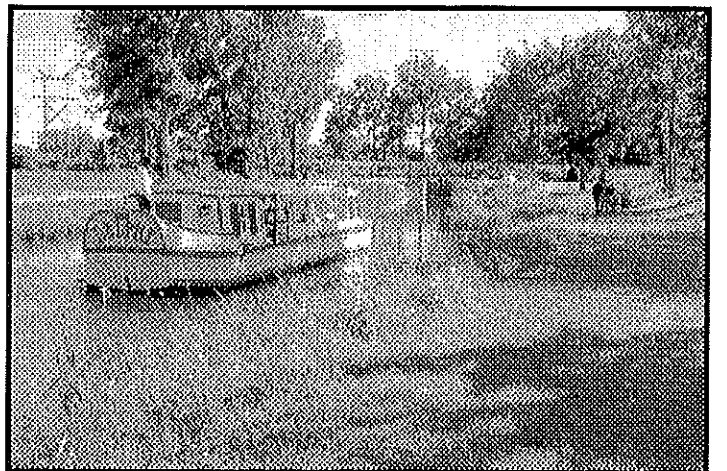
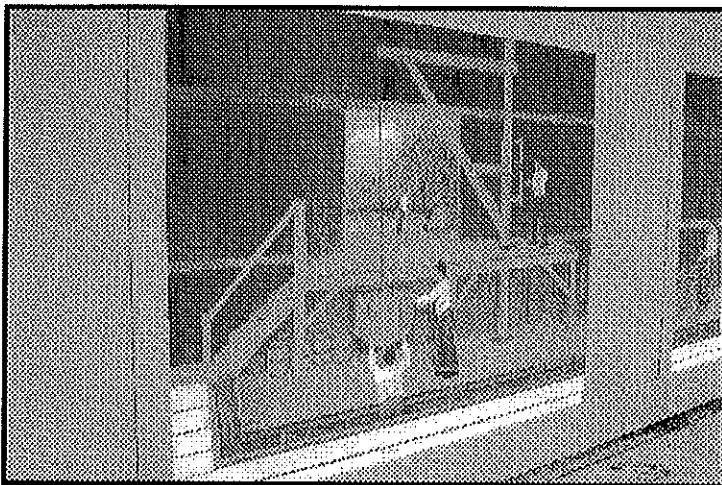
Artist Terry Lacy is blocking in his small scale drawing of workers inside the warehouse on the side of the warehouse. Men appear to be loading cargo into a boat in the slip inside the building.

A first – the bride and groom and their maids board the canal boat “DELPHI” at the lime kiln to arrive at Canal Park minutes later to their raving crowd at the Canal Center.



Terry Lacy entertains Captains Al Auffart and Steve Gray as they finish the day’s rides, put away the boat and come out on the dock.

The DELPHI comes in to land at the Canal Center’s new dock. Trips are offered at a minimum on Saturday 11 am and 2 pm and on Sunday at 2 pm. If lots of people are in the Park to ride on Sat/Sun, the scheduled departure is on the hour.



Terry Lacy’s paintings depict workers loading cargo for transit. This doorway was sponsored by Canal Society of Indiana (CSI). The doorway to the right was graciously sponsored by Indiana Packers Corporation.

The traditional way of pulling a canal boat is demonstrated using a long towrope connecting a horse to *the DELPHI*. Note that the rope is attached midway along the side of the boat. This allows the Captain to utilize his rudder for guiding the craft.

The Michigan Road

By Bob Schmidt

After statehood in 1816 the citizens of Indiana recognized the need to develop roads to connect the interior regions with the Ohio River, the state's major outlet to the rest of the country. The capital of the state was moved from Corydon in 1825 to a green-field site in the center of the state, which earlier in 1821 had been designated Indianapolis after other names such as Tecumseh had been rejected. Even before the capital was officially moved, legislators were planning road development. One of the first of these roadways was the Buffalo Trace from Louisville to Vincennes. Formed by thousands of bison coming from Illinois to Kentucky it was a natural trail used by the early settlers.

The route north to the new state capital was not so well defined. One of the early roads was the Madison State Road completed in 1824. It went from Madison through Franklin and Columbus to Indianapolis. Northern Indiana beyond Indianapolis was still Indian territory.

In October 1826 at the treaty of Paradise Spring in what later would become Wabash, Indiana, lands for the Michigan Road and the Wabash & Erie Canal were acquired through treaty negotiations. Then in 1828 the legislature authorized a study to build a road from Madison to Indianapolis and then on to Lake Michigan. The commission discovered that the most direct route went right through the marshlands of the Kankakee River in northern Indiana.

An alternate route directed the "Michigan Road" directly north to the south bend of the Elkhart River and then due west to Trail Creek on Lake Michigan. This route led to the development of South Bend and Michigan City, Indiana. This road might as well have been called the Madison and Lake Michigan road or just the Lake Michigan Road. With-

out the boundary adjustments that put Lake Michigan well into Indiana, the Michigan Road would not have been built because there was very little population in southwest Michigan at the time and there was no transportation source like the lake to necessitate a roadway. (See Indiana's Michigan Boundary on next page.)

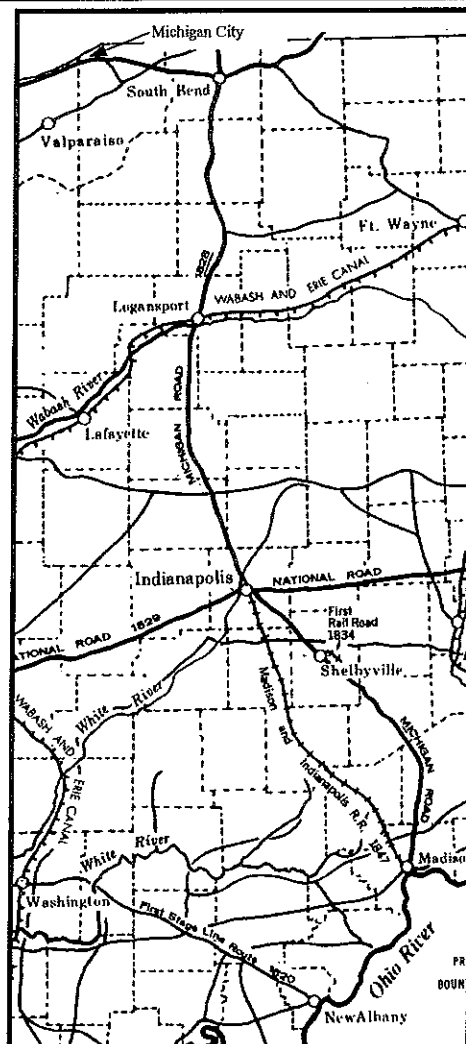
Unlike you might suspect, the southern end of the Michigan Road did not follow the old Madison State Road to Indianapolis. In fact, none of these two routes ever intersected. The Michigan Road went via Greensburg and Shelbyville to Indianapolis.

Contracts for the road were let in 1832 and the whole road of 265 miles was under contract by June 30, 1832. This was the same time that work began on the Wabash & Erie Canal in Fort Wayne with ground having been broken there on February 22, 1832.

The Michigan Road was cleared for a width of 100 feet and grubbed and graded for 30 of these feet. It was a very poor road with the worst stretches using logs cross-wise in the roadway covered with sand.

The 1836 Mammoth Improvement Bill not only provided funding for canals and railroads but also for improvements to the Michigan Road. However, the work on the road wasn't done at the time. By 1837, the Michigan Road was impacted by the same financial panic that doomed the canal projects. On February 2, 1837 the roadway was turned over to the fourteen counties through which it ran. During eight months of the year it was passable, but the remaining time it was an endless stream of black mud. Some parts of the Michigan Road were still unpaved in 1929.

The Michigan Road was described by Hugh McCulloch, Secretary of the Treasury under Abraham Lincoln and a promoter of canals, in



Route of the Michigan Road from the Ohio River at Madison to Michigan City on Lake Michigan

his book *Men and Measures of Half a Century* as follows:

"The Michigan road, through which in after years I had many a hard ride with the mud so deep that fifteen or twenty miles were a good day's journey, was made from Indianapolis to Lake Michigan by the proceeds of the sales of lands granted to the State by the Potawatomi tribe of Indians, who were in possession of a considerable part of the territory through which it ran. Upon entering it that afternoon, I perceived that nothing had been done to make it a road except to open a way through the forest. It was perfectly straight, and the noble trees, nearly a hundred

feet in height, stood on either side of it like a protecting wall. The birds were singing blithely, and although my horse was my only companion, the wildness and novelty of the scene acted upon me like a tonic. Long, long years have intervened, and yet the exhilaration which I experienced as I rode through that

magnificent forest comes back to me as freshly as if it were but yesterday." Efforts are being made today to create a Historic Michigan Road Byway to provide a better understanding of this state treasure and to promote heritage tourism. Along the route of the old road are many old

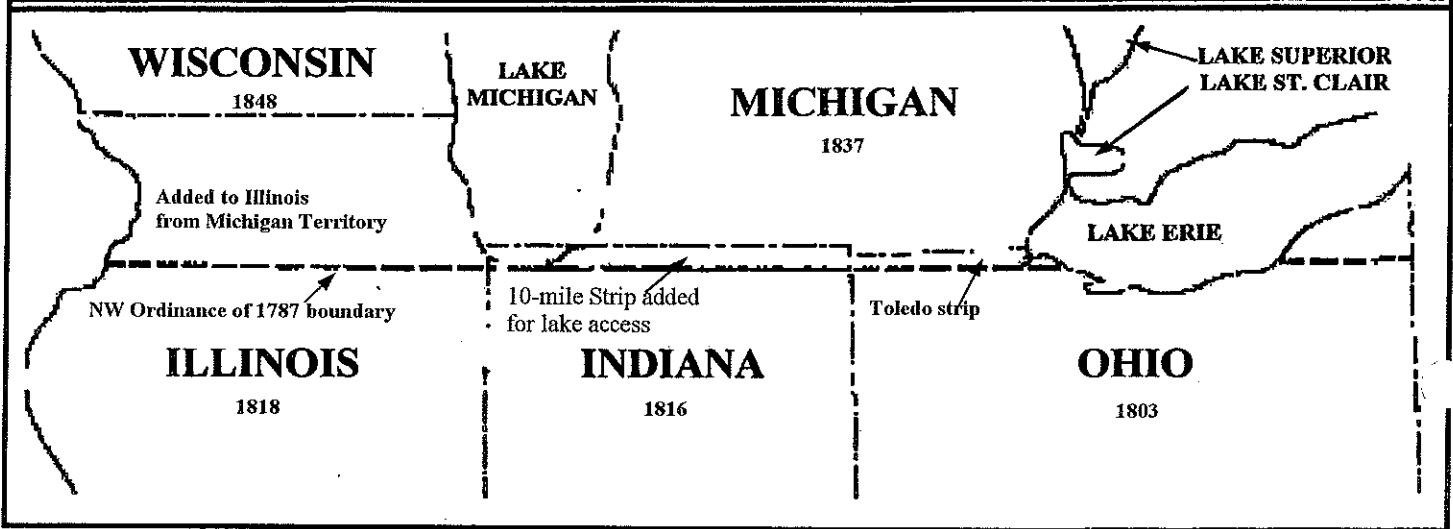
homes as well as some old toll stations. A state historical marker in Marion County tells about one of these toll stations:

"Toll House operated by the Augusta Gravel Road Co 1866 - 1892."
4702 Michigan Rd
US 421, Indianapolis

STATEHOOD BOUNDARY MODIFICATIONS

CHANGES IN THE SOUTHERN BOUNDARY OF THE MICHIGAN TERRITORY

This provided access to the Great Lakes for all five states.



INDIANA'S MICHIGAN BOUNDARY

By Bob Schmidt

In 1787, when the Northwest Territory was created, one of its provisions stated that congress had the authority "to form one or two states in that part of said territory which lies north of an east and west line drawn through the southernly bend or extreme of Lake Michigan." The enabling act to create the state of Indiana provided the northern boundary of the new state should be "an east and west line drawn through a point ten miles north of the southern extreme of Lake Michigan.

This addition of 10 miles to the north of the original northern bor-

der of Indiana caused conflict with Michigan territory not only in Indiana but also Ohio where the Toledo war was finally settled by giving Michigan portions of the upper peninsula. Although the Michigan wolverines protested Indiana's acquisition, it did not lead to near the conflict that occurred in Ohio. The prime reason for this was that the disputed 10 miles was very lightly populated at the time.

Interesting to note is that if the original line of the Ordinance of 1787 was strictly followed, Chicago would have ended up in Wisconsin. The real reason for all these controversies is that in 1787 the precise location of Lake Michigan was unknown and little thought was given to lake access for Indiana & Illinois.

For more detailed information about this boundary dispute see the CSI 2006 spring tour guide "Gateway to the East" (Miami) Wabash & Erie Canal, Maumee Side Cut, Toledo Side Cut, Manhattan Extension and Perrysburg Hydraulic. The article "Canal Causes War" in the July 2006 issue of *The Hoosier Packet* also has information about this conflict.

SAVE THE DATE

Canal Societies of Indiana & Ohio
SPRING TOUR

April 1-3, 2011

Van Wert, Ohio