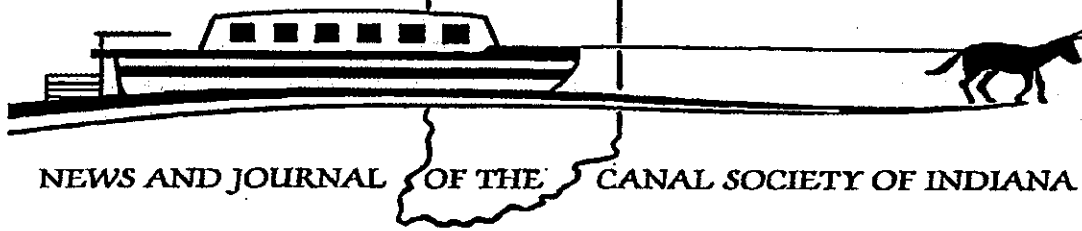


THE
HOOSIER PACKET

ISSN 1545-421

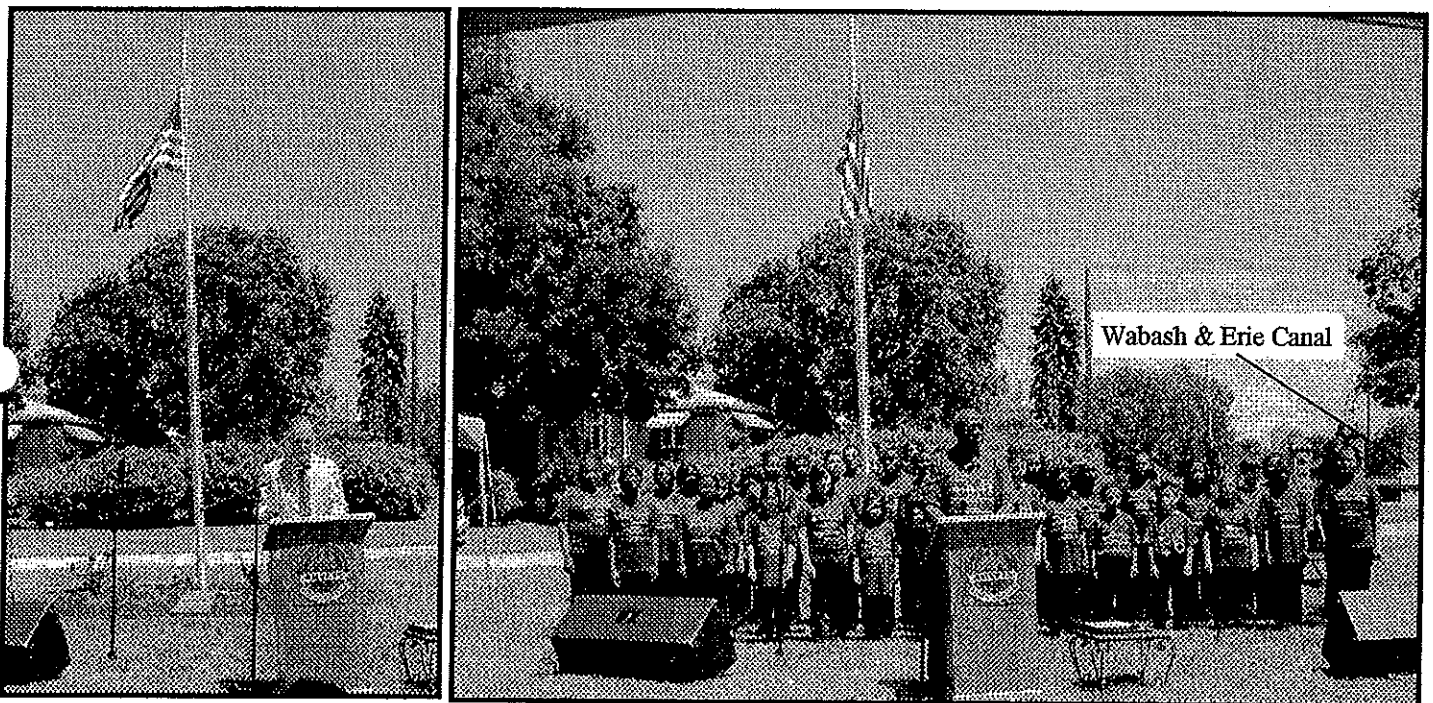


VOL. 9 NO. 8

P.O. BOX 40087 FORT WAYNE, IN 46804

AUGUST 2010

REMEMBERING CANAWLERS



Exactly 150 years after its dedication — May 30, 1860 - May 30, 2010 — Lindenwood Cemetery celebrated its anniversary as one of the United States first “rural landscape” cemeteries where graves were placed among trees, alongside ponds, and by meandering roadways in a park-like setting with key-note speaker John Beatty and the Voices of Unity Choir. Photos by Bob Schmidt

Features

1. Lindenwood's 150 Years
3. Canawlers At Rest: Henry Frederick Drover, Sr.
11. Notable Outlaws & Historic Canals: Al Capone, Welcome New Members, Fall Tour Registration Announcement
12. In Memoriam: Billy R. Easton, News From The Past: Leasing Canal, Canal Association Formed, Canal Trustee Election, Railroads Canals Compared
14. Mystery Solved, Central Canal Concerts
15. Whitewater Valley Railroad First Founding Member Of Whitewater Canal Scenic Byway, Indiana Scenic Byway Conference, Aug/Sept In Metamora, Brookville's Main Street After Hours, Western Wayne Heritage Pet Clinics, Historic Metamora, Inc.
18. Appreciate Thank You Notes, Mystery Solved Continued
19. Rules To Follow When Bidding For Whitewater Canal Contracts
21. News From Delphi: May Bring Flowers/Fun, A Race Against Time, 1912 Mule Barn Encampment, Volunteer Recognition Day, Archi-Camp, Heritage Transportation Festival, Boat Rides
24. Grant Received To Develop Whitewater Canal Scenic Byway Driving Guide, Whitewater Canal Byway Association Awarded Grant For Transportation History Project

LINDENWOOD'S 150 YEARS

By Robert F. Schmidt

The 150th anniversary of the grand opening of the 175 acre Lindenwood Cemetery on the banks of the Wabash & Erie Canal in Fort Wayne, Indiana was celebrated on May 30, 2010. Acquired through a treaty with the Potawatomi Indians in 1826, the land was eventually owned by Jesse Lynch Williams, Indiana's chief canal engineer. The canal passed right in front of the cemetery's entrance and was used to bring spectators by canal boat to the original dedication in 1860. There were so many Linden trees among the oaks, maples, etc. on the property that it was named

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

Lindenwood.

This "rural landscape" cemetery replaced the old "town style" Broadway Cemetery that was in disrepair and so full of burials that new ones were being put atop old ones. Hugh McCulloch was on the board to find a new cemetery location. After Lindenwood's dedication all of the 40 known graves at the Broadway Cemetery were moved to Lindenwood except for Indiana Governor Samuel Bigger, whose next of kin could not be found. McCulloch acquired the old cemetery in 1886 and made it into a city park. It remains today with Bigger's grave.

Lindenwood was designed by John Chislett, who had laid out a similar cemetery in Pittsburgh, Pennsylvania and then laid out Crown Hill Cemetery in Indianapolis a few year later. John H. Doswell was hired as its first superintendent in December 1859. He was a florist and garden designer and did much to create the beautiful grounds of today. He, his son and his grandson served Lindenwood for a total of 95 years. The cemetery with almost 70,000 burials is a virtual who's who of Ft. Wayne's past. Canal notables such as Francis Comparet, trader and canal boat builder in Ft. Wayne; Asa Fairfield, canal boat captain; Pliny Hoagland and Benjamin Tower, contractors for the Gronauer Lock; Henry Lotz, contractor for the St. Marys Aqueduct; William Rockhill and Jesse Vermilyea, canal contractors; and Jesse L. Williams, are all buried within its gates.

The program chairman for the May 30, 1860 dedication was none other than Jesse Lynch Williams. Like that day in 1860 on the eve of the Civil War, the day in 2010 was also beautiful. A color guard was

provided by re-enactors of the 30th Ind. and 44th Ind. Civil War soldiers and students from Concordia Lutheran High School R.O.T.C. marched to the ceremony accompanied by a bagpiper. Other music was provided by local music students and the Voices of Unity Youth Choir led by Marshall White of Fort Wayne. Historic Preservation Planner, Don Orban, read a proclamation from Ft. Wayne's Mayor Henry. Eric Olson, from Indiana's News Center, read proclamations from Indiana's governor and senators. The keynote speech on the history of Lindenwood was delivered by Fort Wayne Librarian and Genealogist, John Beatty. It was a very appropriate way to commemorate Memorial Day, since hundreds of military dead, including Civil War veterans lay at rest there.

Lindenwood was established the year Abraham Lincoln was elected president. May 30th by coincidence happens to be the day selected by the Grand Army of the Republic (GAR) after the Civil War to commemorate nationwide "Decoration Day." For years the day was celebrated in Fort Wayne with a procession of Civil War soldiers marching (later riding) to the cemetery from the Courthouse and out West Main Street. The name gradually changed to "Memorial Day" and in 1971, Congress officially changed the day of commemoration to the last Monday in May to provide a 3-day holiday.

People visiting the gravesites of loved ones w given American flags to place by the tombstones. Those attending the ceremony were transported in golf carts. A funeral museum was set up in Lindenwood's Chapel of the Woods for visitors to learn more about the cemetery and past funeral practices.

CANAL SOCIETY OF INDIANA

P.O. Box 40087, Fort Wayne, IN 46804

Phone & Fax: 260-432-0279

E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

President
Robert Schmidt
Ft. Wayne, IN
Indcanal@aol.com
Speaker—Indiana Canals

Vice-President
Charles Whiting, Jr.
Lawrenceburg, IN
cwhiting01@comcast.net
Speaker— Whitewater Canal

Secretary
Sue Simerman
Ossian, IN
simerman46777@msn.com

Treasurer
James Ellis
Ft. Wayne, IN
rute1938@msn.com

Editor
Carolyn Schmidt
Ft. Wayne, IN
indcanal@aol.com
Speaker Indiana Canals

Directors

Sandy Billing
Terre Haute, IN
(812) 466-2187

Gail Ginther
Metamora, IN
metamora@gmail.com

Jeffrey Koehler
Center Point, IN
koehlerjm@verizon.net
Speaker Wabash- Erie Canal

Dan McCain
Delphi, IN
mccain@carl.net
Speaker, tours -appointment
wabashanderiecanal.org

Frank Timmers
Carmel, IN
ftimmers@yahoo.com

Richard Brown Jr.
Okemos, MI
rbfamily@sbcglobal.net

Don Haack
Ft. Wayne, IN
donbettyhaack@yahoo.com

Lynette Kross
Plymouth, IN
lynettelskross@yahoo.com

Mike Morthorst
Cincinnati, OH
gongoozler@fuse.net

Mick Wilz
Brookville, IN
mick@sur-seal.com
Speaker - tour Whitewater
Canal (765) 647-6457

Thomas E. Castaldi
Ft. Wayne, IN
tcastaldi@yahoo.com

Charles Huppert
Indianapolis, IN
cbh@iquest.net
Speaker Central Canal

Gerald Mattheis
Cambridge City, IN
obkhouse@verizon.net
Speaker Whitewater Canal

Brian Sturm
Delphi, IN
stirnb@purdue.edu

CANAWLERS AT REST

HENRY FREDERICK DROVER, SR.

b. January 21, 1815
d. February 24, 1880

By Robert F. Schmidt
Carolyn I. Schmidt



HENERY FREDERICK DROVER, SR.

Henry Frederick Drover was born in Sternberg Amt county, province of Lippe-Detwold, Protectorate of Prussia on January 21, 1815 to wealthy landowners Henry William and Henrietta (Meyer) Drover. His siblings were Henry William, Frederick William, Henrietta, August, and Fredrika. On reaching their majority each of the sons was given a tract of land.

Henry was reared in Sternberg. As a young boy he received a little education there in German. When he grew up he wanted to join the thousands who emigrated from Germany in the mid-1800s protesting the ruthless military policies of the rising Prussian Government under Bismark. He sold his tract of land and used the proceeds to move to America and establish a home. At age 25 he sailed from the port of Bremen, Germany, on May 1, 1840 with his mother, brother and sister. [Some records say 2 brothers and 2 sisters] They landed at Baltimore, Maryland on June 1, 1840 and went to live in Auglaize County near Minster, Ohio. There his mother, brother and sister died in 1841. The expenses from their deaths and those of his emigration left him with little funds and hard times were ahead.

In 1842 he moved 5 miles east of Ft. Wayne, Indiana, to farm. While there he boarded with John McIntosh, a Protestant Irishman. At the end of the day when their work was done they would take turns reading their Bibles to each other with McIntosh reading in English and Drover reading in German. It was in this way that Henry learned to speak English and McIntosh learned some German words.

Henry chopped cord wood and delivered it to the Wabash & Erie Canal five and a half miles away in Ft. Wayne for eighty cents a cord. On one delivery he came across a black bear blocking the roadway. It frightened his horses. One year he had 60 hogs ready to take to market the next day. When he arose on the following cold morning he found them all huddled in a heap and dead. He wasn't sure if they froze to death or died from eating some kind of poisonous plant.



Fredericke Augusta Block
Drover

Not too long after beginning to farm, he found clay outside the town and started making crockery. This had been his trade in Prussia.

On November 14, 1845 Henry married Fredericke Augusta Block. She was the daughter of Johann "Frederick" Wilhelm Block and Marie Luise "Dorothea" Schroder, the widow of "Dietrich" Kirchoff. Fredericke was born in Ilvese, Prussia on January 23, 1827. Her father brought the family from Bremen, Germany to New York in September 1844. There Fredricke stopped with

friends until she secured a position doing housework. The other family members went to Cleveland, passed the winter, and moved to Fort Wayne in the spring. Fredericke joined them the following summer. They all lived together until 1845 when she married Henry.

Moved Into Fort Wayne

In 1846 Henry moved from the land which he had farmed for 5 years into Ft. Wayne and also purchased land in Huntington, Indiana. He settled well into the life of the community, and in 1847 joined the Presbyterian Church.

Henry would go to Huntington to attend to his business affairs there either by canal boat or by foot if no boat was running. He then purchased part ownership in a canal boat and became a canal boat captain plying the waters of the Wabash & Erie Canal for two seasons. The name of his boat was the "Henry Drover."

In Huntington he and his partner, John Henry Pohler, operated a stone and lime business. Before long he had a line of canal boats. They shipped their stone and lime on this line. One of these boats was captained by Frederick Brase on which Homeyer was a deck hand. It ran between Fort Wayne and Huntington. As is the case of many freight boats, it carried spare draft animals to relieve the ones on the towpath. Henry and John Pohler dissolved their partnership in 1856.

The 1850 Federal Census lists Henry as a boat captain (age 31 but he was about 35). Also living in his household along with his wife Fredrica (22), son Henry (2), and daughter Frederica (2/12) were Wm. Harman (23), Christopher Baker (23), Heindrick Hermeir (25), Wm. Hansen (26) and Wm. Nemire (20), all canal boatmen. The value of his real estate was \$1,000.

In the winter Henry would take the sleigh and travel with some of his children down the canal on the ice to Huntington. On one occasion the horse was frightened and Henry had to hold tightly to the reins to control it. Looking back they saw a black bear near the canal.

While living in Ft. Wayne, Henry served several terms as an alderman or councilman of the Fort Wayne City Council (1853-?). He was the president of the Fort Wayne's German Fire Company from 1853-1856.

Moved To Huntington

In 1856, at age 41, Henry and his family moved to Huntington, Indiana, and lived on Matilda street (Park Ave.). He was elected Mayor of Huntington in 1857 and served two months before resigning his one year term.

In August 22, 1857, he purchased 160 acres of the heavily wooded area south of the Little River there laid out Drovertown on August 22, 1857. The streets of Drovertown were named for his sons and daughters. The town and later additions became the Third Ward. He then built a house on Henry Street in Drovertown for his family. At the time it was in the woods. Canal boat hands would bring mules and horses over to Henry's stable to be fed while boats were loaded and unloaded. His son William remembered being put on a horse at Charles street and riding to the stable. When entering the building the horses had to step over a high sill. William fell off and was badly frightened.

An Indiana State Format Marker stands one block north of Etna Avenue & Henry Street on the property of St. Peter's Church in Huntington, Indiana, that reads:



"Drover Town, the first addition south of Little River was platted Aug. 22, 1857 by Henry Drover. It included about 20 of his 160 acres of woodland. Family first names were given to the streets. Additional subdivisions followed. Huntington's efforts to annex the prosperous settlement were an emotional issue for several years. The resolution to annex came in January 1874. Henry Drover (1815-1880) founder, an emigrant from Prussia, was an outstanding citizen and leader in the community."

When Henry and other German immigrants came to Drovertown they worshipped with those of the Lutheran faith until 1854. At that time a movement was begun to start a Reformed Church. On September 21, 1856, a provisional organization was formed. Henry attended meetings on January 11 and 18, 1857, to organize a German Reformed Church and the group joined the synod of the German Reformed Church in Ohio. He was chosen as an officiating member and voted onto the Constitution committee on January 18. This committee reported on March 7, 1857, a few changes were made and the Constitution accepted. Henry and his wife were first on the list of members as of January 1857. Their son Frederick Simon Konrad was the first baptism on January 1, 1857. The group worshipped in the chapel of the Christian denomination for two years. In May 1857, Henry either donated or sold land where Etna Avenue meets Charles & Henry Streets for St. Peter's Reformed Church. He became an active member and later served as a church trustee and elder.

Whistling or singing while he worked alone, Henry cleared the land along the river at Drovertown. He also acquired additional property in the area in the coming years:

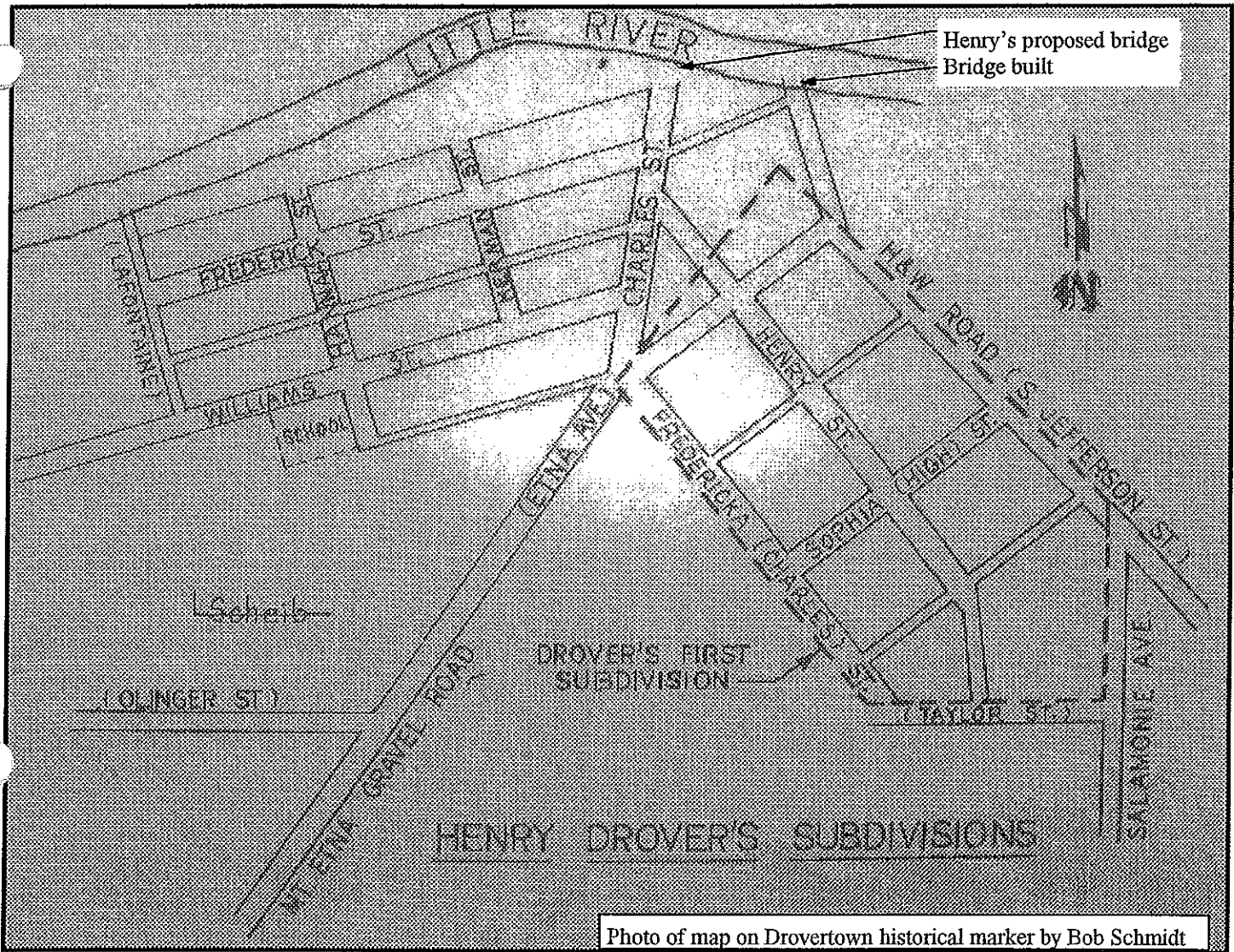


Photo of map on Drovertown historical marker by Bob Schmidt

HENRY SR. AND FREDRICKE AUGUSTA (BLOCK) DROVER'S FAMILY

NAME	BORN	DIED	MARRIED	NAME	BORN	DIED
Henry Frederick	1-21-1815	2-24-1880	11-14-1845	Fredricke A. Block (alternate spellings: Frederica, Frederka, Fredrichah)	1-23-1827	5-18-1899
<u>Children</u>						
Caroline Fredricka	6-22-1846	9-6-1846		Theresa Hegener		
Henry Frederick William	1-25-1848	9-14-1889	4-1-1875	George W Fennemann		
Fredrika Augusta	3-2-1850	alive 5-18-1899	10-22-1871	John J. Young		
Sophia Catherine	4-7-1851	6-23-1916	10-31-1869	Amalia "Emma" Hoffman		
William Frederick Henry	4-3-1853	9-4-1931	7-4-1878	Robert Emanuel Brommer		
Wilhelmina Catherine Elizabeth	6-16-1854	5-10-1892	10-15-1874	Ida Thiebe		
Fredrick Simon Conrad	10-27-1856	alive 1899		Wm. F. Lehmeyer	11-18-1851	11-21-1935
Maria Caroline	2-11-1858	2-15-1941	7-2-1878	Martin B. Schaefer		12-23-1912
Hannah Dorothea	3-2-1860	?-?-1944	2-1-1883			
John Coffroth	twins 3-2-1860	3-15-1862 (fell into scalding water and died)		Hattie Calonkey (Herman was killed by escaping prisoners)		
Henry Carl	3-6-1863	3-18-1863		John Wallace Hayden		
Herman Henry	3-27-1864	before 1925	6-21-1889	John Wiley Provines		
Elizabeth Matilda	7-13-1866	?-?-1934	12-25-1889			
Amelia	6-9-1868	2-22-1912	8-4-1892			

As recorded on a FAMILY SHEET by Barbara Brommer Freshwater in the Indiana Room of the Huntington City/Township Library.

May 23, 1859 Parts of Sections 15 and 22
 Apr. 14, 1863 Subdivided 160 acres lying west of his other additions into out lots
 June 3, 1878 Fourth addition in part of Section 15
 Sept. 29, 1883 Fifth addition south of his other
 Oct., 1886 Sixth addition south of his other

the Ditzler family, who lived there until 1949. It was made into apartments. A service station was built in front of it. The mansion was torn down shortly after December 17, 1961, by Pelz Construction Company of Ft. Wayne to make way for a new, modern service station. It later became the Farm Bureau Credit Union.

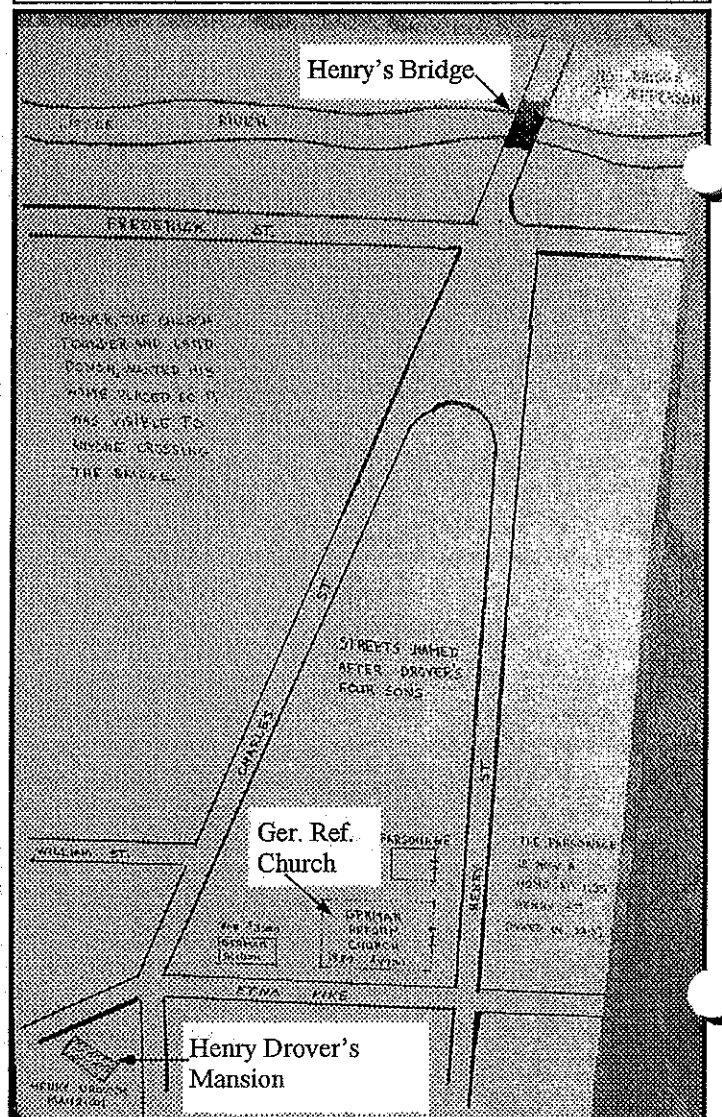
He also purchased a tract of land east of town in the quarry district.

Ground was finally broken for the German Reformed Church in 1859 with the cornerstone being laid in May 1859. Henry rose at three in the morning, mixed mortar enough for the masons to use that day on his house, and then, after breakfast, helped on the church. The building was soon erected with his help and dedicated on December 26, 1859. It cost \$4,700 and had 75 members. A school house and parsonage were added in 1869 for \$3,000. The original church bell still hangs in the bell tower of St. Peter's Community Church at 206 Etna Ave. Early services were conducted in German. At the beginning of World War I the decision was

Beginning in 1858 Henry served as township trustee. He held this position until 1878. During his time of service were the depression years. People came to Henry for help and he dug deep into his own pockets to provide food, clothing and even transportation back to Ireland in one case. He was said to have worn a plug hat when he was all dressed up and taking care of business.

The year 1859 was an important one for Henry and his activities. That year he started building a "palatial mansion" for his family at 325 Etna Avenue. He did not rush the work because he was busy helping build the German Reformed Church and also wanted to first see the house that Samuel H. Purviance, his friendly rival, was building. He and Purviance were always in competition and were the first to have carriages in Huntington. His carriage cost \$800.00.

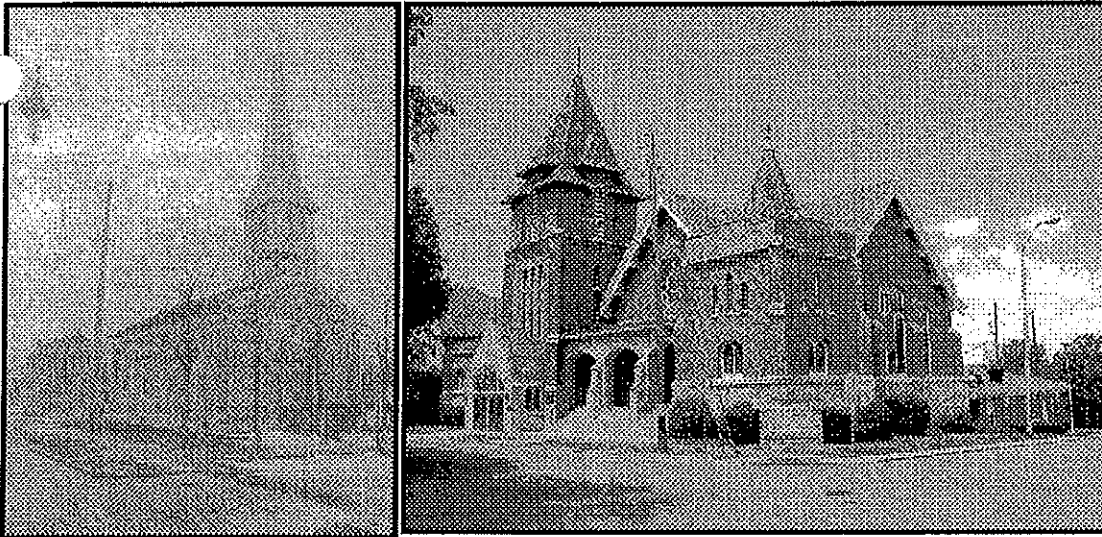
Hand drawn map showing location of Drover's mansion, the church, the bridge now on door of current church.



Henry's beautiful mansion was built in the style of an Italianate villa and sat on a spacious lot facing Charles Street hill and the bridge across the river. It had black walnut woodwork throughout, cast iron fretwork outside, and was the showplace of Drovertown. Henry purchased a whole car of wooden shingles for its roof. After his death his wife replaced the wooden shingles with slate shingles. His house was completed in 1860.

The house had an observatory where the children would look over the town when they heard the fire alarm. This house was truly home to Henry and his family. He would place two buffalo robes on the floor and play with his children. It was especially a happy place at Christmas. The children would "romp down the front stairs to view the tree and gifts on an individual chair. No gifts were touched until the Christmas service of cards and Bible verses were observed. At the close the father offered prayer and all rushed for the gifts. The big Christmas dinner was followed by preparations for afternoon calls by relatives, friends and neighbors. In the evening members of the German Reformed Sunday School were invited into the home for an entertainment of carols, recitations and social time climaxed with the distribution of candy from a large bucket passed by the father." *Huntington Herald Press 1961*

In 1919 Henry's mansion became the home of



Right: The first Reformed church, which Henry Drover Sr. helped build
Center: St. Peter's First Community Church built in 1904 stands today

Photos courtesy of Bonnie Ho-sler, St. Peter's Historian

made to have them conducted in English. The old church was replaced after 43 years. The last service was held on February 1, 1903.

Henry donated land bordering the Wabash & Erie Canal on West Park St. and Thomas St. for St. Peter's Cemetery about 1859. He also gave the township a piece of marshy land on William St. for an elementary school. The original school burned in a fire in May 1895, but it's brick replacement, Horace Mann School, still stands today, although no longer a school.

In 1859 he opened a quarry on the land he had previously purchased and built a lime kiln near Drovertown. Meanwhile in Fort Wayne he purchased the Canal House, which still remains today as Arts United, from stone cutter John Brown. The Canal House served as a distribution point for his businesses in the city.

In 1858 a new bridge was proposed to cross the Little River at Jefferson Street by Sam Moore. Henry wanted to just replace his bridge that was located on Charles Street a block away. It was a rickety trestle type bridge that had been built in 1843.

By 1861, just prior to the Civil War, annexing Drovertown was becoming a hot issue and the new bridge was seen as a way to help accomplish it. The *Huntington Herald* reported:

"The people on this side of the river are determined to annex Drover's subdivision. It ought to be annexed. Give the town of Huntington room to expand, regardless of the opinions and threats of narrow-minded bigots, and the business of the town will be increased, its population augmented, property enhanced in value, and the town, in a short time, will rank in size with Logansport and Peru. Keep it within its present limits, and every town on the Wabash will outgrow us.

"We are bound to annex Drovertown.

"If that cannot be accomplished, the people on the Brewery side of the Canal, will secede. One or 'tother is going to be did.

"P.S. - We have

just learned that every man in Drovertown is armed to the teeth, and some of them have mounted cockades.

"Later still - 11 p.m. Rumors are rife that an attack on Huntington is planned. Fourteen men, 3 poodle dogs and a black bottle are in private session."

Henry Drover was defeated by Lamdin P. Milligan of Civil War fame in the bridge issue. This destroyed Henry's image as "king of the hill." Milligan had property on both sides of Jefferson Street and this new route heightened its commercial value. Twin covered bridges were built and lasted until 1891 when they were replaced with iron bridges. Drover's old bridge was torn down and its lumber was used to build a dock for Sam Buchanan's warehouse on the canal.

A traveling artist came to Huntington in 1863. He painted the two oil portraits of Henry and Fredericke Drover seen on the first page of this article. At the same time he also painted Mr. and Mrs. Samuel Purviance and Mr. and Mrs. Betts. He did not sign any of the paintings and his identification is unknown.

In 1866 Henry went into a partnership with William Bickel and Adam Beck, Sr. Their company was known as Drover, Bickel and Beck (later Henry Drover & Company) and operated in a two-story brick building on the south side of the Little River. It employed twenty workers making 5,000 wagon spokes a year, bent wood, and wagons. They built wagons from the raw material, did the blacksmithing and painted them ready for sale. In 1869 Wilson Smith bought out Bickel's interest in the company and in 1870 Bals Eisenhauer bought out Smith's interest. Meanwhile Henry bought out Beck's interest and then purchased the remaining stock in 1873 making him the sole owner and manager. In 1874 his son, Will H. Drover, and son-in-law, John J. Young, took over its operation. The business venture was highly profitable from its beginning. Its sales reached \$70,000 a year.

One incident is recorded about a German inspector culling the spokes that Henry had on his canal boat at Roanoke. The inspector kept throwing some aside in a pile and Henry couldn't understand why. He picked out a straight three-cornered spoke, which he considered a fine specimen, and handed it to the German, who replied, "Ve toad't use no dree-co'ner'd spuck."

Henry was engaged in a variety of businesses over time. He built a planing mill and then converted it into a wool carding mill in 1870. That year he also opened a drug store on South Jefferson Street at Market Street. It later carried books and stationary and had a circulating library. His son, Henry F. Drover Jr., operated it for some years until his death on September 14, 1889 when Martin B. Schaefer, who had married Hannah Drover, Henry Sr's. daughter, took over. The drug store operated continuously at that location until about 1990.

The issue of annexation continued. By 1872 citizens of Drovertown proposed forming their own incorporated town of Riverside rather than be annexed. Henry even purchased land along the river to act as a buffer. However, after two years of discussions, the legislature voted in favor of Huntington annexing Drovertown. It was formalized on January 1, 1874. Drovertown disappeared into south Huntington and the residents' taxes increased.

In the fall of 1878 Henry gave up his position as township trustee and was elected as Democratic representative from Huntington County to the Indiana House serving one term during 1879. In 1880 he was elected to the school board and was elected its president.

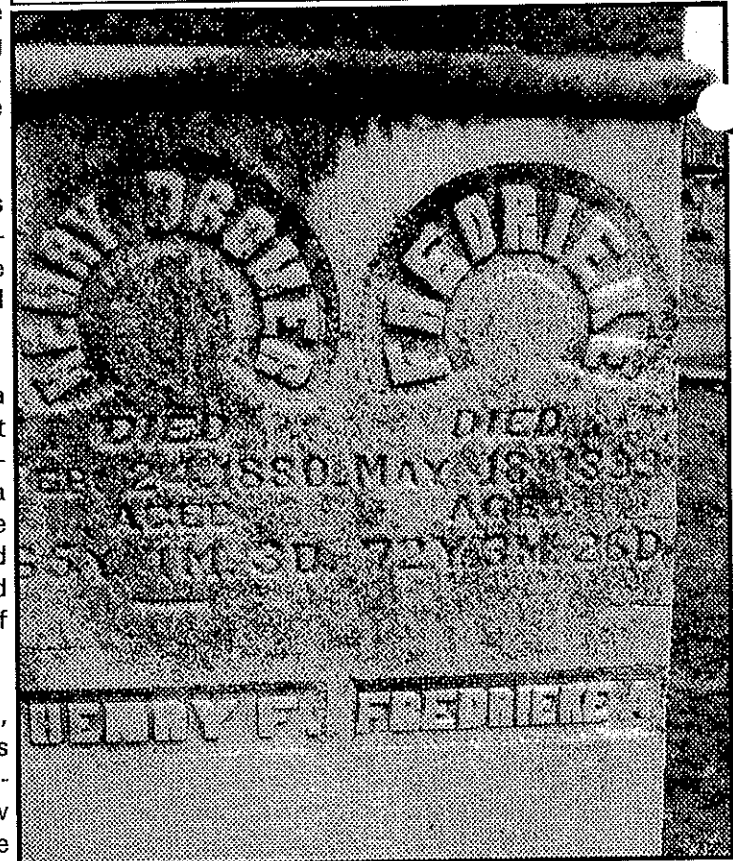
Henry was said to be a man who: "took life as a sober reality, was a man of resolute purpose, patient and earnest. His career was full of good works and furnishes an example most worthy of emulation. He was a man of strong and marked personality who could not be turned from a course which he believed to be right, and though winning great prosperity in business his record is untarnished by shadow of wrong or suspicion of evil."

On February 24, 1880, Henry F. Drover, Sr., died at age 65, in an accidental fall from the loft of his barn headfirst onto the floor of the building. He was discovered by his wife, Fredericke, when he didn't show up for his noon lunch. The details of this accident were described in detail in the *Huntington Democrat* on March 4, 1880, as seen on the following page. He is buried at St. Peter's Cemetery at the top of the hill. Fredericke lived until May 18, 1899, and at age 72 was buried next to her husband.

THE DROVERS
IN THEIR LATER YEARS



HENRY FREDERICK DROVER SR. and
FREDERICKE AUGUSTA BLOCK DROVER his wife.
Photo courtesy of Bonnie Hosler, St. Peter's Historian



THE DROVER MONUMENT
Henry F. Drover
Died Feb. 24, 1880
Aged 65Y, 1M, 3D
Fredricke A. Drover
Died May 18, 1899
Aged 72Y, 3M, 26D

Photo by Bob Schmidt

TERRIBLE ACCIDENT.

**Hon. Henry Drover Falls from a Hay Mow,
and Meets a Sudden Death.**

Full Particulars of the Distressing Occurrence.

From THE DEMOCRAT of last week.

THE ACCIDENT

Shortly after noon last Tuesday our citizens were startled and amazed by the announcement that Hon. Henry Drover had been found dead in his barn, located on his premises in the Third ward, and it was but a few moments thereafter until a large number of people had gathered at the place of the disaster. The particulars of the sad affair are about as follows: Mr. Drover was working around his house on the morning of the accident, and about nine o'clock went out to the barn to look after his chores as was his custom, the other male members of the family being all actively engaged in the several branches of business with which Mr. Drover was identified. He was not again seen alive by any member of the family. The dinner hour arrived and he was absent, but nothing was thought of his non-appearance, until it was ascertained that he had been seen nowhere in his accustomed places during the morning. Thinking he might be at the barn, Mrs. Drover called his name, but obtaining no response, she went to the building in order to satisfy herself whether or not he was there, when she was horror-stricken to see before her the lifeless remains of her husband.

The body was lying upon its right side, with one arm thrown over the head, and a heavy bruise high upon the forehead was noticeable. The supposition is that the unfortunate man had ascended to the hay mow, and in trying to descend fell headforemost. In the fall the neck was broken at the junction of the spinal cord with the base of the brain, and under the circumstances death must have resulted instantaneously. The annexed diagram will show the arrangement of the barn, the location of the body when found, and will give a clear understanding of the scene of the accident:

LIFE AND PUBLIC SERVICES OF THE DECEASED

(The article goes on to relate much about Henry's life already reported in this biography)

THE FAMILY TIES

The deceased was married to Miss Fredericka Block, a native of Prussia, in 1845, who still survives, The result of the union, and who still survive the deceased, is four sons and seven daughters. Henry F. Drover, the oldest son, is proprietor of the Central Drug and Book Store in this city [Huntington]. W. H. Drover, the second son, is a partner of the firm of Young & Col, in the hub, spoke and bending factory, located in the Third ward. Fred. S., the third son, is the senior member of the firm of Drover & Brommer, manufacturers and dealers in boots and shoes. Harmon H., the fourth son, and also the three youngest daughters, Hannah, Lizzie and Emily, are under the parental roof. The oldest daughter, Fredericka, wife of Geo. W. Fennemann, resides in the city of Indianapolis; Sophia, wife of J. J. Young; Wilhelmina, wife of Robert Brommer, and Caroline, wife of W. H. Lahmyer, live in this city.

FINALE

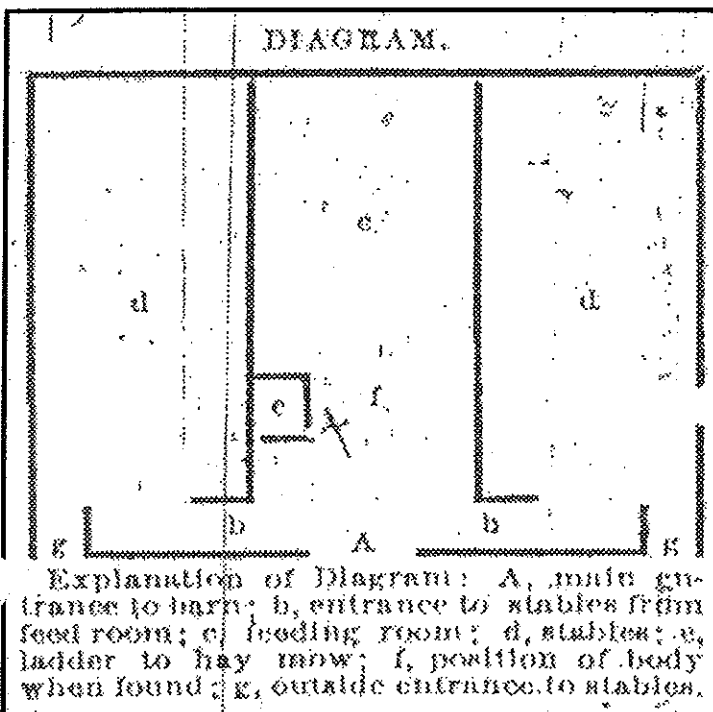
"The bed of death brings every human being to his pure individuality," and in contemplating the solemn relations that exist between man and his Creator, we are lost to all external things and are made to realize how utterly helpless is humanity in the hour and presence of death. Honor and fame, human affection and devoted love cannot avail, and we turn aside to take consolation in sweet remembrances of the virtues that adorned the life of departed ones.

"Who does the best his circumstances allow,
Does well, acts nobly: angels could no more."

The deceased leaves behind many evidences of a well-spent life, and wherever we turn we see the monuments of enterprise and industry that characterized the humane and good citizen. The loss falls heavily upon our town and county, but more especially upon the family whose head has been removed without a moment's warning, and in their deep affliction all hearts go out in sympathy in this time of sorrow and bereavement.

THE FUNERAL

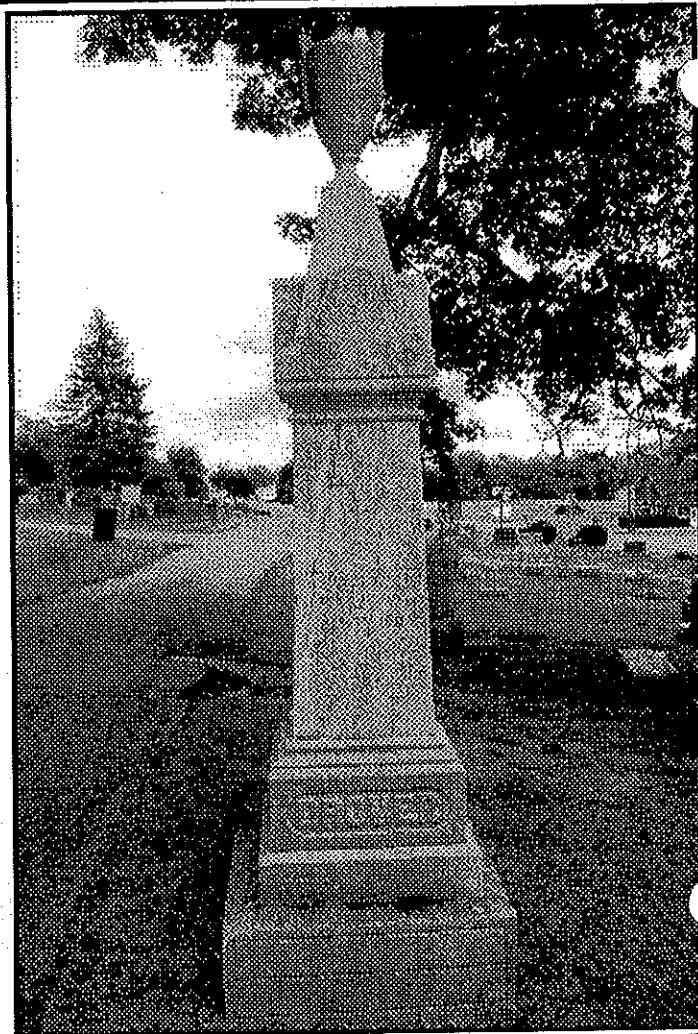
The funeral services of the deceased took place last Friday. Early in the morning the friends of our late townsman, from city and county, began congregating at this late residence in the Third ward, and by eight o'clock hundreds were on the ground to pay the last tribute of respect to an honored citizen. At half past eight the vast concourse of people were admitted to the corridor of the family residence in which the remains lay in state, and for one hour and a half the procession passed by to take the last look at the departed one. A beautiful and touching scene of the hour was the floral offering of the school children of the Third ward, which consisted of a cross made of flowers and sprigs of evergreen which were placed on the casket containing the remains of him who for nearly ten years had watched over the educational interests of Huntington township and had discharged the duties of township trustee so well and so faithfully. At a few minutes after ten the Rev. C. F. Kriete, of Fort Wayne, offered prayer, after which the procession was formed to accompany the remains to the cemetery. The Mayor, officers of the council of the city, and officers of the county, in carriages, headed the procession, followed by carriages containing the pall bearers and ministers, and these by the hearse containing the remains, with the relatives



next, followed by the friends in carriages and buggies forming a procession, more than a mile in length. At the grave the Rev. C. Schaaf, of Ft. Wayne, delivered a short address, after which the friends returned to the German Reform church in the Third ward, where the Rev. P. H/ Dipple, of that church, preached the funeral discourse, assisted by the Rev. George Kline, of the Baptist church, and the Rev. H. L. Nave, of the Presbyterian church, both of this city. The entire business interests of the city were suspended during the obsequies in honor of the memory of the deceased, who, after a long and useful life, had been called from his labors to rewards.

Thus has passed away one of our most enterprising business men, a friend to the poor, a kind and devoted husband and father, leaving a void that cannot be filled. Let him rest in peace.

Huntington Democrat
Thursday March 4, 1880
page 3 columns 6-7



The steps leading up to the Drover monument in St. Peter's Cemetery on W. Park in Huntington, say DROVER.

Henry F. Drover Jr.
Died Sept. 14, 1899
Aged 41Y. 7 M. 19D.
Photo by Bob Schmidt

SOURCES:

Ancestry.com Henry & Fredericka Drover, census and family charts
 Bash, Frank Sumner. *Huntington Herald Press*. Huntington, Indiana
 1922, June 24 "Two Old Residences in City Mark Rivalries of Pioneers, Bash Recalls."
 1926, April 10 "Mrs. Shaeter Recalls the Joys of Home Life in Former "Drovertown"
 1926, April 17 "Daughter and Son of Henry Drover Recall Incidents of Childhood in "Drovertown"
 1927, May 14 "Pohler Recalls Murder of His Father in 1861."
Biographical Sketches of Members of the Indiana State Government, State and Judicial Officials, and Members of the 51st Legislative Assembly, 1879. Indianapolis, IN: The Indianapolis Sentinel Company, Printers, 1879.
 "Century-Old Drover House to Go," *Huntington Herald-Press*. Huntington, Indiana, December 17, 1961.
 Chambers, Doris M. "Purported Donor of Graveyard Learned English from Bible," *Known Cemeteries of Huntington County, Indiana*. February 1978 from article in *Huntington Herald-Press* November 17, 1974.
 Cox, E. T. *Annual Report of the Geological Survey of Indiana Made During 1875 by Indiana State Geologist*. Indiana Sentinel Company Printers, 1876.
 Griswold, B. J. *The Pictorial History of Fort Wayne, Indiana*. Chicago, IL: Robert O. Law Company, 1917.
 Hawes, George W., Sutherland, James. *Indiana State Gazetteer & Business Directory 1859*.
 Heine, Michael. *Exploring Indiana Highways: Trip Trivia*. 2007.
 Henry Drover file found in the Indiana Room of the Huntington City/Township Library.
 A Brief Biography of Henry Drover Sr. The Founder of the German Reformed Church in Huntington, Indiana
 Biography information dated 6-25-1998
 Family genealogy sheets by Barbara Brommer Freshwater

History of Huntington County, Indiana. Chicago, IL: Brandt & Fuller, 1887.
History of St. Peter's Evangelical & Reformed Church, Huntington, Indiana, 1856-1956.
 Houghton, Howard. "The Village" *Huntington Herald-Press*.
 1968, June 23
 1968, July 14
 1970, February 1
 1970, February 8
 1973, July 8
 1974, March 31
Huntington County, Indiana History & Families 1834-1993, Huntington County Historical Society, Paducah, KY: Turner Publishing Co., 1993.
 Huntington, Indiana. St. Peter's U. C. C. Burial Records.
Index to Death Records Huntington County, Indiana 1882-1920. Indiana Works Progress Administration, 1942.
 Indiana Marriage Collection, 1800-1941
Laws of the State of Indiana. "House of Representatives' Members from First to Sixty-eighth Session Inclusive," 1913.
 Photographs found in Henry Drover file at the Huntington City/County Library
 Selvin, Ruth M. *Huntington County, Indiana Marriage Records 1837-1883*.
 "Terrible Accident: Hon. Henry Drover Falls from a Hay Mow and Meets a Sudden Death," *Huntington Democrat*, March 4, 1880.
 URS Tax Assessment Lists 1862, 1864, 1865
 US Federal Census 1850, 1860, 1870

Special thanks to:
 Bonnie Hosler, Historian, St. Peter's Community Church
 Julie Theobald, Librarian, Indiana Room of the Huntington City Township Library

WANTED DEAD OR ALIVE

NOTABLE OUTLAWS & HISTORIC CANALS

by Richard F. Brown, Jr., AICP

This is the third in a series of articles on notable outlaws and their ties to historic canals.



AL CAPONE

Chapter III: Almost Al Capone's Island

Located at the far northeast corner of Broward County, Florida is a small county park called Deerfield Island Park. The park was first established in 1980 (www.broward.org). It is bordered by the Intra-coastal Waterway (formerly the Florida East Coast Canal) on the east and the Hillsboro Canal on the south and west. When the Royal Palm Waterway was built along its northern border in 1961, the former peninsula became an island (www.broward.org). But this urban wilderness area and gopher tortoise preserve that is surrounded by suburbs and resorts has another chapter in its history. For in 1930, Al Capone attempted to purchase the site (www.broward.org). And even though Al Capone never actually bought the island or lived there, it is often still referred to as Capone's Island.

SOURCES:

American Canal Society. *Canal Information & Data Sheets*.

<http://articles.sun-sentinel.com/keyword/al-capone>

http://en.wikipedia.org/wiki/Boca_Raton,_Florida

<http://www.broward.org/parks/di.htm>

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

John & Susan Hatton — Louisville, KY

Welcome Aboard!

Canal Society of Indiana

"Rappites, Riverboats, Pirates"

**Tour along the Ohio River and W&E Canal
In Illinois, Indiana and Kentucky**

October 22-24, 2010

Fairfield Inn 5400 Westin Rd., Evansville, IN 47712

(812) 429-0900 Block room rate: \$72.00 + tax
(mention Bob Schmidt and CSI when booking room)

Tour Registration Forms Enclosed

Register NOW!

IN MEMORIAM



BILLY R. EASTON

Billy R. Easton, 81, of Terre Haute, passed away suddenly in his home early Saturday morning, May 8, 2010. He was born Oct. 28, 1928, in Terre Haute, to Raymond and Mary Katherine (Maurer) Easton. He graduated

from Wiley High School Class of 1946, and later attended Indiana State Teachers College for a short while. He retired from the Tribune-Star after 44 years of service as a stereo typer, and for a short time, a mailer.

Billy was a member of the Terre Haute North Christian Church, Stereo Typer Union Local 95, Indiana Historical Society, and the Canal Society of Indiana. He and his wife, Betty, attended numerous CSI tours and loved seeing their friends at each one. He will be remembered for his big smile wherever he went.



Billy was an avid genealogist and was very good at woodworking and making furniture. He enjoyed going to his grandchildren and great-grandchildren's events. He was an avid Philadelphia Phillies fan.

He is survived by his wife of 59 years, Betty (Dowell) Easton, whom he married on Sept. 17, 1950; two children, Ran-



dall Easton and wife Myrna of West Terre Haute, and Katherine A. Easton of Terre Haute; grandchildren, Ryan Easton and wife Cherish of West Terre Haute, Cassidy Fountain and husband Cory of Mount Washington, Ky., and Justine Gibson of Terre Haute; great-grandchildren, twins Ellie and Maci Easton, Bryce Easton, and twins Emma and Chloe Fountain. Other survivors include siblings, Patricia Sylvester and husband Charles of Terre Haute, and John Easton of Phoenix; stepbrothers, Tom McCoy and wife Anne of Vernon, Ariz., and Wayne McCoy and wife Kathy of Queen Creek, Ariz.; two nieces; four nephews; and several cousins.

Visitation was held on Tuesday from 5 to 8 p. m., in Roselawn Funeral Home, 7500 N. Clinton St. Services were on Wednesday in the funeral home at 11 a. m., with Pastor Ron Hatley officiating. Burial was in Roselawn Memorial Park. In lieu of flowers donations may be made to Terre Haute North Christian Church.

NEWS FROM THE PAST

Dawson's Fort Wayne Daily Times
May 14, 1859

LEASING THE CANAL. The Lafayette Journal says a contract was closed yesterday, at that city between the Board of Trustees of the Wabash & Erie Canal and an association of citizens resident along the line of said canal, represented by Hon. A. P. Edgerton, to continue for the term of four years. By this agreement the contractors have control and management of the canal, and are bound to keep it in repair, which repairs are to be made under the direction of the Chief Engineer appointed by the Trustees. The Hon. A. P. Edgerton, who has been the efficient agent in procuring this contract, will act as the general superintendent for the lessees. This will settle the question of maintaining the canal for the present.

Dawson's Fort Wayne Daily Times
May 17, 1859

The recent ill-formed canal association formed at this city, controls a capital of \$50,000, and has for it the keeping up of the W. & E. Canal from Terre Haute, east to the Ohio line. It has three business directors, viz. A. P. Edgerton, H. McCulloch and P. Hoagland, of whom Mr. Edgerton is the Superintendent in chief, with power to contract for and bind the company. — Mr. Williams remains the engineer of the canal. Trustees, are *not* of the new organization as is often published. The new company collect rent, take tolls, make repairs &c. With the dissatisfaction, merited or unmerited, along the line toward Mr. Williams' management as engineer, it is a wonder that he would continue to hold, but it may all be right and we hope it is.

Dawson's Fort Wayne Daily Times
May 26, 1859

CANAL TRUSTEE ELECTION.

We learn from New York that at a meeting of the Bondholders and their representatives, held in that city on Thursday last, Charles Butler and Thos. Dowling were unanimously re-elected Trustees of the Wabash & Erie Canal for the coming three years.

Dawson's Fort Wayne Daily Times
June 13, 1859

It is stated that the Board of Public works of Ohio have appointed to meet the Trustees of the Wabash & Erie Canal at Fort Wayne, Ind., on the 22nd inst., to adopt a joint Toll Sheet for the Ohio and Indiana portions of the Wabash & Erie Canal.

1845

Dawson's Fort Wayne Times & People's Press
March 8, 1845

From the Baltimore American
RAILROADS & CANALS COMPARED.

The superiority of Rail Roads over Canals has, within a few years, been fully and satisfactorily established.

Daily experience demonstrates the folly of constructing Canals for the transportation of passengers, merchandise or produce. Hereafter Rail Roads will alone be constructed for these purposes — they having been found to excel Canals in speed, cheapness, and freedom from interruption.

In this country Canals only accommodate districts of country and business depending on them, eight months in every year. Such serious periodical suspension of business amounting to 33 per cent of their seasons of navigation, proves highly injurious to every interest they were made to promote. In addition to this, Canals are subject to frequent and vexatious interruptions, caused by floods and low water.

Rail Roads are seldom interrupted by floods — never by low water — and comparatively but little by winter. These advantages alone should cause them hereafter to supercede and supplant Canals.

Merchandise and produce are conveyed on Canals 50 miles in 24 hours — on rail road 200 miles in the same time. Passengers are conveyed on Canals 80 miles per 24 hours — on Rail Roads 400 miles per day. As the inhabitants of this country are a traveling and a "go a head people" they will give a decided preference to Rail Roads on account of the great saving of time by the velocity with which persons and goods are carried on rail roads.

Had the people of Pennsylvania discovered a fountain on the summit of the Allegheny mountains, amply sufficient to supply a canal, it would have been bad policy to have constructed a canal instead of a rail road over the mountains.

Twelve canal locks are required to overcome a perpendicular ascent of 100 feet. — Five minutes are required to pass a boat through each lock. The height to be overcome is 1400 feet in 12 miles — requiring 168 locks and 14 hours to pass them. Add to this 6 hours for the 12 miles, making together 20 hours for a boat to ascent from the foot to the summit of the Allegheny.

A train of burden cars traveling 10 miles per hour on a road ascending 40 feet per mile, would in the same time, (20 hours,) have advanced 200 miles and overcome a height of 8000 feet. These well ascertained facts demonstrate the vast superiority of rail roads over canals in mountainous districts, where summits of even moderate height are to be surmounted.

The recent and great improvements in the traction power of locomotive engines, now enable Rail Road Companies to carry every description of merchandise, produce, minerals and measures any given distance in less time and at less expense than by canal.

The average freight on merchandise and produce passing over 275 miles of Canal, and 118 miles of rail road, between Philadelphia and Pittsburgh, is equal to 16 cents per 100 lbs. per 100 miles.

The Baltimore and Susquehanna Rail Road Company transports merchandise and produce for 15 cents per 100 lbs. for each 100 miles, while merchandise and produce are carried over each 100 miles of the Western Rail Road (connecting Boston and Albany) for 12½ cts. Per 100 pounds.

The Companies owning the rail road from Albany to Buffalo pay a bonus or premium of 7½ cents per 100 lbs. per 100 miles to the State of New York for this privilege of being permitted to carry merchandise and produce over their road at 20 cents per 100 lbs. for each 100 miles.

The Philadelphia and Reading Railroad and Schuylkill Canal run parallel to, and near each other, throughout their whole extent. The Canal Company, during the past season, received less than \$4,000 for conveyance of passengers and merchandise, while the Rail Road Company received \$136,000 from passengers and merchandise.

This remarkable preference given to rail roads over canals settles the question of their relative value and utility in this country.

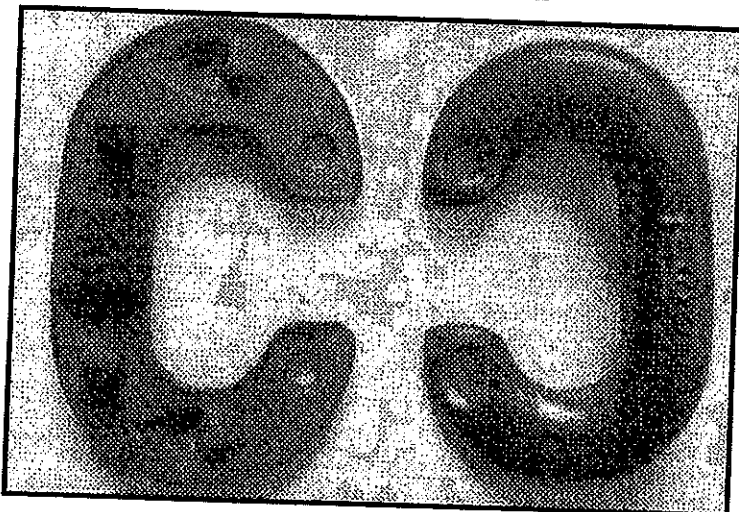
Canals are unsuited to the conveyance of the mail, while the owners of railroads receive generally \$25,000 per annum for every 100 miles the mail is carried. This is an exclusive and important advantage that rail roads possess over canals. They possess an equal advantage in the transportation of troops and munitions of war, when the fate of the nation often depends on the rapid movement of troops.

Passengers can travel by canal from the city of Washington to Harper's Ferry. The distance by canal is 60 miles, yet they prefer traveling 104 miles by railroad, and pay \$1.80, or twice the amount of a fare charged

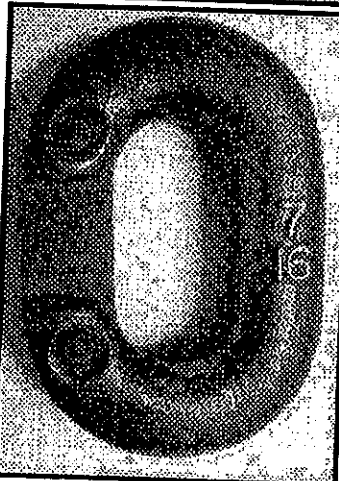
by the canal.

From what has been advanced it is evident that canals cannot successfully compete with railroads.

MYSTERY SOLVED



Steve went out to the barn and got some pieces that he had which are just like the one in the photo with Betty Williams on page 17 of the June issue of *The Hoosier Packet*. They are used for log chain repairs. They come in different sizes. You use two that are exactly alike. I am sending two pictures, one of the two pieces ready to be put together and the other has the two pieces together. They each have two holes and two prongs that interlock. Steve said the prongs are pounded to make them lock.



Ours has 7 and 16 on it meaning it is a 7/16ths in size. There is a number 10 on the inner part in the middle.

These would have been used in the early 1900's. Steve is guessing that someone with horses was clearing trees at one time in the prism or along the bank of the Wabash & Erie Canal in New Haven, Indiana. Maybe he was just cutting firewood.

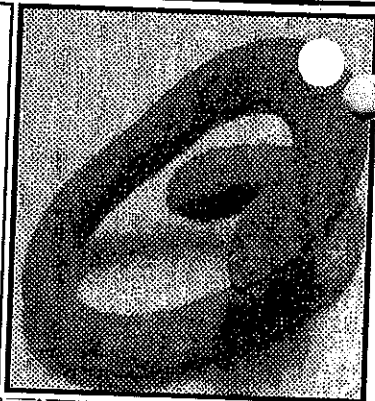
I am also sending a picture of a more modern item that is used for the same type of repair. I imagine that some of our older members will let you know about a time or two that they used them.

Sue Simerman
CSI Director —Ossian, IN

See also page 18 for a later arriving solution from Bill Shive

A more modern version of a link used to repair a log chain.

Photos and article by Sue Simerman



CENTRAL CANAL

CONCERTS ON THE CANAL

Enjoy music on Thursday nights from 6-8 p.m. along the Central Canal on the Stardust Terrace at the History Center, 450 W. Ohio St., Indianapolis or from the free seating on the Canal walk area. This years line up consists of:

- July 8 Carmel Brass "Red, White and Blue in Brass"
- July 15 Cathy Morris Latin, jazz, rock on electric violin
- July 22 Debra Mullins "Can't Live Without It" standards, bluesy jazz and pop
- July 29 Indianapolis Jazz Orchestra "Big Band on Broadway" musical theater songs
- Aug. 5 Everett Greene, baritone love songs, standards
- Aug. 12 Tom Wright "Radio Nights" golden radio hits
- Aug 19 John Vander Gheynst Jazz Orchestra contemporary jazz
- Aug. 26. Orquestra Bravo! Salsa, Latin jazz

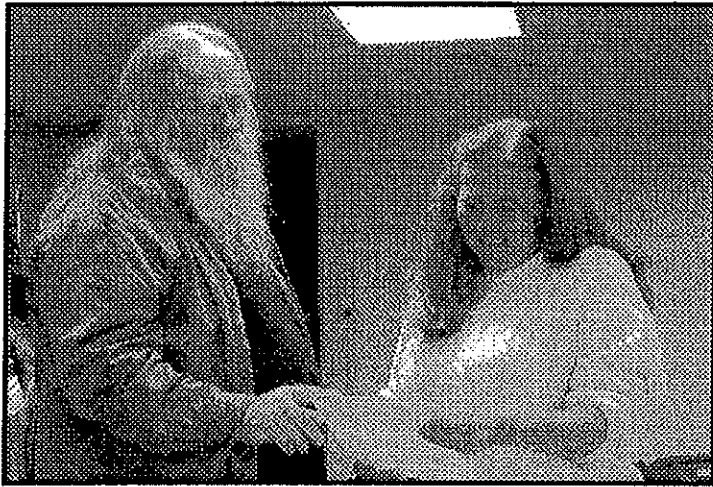
For reservations (317) 232-1882

	Member	Non-Member
Tables for eight	\$40	\$45
Half tables	\$30	\$35
Community table seat	\$ 7	\$ 8

Outdoor grill and cash bar available. A week ahead order Antipasta and Greek hord'oeuvres plate for 4 or 8.

No smoking, no pets, no alcohol unless purchased there.

WHITEWATER CANAL NEWS



Emmett A Vaughn presents Candy Yurcak a \$5,000 check from the Whitewater Valley Railroad for it to become a founding member of the Whitewater Canal Scenic Byway.

WHITEWATER VALLEY RAILROAD BECOMES FIRST FOUNDING MEMBER OF WHITEWATER CANAL SCENIC BYWAY

METAMORA - The Whitewater Canal Byway Association got a pleasant surprise and a jolt of financial help when Emmett A. Vaughn handed Candy Yurcak a \$5,000 check at the Byway board's April meeting in Metamora.

The Byway runs along the old canal route from Hagerstown to Cleves, Ohio and Lawrenceburg, Indiana. It was officially dedicated in 2008.

Vaughan, chairman of the board of the Whitewater Valley Railroad, is also a board member of WCSB which made his presentation all the more familiar. With this donation, the Whitewater Valley Railroad became the Byway's first Founding Member. The Byway board created Founders Memberships last December to help meet critical operational costs with the up-coming start-up of Gateway Park.

At the center of the byway is the newly named Gateway Park, the complex along Route 52 in Metamora consisting of the old Brookville Depot, an adjacent museum building and campground. Here tourists will be

able to get information on attractions along the Byway route. Displays, including one about the Whitewater Valley Railroad, will be in the museum building.

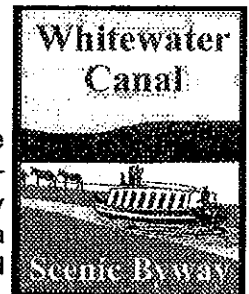
In a moving letter to his railroad membership, Vaughan wrote, "The Byway has the potential to attract many new customers for us in both Connersville and Metamora."

Vaughan concluded, "This membership is viewed as an investment in our community and not just a donation." The membership responded with a \$2,000 seed donation from one member and a matching grant challenge from another to raise the total.

Founding Members receive a permanent plaque in the Gateway center and their name and logo on Byway brochures and its Website.

Yurcak was especially grateful since, as she noted, the money came from the railroad's supporting members.

INDIANA SCENIC BYWAY CONFERENCE



Representative from the Whitewater Canal Byway Association attended the Indiana Byway Conference held in Aurora, Indiana on May 19-20, 2010. Issues covered during the conference noted that historic roads connect communities, attract heritage tourists, foster economic development and promote historic preservation. Featured speaker, Dan Marriott, discussed the impact of historic Roads upon our experiences and communities. He was followed by The Tillers, whose original song "There is a Road" (Route 50) was featured on Tom Brokaw's documentary: American Character Along Highway 50. They recently were voted the top group in the Folk/Americana Division of the Cincinnati Entertainment Awards for Music.

Updates on the following nationally designated byways were given: Ohio River Scenic Byway, Historic National Road All-American Road, and Indiana Historic Pathways. State designated byways that reported were: Whitewater Canal Scenic Byway and River Road Scenic Byway. The Lincoln Highway and Historic Michigan Road, which are currently seeking designation, shared their progress.

Dan Marriott, sponsored through a grant from the Cornelius O'Brien Lecture Series, spoke again discussing how best to preserve and handle improvements along historic roads. Max Azizi spoke from the Federal

Highway Administration, and a session about marketing both to visitors and local communities was conducted by officials from the Indiana Office of Tourism Development and from Indiana Landmarks.



This sign showing "Old Metamora" with a canal boat on the Whitewater Canal was erected in Metamora last September.

AUGUST/SEPTEMBER IN METAMORA

August 7 - Everybody is a Kid Day

Cost \$2.00 per person - Adults and seniors will have the opportunity to ride the Ben Franklin III for the same price as a child. This is the same day as the Metamora Merchants Association's "A Teddy Bear Tea" where merchants supply games and other special events for children and provide child safety information for parents. Contact Whitewater Canal State Historic Site at (765) 647-6512.

August 14 - Back to School Family Fun Fair & Teddy Bear Tea Party. Games...Face Painting...Storytime...Crafts...Win Prizes...Have a Tea Party and More. From 10:30 a.m. to 4:30 p.m. Get your tickets for the "Stuffed Bookbag Raffle." Tickets \$1 or 6 for \$5. Win a bookbag stuffed with school supplies and goodies. Bring your favorite "stuffed friend" to the tea party. Contact Jayne at (765) 647-5400.

August 21 - Overland Limited: Wild West Train

Join the Circle D Rangers as they protect the Metamora bound train. Come see Bandits, Marshals, Robber Barons, fancy and some not so fancy women as you roll through the scenic countryside. Trains depart Connersville at 12:01 p.m. Contact the Whitewater Valley Railroad at (765) 825-2054

August 27 - Free Music Night

Play or listen! This is your opportunity to get on stage and show off your music skills. Sign up at 6:00 p.m. Music from 7:00 to 10:00 p.m. at the Metamora Music Fest Stage - Lover Lane. Food/Drinks available by the Metamora Lions Club.

August 27- Flagg Coal Company # 75 Wild West Themed Train to Dinner

Ride train from Historic Downtown Metamora to Laurel Hotel Restaurant. Entertainment provided by Circle D Rangers. Departs Metamora at 6 p.m. Fare includes round trip train ride, meal, tax and tip. Reservations are required. Train operates rain or shine. Contact Whitewater Valley Railroad at (765) 825-2054

August 28 - 29 - Steam Flagg Coal #75 Civil War Train

Be in the middle of the action as an Union Army attachment protects a Flagg Coal Company steam locomotive from a line of relentless Confederate soldiers. Festivities start 10:30 a.m. with four departures in Historic Downtown Metamora, at 11:00 a.m., 1:00 p.m., 3:00 p.m., and 5:00 p.m. Along the way, remnants of the Whitewater Canal locks, the restored Laurel Feeder Dam, and portions of the West Fork of the Whitewater River can be clearly seen. Scenic 70 minute, ten mile round trip Contact Whitewater Valley Railroad at (765) 825-2054

September 4 - 5 - 12th Annual Old Time Music Festival

Two fun filled days of music and entertainment for the entire family on the Lovers Lane Stage and various locations throughout Metamora. Music begins at 10:30 a.m. Saturday with evening concert, events, music workshops, kids music area, includes vocal, dulcimer, harmonica, and harp performances! **FREE** parking and **FF** primitive camping at stage area. Contact Jim Wendel at (765) 629-2662 or Al Rogers at (765) 647-2194.

Sept 4 - 6 - Flagg Coal Steam Engine #75

This 40 ton saddle tank locomotive built by the Vulcan Iron Works in 1930 will depart Metamora at 11:00 a.m., 1:00 p.m., 3:00 p.m., and 5:00 p.m.. See remnants of the Whitewater Canal locks, the restored Laurel Feeder Dam, and portions of the West Fork of the Whitewater River on this scenic ten mile round trip. In conjunction with the Annual Metamora Music Festival where festivities start at 10:00 a.m. Contact Whitewater Valley Railroad at (765) 825-2054

September 6 - Labor Day Valley Flyer Excursion

Departs Connersville's Grand Central Station at 12:00 p.m. with a 2 hour layover in Metamora. Train consists of vintage equipment pulled by a rare diesel locomotive. See aqueduct, lock, mill, canal boat, and historic Metamora's many shops. Contact Whitewater Valley Railroad at (765) 825-2054

Sept 10 - Flagg Coal Company # 75 Wild West Themed Train to Dinner

Depart Metamora at 6 p.m. and travel to the Laurel Hotel Restaurant seeing remnants of the Whitewater Canal along the way. Entertainment by Circle D Rangers. Fare includes the round trip train ride, the meal, tax and tip. Reservations are required. Contact Whitewater Valley Railroad (765) 825-2054 Ride the

Rails with Steam and Abraham Lincoln

Sept 11 - 12 Flagg Coal #75 & Abraham Lincoln

Mr. Lincoln will ride with you as you travel along the scenic Whitewater Canal seeing remnants of its locks, the restored Laurel Feeder Dam, and portions of the West Fork of the Whitewater River. Ask Abe questions or have your photo taken with him. Listen to one of his many speeches when the train arrives back in Metamora. Festivities will start at 10:00 a.m. Departures from Metamora at 11:00 a.m., 1:00 p.m., 3:00 p.m., and 5:00 p.m.. Scenic ten mile round trip. Contact Whitewater Valley Railroad at (765) 825-2054.

September 17 - Home School / Small Private School Program Cost \$5.00 per person. Five educational stations will be set up where participants may ride on the canal boat, tour the grist mill, watch a cooking demonstration over an open fire, see a surveying demonstration, and observe a rug hooking demonstration. Students will spend 20 minutes at each of 5 different stations during the three-and-a-half hour program. Contact the Whitewater Canal State Historic Site at (765) 647-6512.

September 18 - "It's Twilight Time!"

Spend a romantic evening with someone special or relax with friends on this special night of dinner, twilight cruise on the Ben Franklin III canal boat, wine tasting, and music. After the cruise, participants will take a horse drawn carriage to the gazebo area in the park to taste wines from Wilson Wines from Modoc, IN and cheeses from the Amish Cheese Shoppe of Metamora. Lawn games will be provided for visitors wishing to participate. Cost is \$30.00 per person. Contact Whitewater Canal State Historic Site at (765) 647-6512.

September 18, Overland Limited: Wild West Train

Join Circle D Rangers in protecting the Metamora bound train. See Bandits, Marshals, Robber Barons, and fancy women as you roll through the scenic countryside. Trains depart Connersville at 12:00 p.m. Contact Whitewater Valley Railroad at (765) 825-2054

BROOKVILLE'S MAIN STREET AFTER HOURS

Brookville, Indiana was established along the 76-mile-long Whitewater Canal and became home to a host of famous people: Indiana governors —James Brown Ray, David Wallace and Noah Noble; author of such classics as Ben Hur - General Lew Wallace; and an art colony of painters - J. Ottis Adams, T.C. Steele, William Forsythe and Otto Starke, who set up a studio in the 19-room house today known as The Hermitage. It has several sites on the National Register of Historic Places.

To rekindle interest in Brookville's history and promote its businesses, merchants and others in Franklin County have joined together and created Main Street Inc. which sponsors "After Hours," a program that attracts visitors to events, shopping, business tours, dining establishments, etc. Having events such as "The Chicken Trail" in which visitors sample chicken in restaurants along the route, holding a drive to collect used musical instruments for use by students who can't afford new ones, running canoe races during canoe-fest, raising a long house at Tecumseh's Landing, having a community wide garage sale, offering free public transportation to events, conducting many sports competitions, having coloring contests and gift basket drawings, etc. is rallying the community and becoming fun for everyone. Each month its activities, special sales, restaurant and beauty shop discounts, etc. are on the internet at: www.brookvilleindiana.com/ They even have a drive-through visitors' center, perhaps the only one in the world. This program is an excellent model for other smaller communities to follow.

Whitewater Canal Trail has a corn maze in Franklin county each fall to raise funds for a hiking/biking trail along the Whitewater Canal. Whitewater Canal Scenic Byway has placed signs in the county and in other Indiana and Ohio counties along the canal route.

WESTERN WAYNE HERITAGE PET CLINICS

Phyllis Mattheis, CSI member from Cambridge City, reports that every year Western Wayne Heritage holds four pet clinics as a public service and as a fund raiser for the renovation and improvement of the Vinton House, an old National Road and Whitewater Canal inn, on Cambridge City's Main Street. During the two clinics held this spring about 400 animals received shots from Dr. Mark Woodward, assisted by the other members of Western Wayne Heritage. All profits go toward the Vinton House where wooden ceiling in four rooms on the second floor were recently installed and exhibits hung on the third floor. The group would like to install flooring on the outside balconies of the second floor.

Mark and Jennifer Woodward showed some "before" pictures of the Vinton House and talked about its history to folks at the spring carry-in at Zion's Lutheran Church. One of their member is researching the life of Aaron Reisor, who built the Vinton House Hotel in the mid-1800s. Wayne County is 200 years old!

Representative from many affiliate groups of Historic Landmarks of Indiana met in Indianapolis to speak about preservation projects in their area. Jerry and Phyllis Mattheis attended representing Wayne County.

HISTORIC METAMORA, INC.

Historic Metamora, Inc., a not-for-profit organization, held three exciting events in May. On Friday evening May 21 at 5 p.m. Don Dunaway and Ed Baker led tours of the restoration work done in the Brookville Cemetery at the Old Brick Church in Brookville, Indiana during Main Street After Hours. A slide show of the restoration was presented in the church. The restoration work was done through the combination of a grant and contributions. Hosting the event were the Franklin County Citizens for Historic Preservation and the Franklin County Historical Society.

On Saturday May 29, Glory-June Greiff presented a first person interpretation of Gene Stratton-Porter at their monthly meeting at the Thorpe House Country Inn. She shared information about Gene's early life, work in nature studies and photography, and her writing. Prior to her talk, a delicious meal was served at 6 p.m. The monthly business meeting followed her presentation.

On Sunday May 30th the annual observance of Memorial Day was held at 2 p.m. on the Whitewater Canal bridge where Columbia St. crosses the canal in Old Metamora. Those attending brought flowers and, after a short presentation, scattered the flowers upon the canal waters.

Upcoming events will include:

Metamora Music Festival, a two day celebration of traditional American music along the Whitewater Canal, on Saturday and Sunday of Labor Day weekend in Metamora, Indiana. Founded by Jim and Connie Wendel on their Lane's End property, the event is sponsored by Historic Metamora, Inc.

Metamora Corn Maze every weekend in October from 1 to 5 p.m. to benefit the Whitewater Canal Trail. A shuttle train from Metamora takes you to the maze.

Metamora Merchant's Annual Chili Cookoff at the Metamora Fire House in November with entries accepted until 10 a.m. Taste the chili and vote. There will be a People Choice Award, Best Chili.

For further information about any of these events:

www.metamoraindiana.com
 historicmetamora at gmail.com
 765-647-2194

APPRECIATE THANK YOU NOTES

Many thanks to all those folks who sent notes or E-mails complimenting us on the "Hoosiers On the

Move" spring tour of Wayne County. Have you seen all those pictures on Facebook? Many were impressed. At the Wayne County Museum and the National Hoosier video. It's nice to know our efforts were appreciated. Thanks for not complaining about the lack of leg room on the school buses. :)

Please note a correction on your hand-drawn map of the eastern part of the county. In the center, just above the museum, the Depot is on North E Street, not North D. (A gremlin was at work!)

Now that you have a little taste of the history of one of Indiana's early counties, do come back and spend a weekend or more seeing all the things you missed. Remember, Wayne County is celebrating 200 years.

Please contact us at 765-478-5993 or Wayne County Tourism with any questions you might have.

Jerry and Phyllis Mattheis, obkhouse@verizon.net

MYSTERY SOLVED CONT.

Bill Shive, CSI member from Dallas, Texas, writes: "It appears to me to be a CHAIN LINK half used with a mating half for connecting two pieces of chain. I have seen larger sizes and have enclosed a free-hand drawing of the two parts and the assembly. Though this might be helpful to those not familiar with this item.

"If the object found can be determined whether it is cast iron, cast steel, or rolled steel, an approximate age could be determined for its age."

CHAIN LINK

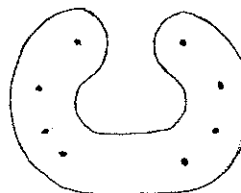


Figure A

C shaped object with prongs shown on page 17 Hoosier Packet June 2010.

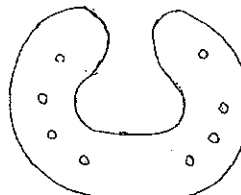


Figure B

Mating part with holes for prongs in Figure A

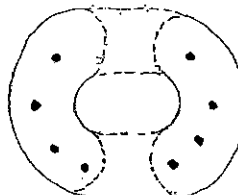


Figure C

Figure A and Figure B assembled and prongs of Figure A peened tightly into holes of Figure B. Hatched lines represent Figure B on the bottom.

RULES TO FOLLOW WHEN BIDDING FOR WHITEWATER CANAL CONTRACTS

Following the CSI "Hoosiers On The Move" tour in Wayne County, Indiana, Chuck Whiting, CSI vice-president from Lawrenceburg, found the following rules that were not included in the tour guide:

Brookville American
September 9, 1836

WHITE-WATER CANAL. Notice to Bidders

PROPOSITIONS must state a price for each item of work given in the estimates, which will be understood as covering all expenses.

The price bid for grubbing and clearing per chain, will be understood to include the whole width necessary to be grubbed.

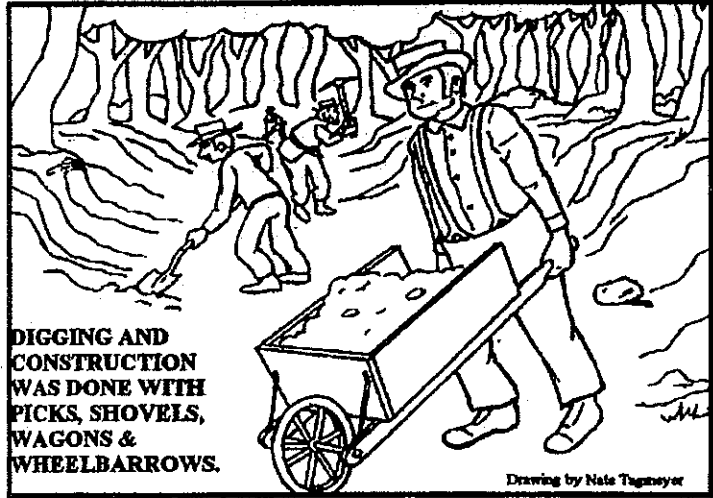
The price bid for excavation will be understood to include all the various kinds of earth which may be found in the section, together with all detached rock which measures less than $\frac{1}{4}$ of a cubic foot each.

The price bid for detached rock will apply to such as measure one fourth of a cubic foot or upwards, will include the cost of separating them from the earth and placing them on the berm side of the canal.

At the Bluffs, where the rock excavated will be required for protection on the same section, no rock excavation will be paid for, though it may be found within the trunk of the canal. In such cases the price bid for protection will be the only compensation for removing and placing the stone.

The price bid for embankment must cover the whole cost of the work under the following regulations, to-wit:

The bank will be measured in all cases after it has become fully compact; and where a bank is to be accepted before the earth is fully settled, the contractor will be required to raise it as much above the ordinary height as the Commissioner or Engineers may deem necessary. When embankments can be formed from contiguous excavation, they shall not be paid for, unless the earth used be removed more than 100 feet, measuring in the direction of the canal. Embankments must be formed of the surplus excavation in adjoining portions of the canal, when this can be done without materially increasing the cost of the work. In full embankments where the ground is not more than four feet below the bottom of the canal, the Engineer will place the banks far apart as to give sufficient earth within them; and the contractor will be allowed to dig pits on the outside of the banks only when the Commissioner or Engineer may direct it. No extra allowance; will be made for the



necessary grubbing to procure earth for embankment. — Embankments must in all cases be commenced at their full breadth on the base, and must be continued at full breadth as they advance in height, keeping the sides at least as high as the center.

The Commissioner and Engineer must be understood as having the right to prescribe, in detail, the manner of forming embankments, and to give such rules in relation to placing the earth, as in their opinion will tend to increase its solidity and safety.

The price bid for excavation culvert, aqueduct, or lock pits, must cover the cost of bailing or pumping water, when this may be necessary. On Sections 23, 30, 44, and 51, bidders will state a price for excavation of pits below low water and also above water. On all other Sections the same price will apply to the whole quantity. At the Dams, the excavation below low water will be paid for at the estimate of the Engineer in charge of the work — it being impossible now to determine what may be the fair value.

The price bid for lock masonry, will include only the cost of the masonry itself — the foundation, gates, and facing being paid for in addition.

The price bid in gross for the lock gates will cover the cost of the cast iron paddle gates, together with every other necessary fixture.

The price in gross for road bridge will cover all expenses necessary to fit it for the travel, excepting the embankment which is paid for by the cubic yard.

The price bid for timber in the various mechanical structures will cover the whole cost of furnishing, delivering, counter-hewing, framing, raising, and trenailling.

The price bid for plank will include the cost of delivering it on the ground, jointing, laying, &c.

The price bid for iron will include the cost of furnishing, working, and driving, and will apply to every variety and form of iron work that may be used in the various structures.

All stone work, whether laid as masonry or pro-

tection, will be estimated by the cubic yard.

All stone which may be excavated from the Canal will be the property of the State unless the contractor should need them for protection of his work.

Every part of the work connected with the canal will be subject to the most rigid inspection of the Commissioner and Engineers, and the contractors will be expected to conform in all respects to their directions.

Bidders, to whom locks, aqueducts, dams, or culverts may be assigned, if not themselves good mechanics, will be required to employ one to superintend their structures, who shall be approved by the Commissioner and Engineer.

The Commissioner reserves the right of making any alterations either in the canal line or level, or in the plans of the work which further observation may show to be necessary, and if such change shall increase the cost of the work, the amount of the increase shall be estimated by the Engineer and paid to the contractor.

The quantities of excavation, embankment, &c. may upon a more careful examination, and measurement of the work, vary from those now exhibited, but this shall not furnish ground to claim an extra price per yard.

In cases where a contractor fails to prosecute his work in such a manner as to afford satisfactory evidence that it will be completed by the time stipulated, the right is reserved to the Commissioner to place an agent thereon, who shall employ hands and complete the work; the expense of which being charged to the contractors.

Contractors will be held liable for the payment of all the labor done on their several sections, whether the laborers be engaged by the contractors themselves, or by sub-contractors; and the Commissioner expressly reserves the right to retain any monies due to the contractors for work done on any section, and pay the same to laborers who may have done work thereon, in all cases where the contractors shall neglect or refuse to pay for such labor, on reasonable notice being given for that purpose.

Contractors will be expected to superintend their work in person. The sub-contracting of any part of the work without the consent of the Commissioner, will subject the contractor to the liability of forfeiting his contract at his option.

Contractors must first endeavor to procure the necessary timber and stone by purchase; but should the individual owners of lands refuse to deliver materials, or suffer them to be taken at reasonable prices, the Commissioner or Engineer will, if they deem it necessary, authorize the contractors, under the provisions of the canal law, to enter upon such lands, and take therefrom whatever may be required for the construction of the canal, the contractors being liable to pay the amount of damage which may be assessed under said law.

In grubbing or clearing any part of the line, contractors will not be allowed to deposit timber, roots or

brush on the adjoining lands, contrary to the expressed wish of the owner, but must burn all on the ground or place if within the outside stakes; nor will they be allowed to obstruct any public road without first opening a new one. The cost of the new road to be paid by the State.

Contractors will not be allowed to commence operations within any enclosure on which a crop is now growing, until sufficient time shall have elapsed for the removal of such crop, after it has become fit for gathering.

A mason work requiring the use of mortar or cement, must be laid between the 1st day of April and the 1st day of October.

All work will be at the risk of the contractor until the job is finished and accepted.

Sections which may be finished later in the season than the 10th of November, will not be received until the 1st day of April next ensuing, at which time the injury which the banks or other parts of the work may have sustained during the winter, must be repaired at the expense of the contractor.

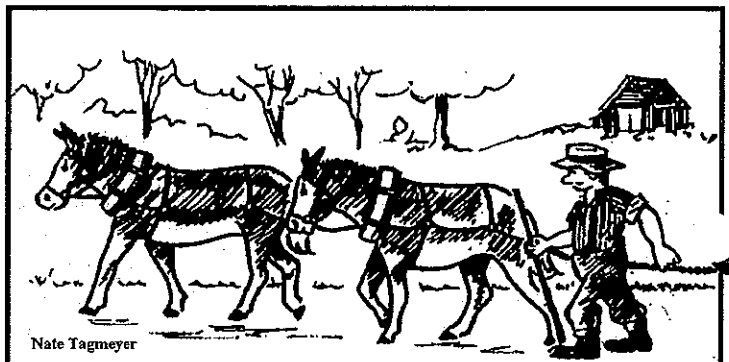
Bidders are notified that no extra allowance, in addition to the contract price, can in any case be made, and are requested to give the work a close examination, so that they may judge correctly in regard to its value. The stone quarries named on the profiles are referred to in order to aid contractors in their examinations stone. Should they prove insufficient, and the stone be hauled from more distant points, this circumstance will furnish no ground to claim an extra allowance.

It is expected that each contractor will so far as he can consistently with the successful progress of the work, discourage the use of spirituous liquors by the laborers engaged on his contract; and that he will promptly discharge any intemperate or riotous person when the good of the work or the peace of the neighborhood may seem to require it.

Each section now to be let must be commenced by the 25th October next, and completed by the first day of June, 1838. By order of the acting Commissioner.

J.L. WILLIAMS
Prin. Eng.

Brookville, Sept. 9, 1836.



NEWS FROM DELPHI

MAY BRINGS FLOWERS AND FUN TO CANAL PARK

By Dan McCain

May becomes a time for volunteers to beautify Delphi's Historic Trails and Canal Park, located 12 blocks north of the Court House traffic light on Washington Street in Delphi, Indiana. Third Saturdays of Spring and Fall months are traditional canal and trails workdays. May 15th beginning at 9 am was designated as a fun day. There were flower planting activities and fun things for kids, parents and others to do. Groups and individuals of all ages were welcomed.

Called fun days, these volunteer workdays become a way for the community to show their love for these outdoor facilities while they beautify them. Accessing the trails provides physical exercise and brings out the spirit of friendliness found by the users of our community's 10 mile trail system. I suggest that you get involved with the City Park Board's incentive to walk in groups and record your mileage.

Fun also came in the form of seeing the progress being made on completing the repairs and sealing the bottom of the canal from leaking. Adding massive amounts of clay will allow the replica Canal Boat to operate when water from the Stone Company is curtailed in drier seasons. Take a hike and see the exciting new "dock" and waterfront in Canal Park. *The Delphi* canal boat began hauling passengers May 29th giving visitors a great canal experience.

If you use the trails and love the setting of some special place consider adopting that spot for the season. If you pick a spot somewhere along the Delphi Trails, let us know and we will mark it with a "Trail Treasurers' sign." Although the Canal Association had plants for planting on May 15, you are encouraged to buy a flat of annuals, pick out your spot, and plant them whenever you have the time. Care should be exercised to avoid areas that may flood or where foot traffic may be heavy.

A RACE AGAINST TIME

Article and photo by Dan McCain

It was a race against time!!! The work of sealing the canal with clay in Delphi was nearly completed but time was running out to rewater it in time for the "Grand Opening" on Memorial Weekend. The Quarry through our agreement with the City was ready to deliver water, as they closed the gap on construction. They prayed they wouldn't have any breakdown or too much rain for the next week.

Contractor Jack Cohee had to secure another few loads of clay to seal the bottom down by the boat house. Note in the picture the uniform banks filled with clay and the overburden of stone placed from the tow-path down to below the water-level. The rock is what Jack took out of the bottom along with a lot of other porous sands and gravel.

In the past we have experienced muskrat damage to the sides where the little creatures broke our thinner seal. We had many holes appear in the central north section. This time the rock will discourage muskrats from burrowing in the sides through the sensitive areas where the "sink holes" have sapped our water.

The obvious advantage to the public this year will be a lesser amount of algae and emergent water weeds that have plagued the operation in the past. Deeper water and 3:1 side-slopes will allow much better natural control and may mean we don't have to run the "Giant Weedwhacker" (floating aquatic harvester) as much in the summer.



It took about a week to refill the canal. Extra water was stored in McGreevy's Pond ready for release through underground piping. However, most of the water came from the Quarry as it is our lifeblood -- it was so beautiful and clean.

1812 MULE BARN ENCAMPMENT

On June 4-6 period craftsmen and Rendezvous regulars entertained visitors in their 1812 Mule Barn Encampment in the back of Canal Park in Delphi. Fee for entrance was \$7. School kids were free on Friday.

VOLUNTEER RECOGNITION DAY

By Dan McCain

For some very special people in Delphi, Saturday, June 5th was Volunteer Recognition Day while elsewhere it was called National Trails Day. Both volunteers and trails were commemorated by the Wabash & Erie Canal Association and Delphi Historic Trails groups that day. Volunteers who were involved with the past year's tree planting, trail building and maintenance work, or trailside exhibit construction and others who served as docents at the Canal Center gathered with their families for a noon lunch at the Canal Park Shelter House at 1030 North Washington Street in Delphi and a recognition ceremony. The meal was provided by the local Psi Iota Xi sorority as they have done for many past work-days.

These canal and trails volunteers were given an Earth Team hat or shirt for their efforts and some received even greater commendations. The Carroll County Soil & Water Conservation District and the USDA Natural Resources Conservation Service sponsored the Earth Team items. Some volunteers had amassed hundreds and even thousands of hours of service. Special recognition was also given to the youth groups, Scouts and 4-Hers that were involved during this past year.

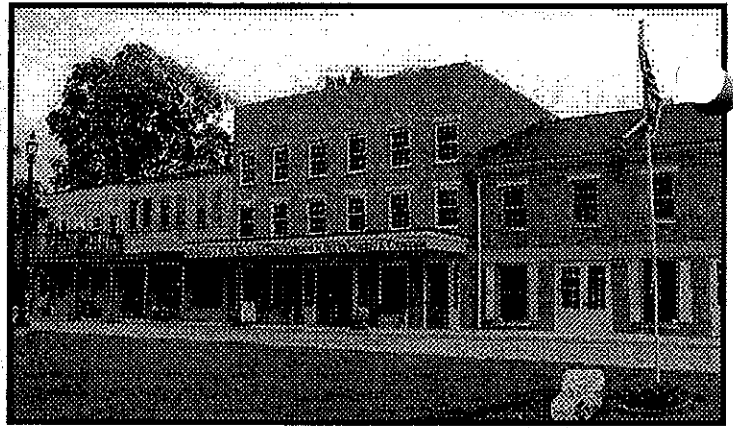
As part of their awards they could enter the 1812 Rendezvous in the back of Canal Park free of charge at 1 p.m. following the ceremony. Normally there is a \$7 entrance fee.

AWARD-WINNING ARCHICAMP OFFERED AT DELPHI

From Indiana Landmarks

Day Camp For Kids Focuses On Landmarks And History

Indiana Landmarks, the Wabash & Erie Canal Interpretive Center, and the Delphi Preservation Society offered a two-day ArchiCamp for children on June 22 at the Delphi Opera House and June 23 at the Canal Inter-



Wabash & Erie Canal Conference & Interpretive Center

pretive Center. Participants spent both days from 9 a.m. to 3 p.m. discovering the exciting history of Delphi and its landmark architecture.

Campers experienced the architectural detail of the Delphi Opera House as they tried their hand at stained glass window design, ornamental plaster, and gold gilding. On June 23 campers traveled back in time to ride on a canal boat, visited a historic lock, and learned about the re-creation of the old lime kilns along the canal bank. There was also plenty of time for climbing on the playground canal boat and exploring t trails.

This was the fourth year for the Delphi ArchiCamp. Winner of a prestigious award from the American Association of State and Local History, ArchiCamps encourage children ages 8-12 to use their imaginations and powers of observation while teaching them about history, architecture, and renovation.

Cost of the camp was \$30 and included refreshments, educational materials, and souvenirs. Campers brought a sack lunch both days. Enrollment for the camp was limited to 20 children.

ArchiCamp Scheduled Events

- June 22 9:00 a.m.-3:00 p.m. Delphi Opera House**
- 9:00-9:15 Meet at Opera House Art Gallery
- Introduction to ArchiCamp
- 9:15-10:15 Walking tour of local churches w/ focus on stained glass *Joe Kitchel*
- 10:15-10:30 Return to Art Gallery. Restroom break and prepare for crafts
- Split kids between stained glass and opera house
- 10:30-11:30 Small stained glass projects *Sharon Quinn*
- 11:30-12:00 Tour Opera House *Anita Werling*
- Riley poetry read from stage
- 12:00-12:30 Lunch (sack lunch)

- 10-12:45 Restroom break and prepare for crafts
 11:45-1:45 Discussion of ornamental plaster and pour plaster *Joe Kitchel*
 1:45-2:15 Gold gilding flower pot rims or small molding *Suzanne Stanis*
 2:15-2:45 Decorative Stenciling
Sharon Quinn
- June 23 9:00 a.m.-3:00 p.m. Canal Interpretive Center**
- 9:00-9:15 Meet at Canal Interpretive Center; Re view day's activities
 9:15-10:45 Walk to lime kiln. Discuss importance of lime in local economy and how it was used. Hands-on projects layin stones for reconstructed kiln *Al Auffart*
 10:45-11:15 Tour of log school house and activities with Wally
 11:15-11:25 Restroom Break
 11:25-12:00 Walk to Bank Barn, look at village build ings, and talk about barn framing tech niques *Joe Kitchel*
 Historic tools *Al Auffart*
 12:00-12:30 Lunch on Playground
 12:30-1:45 Visit lock; participate in a service project along the trail or near the interpretive center (*trail grooming*)
 1:45-2:30 Canal Boat Ride *Dan McCain/canal vol unteer*
 2:30-3:00 Tour Interpretive Center Displays and Playground

The missions of the organizations sponsoring Archi-Camp are given below:

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places. With ten offices located throughout the state, Indiana Landmarks helps people rescue endangered landmarks and restore historic neighborhoods and downtowns. People who join Indiana Landmarks receive its bimonthly magazine, *Indiana Preservationist*. For more information on the not-for-profit organization, call 317-639-4534, 800-

450-4534, or visit www.indianalandmarks.org.

Carroll County Wabash & Erie Canal, Inc., founded in 1972, is dedicated to the preservation of the stretch of Wabash & Erie Canal located in Delphi, Indiana. For more information visit www.wabashanderiecanal.org.

Delphi Preservation Society has worked to preserve the historic architectural integrity of Delphi, Indiana since 1994. It is the Society's mission to support, encourage, inform, and educate the public of the architectural significance, history, and heritage of the greater Delphi area. Learn more at www.delhipreservationsociety.org.

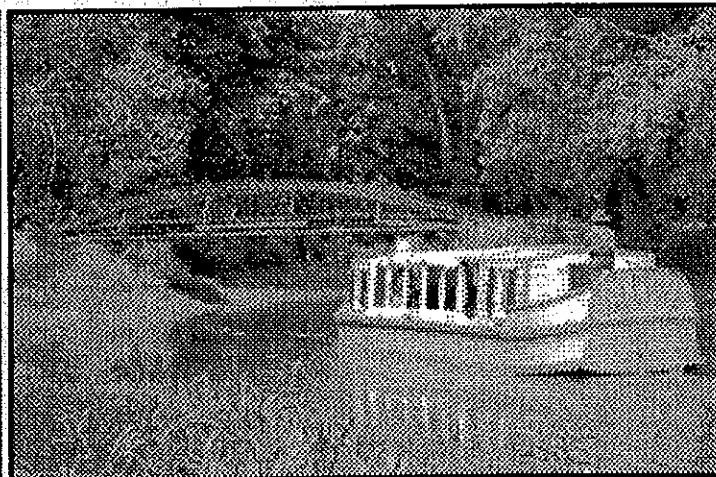
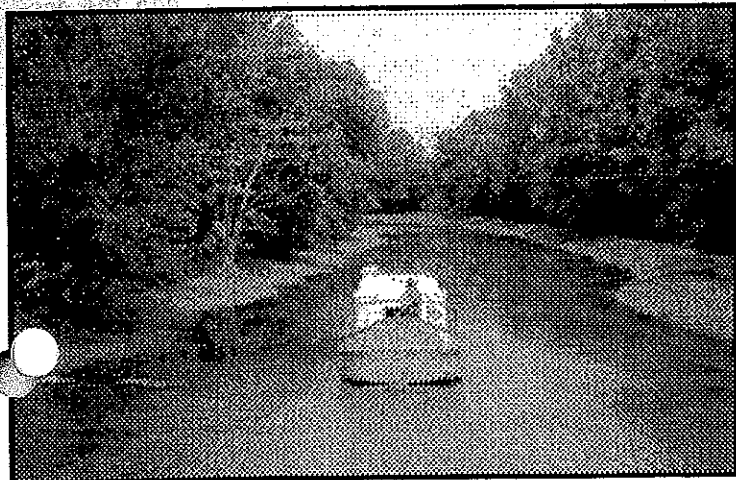
HERITAGE TRANSPORTATION FESTIVAL HELD IN CANAL PARK

On June 19 and 20 the annual Heritage Transportation Festival was held in Canal Park in Delphi. On Saturday at 10 a.m. the new canal boat dock was dedicated with a big celebration and a brass band. The "Wheelmen," a traveling live action exhibition of antique bicycles and high wheelers were on hand to entertain visitors with their antics. On Sunday, Father's Day, there was a "Fly-in Breakfast" for the public at the Delphi Airport. Participants didn't have to fly in to enjoy the breakfast and showing of air technologies.

RIDES ON "THE DELPHI"

Rides on "The Delphi," a replica canal boat, are available on summer weekends in Delphi's Canal Park. Saturday hours are from 11 a.m. to 4 p.m. and Sundays from 1 p.m. to 4 p.m. The boat runs for the public on the hour. Tickets are sold at the Toll Booth alongside the towpath across from the Case House.

Canal Boat charters are available throughout the week and after public hours on weekends. Rental bikes and paddleboats are also available on weekends and throughout the week.



MORE WHITEWATER CANAL NEWS

and throughout the week.

GRANT RECEIVED TO DEVELOP WHITEWATER CANAL SCENIC BYWAY DRIVING GUIDE

By Candy Yurchak

The Whitewater Canal Byway Association (WCBA) was recently awarded a Historic Preservation Education Grant in the amount of \$2,000.00 to be used towards developing a Whitewater Canal Scenic Byway Driving Guide. The Indiana Humanities Council and Indiana Landmarks jointly sponsor the grant program. "We appreciate the support of these two prestigious organizations in our efforts to improve the Byway experience for visitors and showcase our beautiful Whitewater River Valley," said Candy Yurcak, WCBA President of Metamora.

The project will develop an interpretive driving guide for the Whitewater Canal Scenic Byway, an Indiana state-designated byway that follows the route of the historic Whitewater Canal from Lawrenceburg to Hagerstown in southeastern Indiana and a small portion of southwestern Ohio. The guide will help visitors and residents explore the rich history of the Whitewater Canal by interpreting the sites with operational assets and historic ruins that remain along the byway route.

This initiative will help educate residents, tourists, and history students about how the canal worked by visiting *public* structures (locks, culverts, feeder dam, aqueduct, and tunnel) and operational structures (mill, canal house, Vinton House, and canal communities) and learn of their role in economic and community development.

The electronic driving guide will also help connect travelers with other cultural, heritage, arts, recreational, and hospitality assets throughout the Valley so they can create their own experiences in the Whitewater Valley.

The Whitewater Canal Byway Association is a not-for-profit organization representing interests in eight counties— Dearborn, Fayette, Franklin, Ripley, Wayne

and Union in Indiana and Butler and Hamilton in Ohio. The group includes business leaders, elected officials, community foundations, economic development groups, tourism organizations, historical groups, community leaders, and others. The WCBA is responsible for the oversight and development of the Whitewater Canal Scenic Byway.

The Indiana Humanities Council, the statewide affiliate of the National Endowment for the Humanities, connects people, opens minds and enriches lives by creating and facilitating programs that encourage people to think, read and talk.

Indiana Landmarks revitalizes communities, re-connects us to our heritage, and saves meaningful places. Established in 1960, the organization now ranks as the largest private statewide preservation group in the United States, with an Indianapolis headquarters and nine regional offices staffed by professionals who help Hoosiers save and restore old buildings.

WHITEWATER CANAL BYWAY ASSOCIATION AWARDED GRANT FOR TRANSPORTATION HISTORY PROJECT

By Candy Yurchak

The Whitewater Canal Byway Association (WCBA) was awarded a Humanities Initiative grant in April for \$2,000.00 from the Indiana Humanities Council. It will be used in support of the WCBA project, *The Rhythm of the River: Transportation's Role in the Whitewater Valley's Past, Present and Future*. "With the support of the Indiana Humanities Council, we will be able to showcase the Whitewater Valley's unique role in each era of Indiana's transportation history," said Candy Yurcak, WCBA President of Metamora.

The project will gather and document the evolving relationship between transportation systems – pioneer trails, Whitewater Canal, railroads, automotive and highways, and hiking and biking trails – and the economic and cultural development of the communities in the Valley. The information will then be crafted into key stories that capture the value from the unique historical assets in the Whitewater Valley.

The project will provide a foundation from which the WCBA will create programs, exhibits, and activities for use along the Whitewater Canal Scenic Byway and in the upcoming Whitewater Valley Gateway Park, located in Metamora. This project is another building block in the WCBA's efforts to improve the quality of life through economic and tourism development and create memorable experiences for visitors and residents.