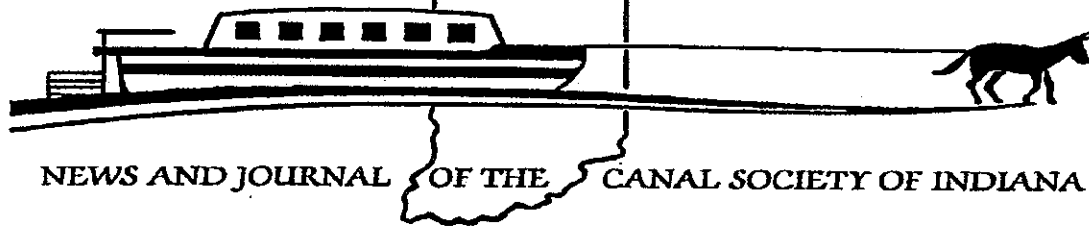


THE
HOOSIER-PACKET

ISSN 1545-421

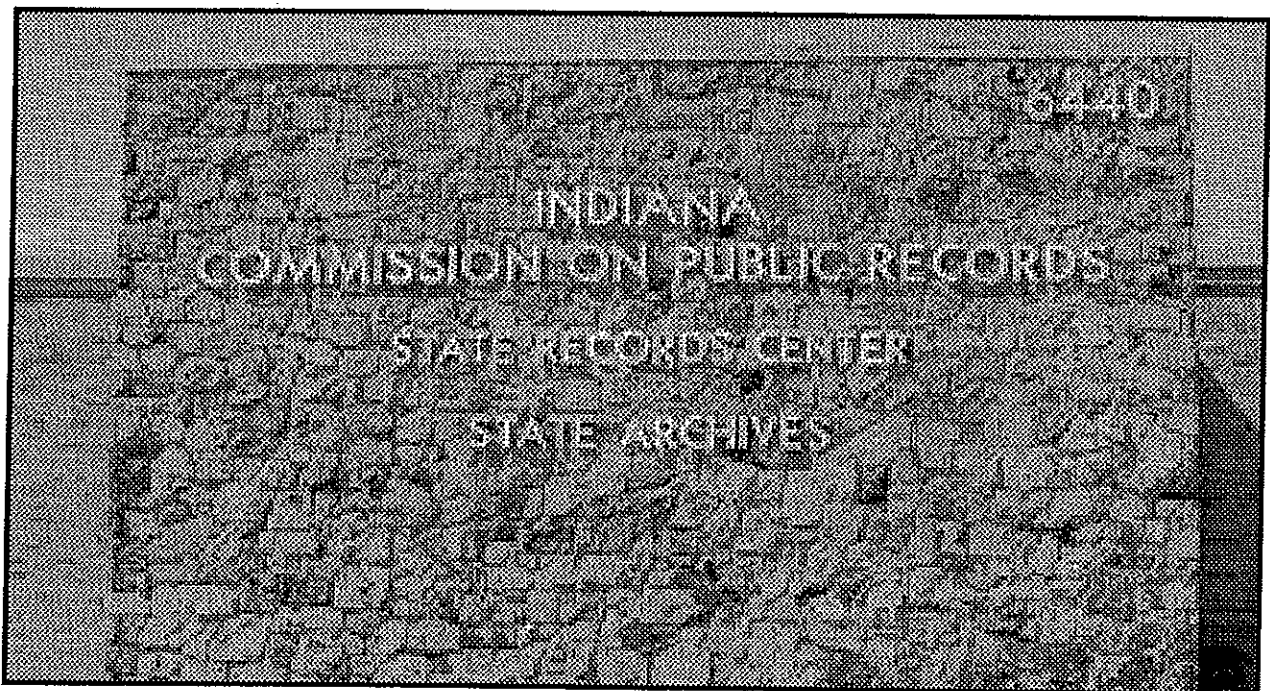


VOL. 9 NO. 9

P.O. BOX 40087 FORT WAYNE, IN 46804

SEPTEMBER 2010

ACCESSING CANAL RECORDS



The Indiana State Archives is located at 6440 E. 30th St., Indianapolis, IN 46219. It is open from 8:00 to 4:30, Monday through Friday. It is closed on election days, weekends and federal and state holidays. Free parking is available at the front of the building. Telephone (317) 591-5222

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ACCESSING CANAL RECORDS

By Carolyn I. Schmidt

Accessing the records of Indiana's canals has just gotten easier. Although portions of a database on "Internal Improvements Projects: Contracts for Canal Structures" was found online, only the item number, date, canal, division and structure type/description are given. When further information about who held the contract to build a certain section of canal or a certain structure for a "Canawlers At Rest" article or an article about a structure, a trip to the State Archives in Indianapolis was necessary to view the entire database. There most of the remarks that were made on the

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contract were in their larger database or you could ask to see the actual contract. It helped to know either the contractor's name or the name of the structure to speed up finding the contract. Sometimes you had to wait awhile if the archivists were busy. They brought the contracts to you in files, you put on white gloves to protect the documents, and you very gingerly handle the papers. Many of the contracts needed of further conservation.

To complete research on an upcoming article about David and Lorenzo P. Sanger, who worked on the Erie Canal, the Pennsylvania & Erie Canal, the Wabash & Erie Canal, the Illinois & Michigan Canal and the Joliet Prison, Bob and Carolyn Schmidt, CSI president and editor from Fort Wayne, and Frank Timmers, CSI director from Carmel, visited the Archives on June 18, 2010. At first when Bob asked about contracts the Sangers had held at Miamisport, the archivist said he needed further information. Luckily Vicki Casteel had the necessary twenty minutes or so to look through their extensive database and locate the Sangers' contract. We were surprised to find that it was the first contract for the Peru Dam and Feeder Guard Lock.

We asked Vicki if we could have a printout of the entire database since it would be extremely helpful for the articles we write. She graciously agreed to print out the 28 11"x17" pages for us as long as we did not publish them since the Archives is working on getting the entire database on line. Before doing so it needs to be checked and completed. The printout we received will make our searches so much easier in that we now have the first and last names for up to three contractors on

each section or structure and some of the remarks on the contract. If there were more contractors or remarks we need to see the physical document. We appreciate all Vicki's help and the time she spent with us.

The Indiana State Archives moved to its current location in a steel warehouse-style building about ten years ago. It was only to be the temporary headquarters since it was not properly climate controlled and could be easily destroyed by a tornado, fire, etc. However, plans and funding for a new building haven't occurred. When one realizes that all of Indiana's important historical documents could be lost in a few minutes, it seems imperative that this situation should be remedied.

To access the current on-line database for the Wabash & Erie, Cross-Cut and limited information on the Central, and Whitewater Canals go to in.gov, then under Divisions on the left click on **State Archives**, then click on **State Archives Online Collections Index** on the right, scroll down to Land Records and click on **Internal Improvement Projects: Contracts for Canal Structures**.

Another great resource will be the Indiana Historical Society's newly acquired Whitewater Canal Records. See the article on page 15.

Currently the Canal Society of Indiana is also trying to collect all canal related articles from early Fort Wayne newspapers and is publishing them as "News From the Past." These along with the already published articles from the Brookville American and the Evansville and Peru papers will provide a good source of information about Indiana's and other states' canals.

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CANAWLERS AT REST

JOHN BEARD

b. January 4, 1795
d. September 29, 1874

By Carolyn I. Schmidt



John Beard was born in Guilford County, North Carolina on January 4, 1795 to Thomas Carson Beard and Elizabeth Dicks Beard. His father, Thomas, who was born in Randolph County, North Carolina, moved his family to Wayne County, Indiana, in the later part of 1811. He was a very early settler and had to cut his way through the wilderness to land he had purchased that was about a mile below Green's Fork on the west side of the Whitewater River.

Shortly after Thomas and his family were in their new home Judge Martin, Samuel Jobe and Isaac Dyer came to warn him and about six of his neighbors that they were in danger from the Indians. They were advised to move or build a fort. Four of them decided to take their families and flee. Others decided to stay as did Thomas. Three men went home, got about 12 family members, guns and rifles, and returned to build three block-houses around Thomas' log cabin. All of these

people then lived in his crowded cabin. Their fort was not attacked. However, the danger was very real. About a hundred yards from the next fort closest to theirs two young men were shot and scalped. The government later kept a garrison in Thomas' fort.

Thomas Beard was elected to Wayne county's first board of county commissioners, which met in February 1817. John Beard, our subject, was his only son.

John Beard married Maria (Burriss) Burroughs on March 4, 1816. He was 21 years of age and Maria was 19.

John turned twenty-one just three months before delegates were elected to the convention that framed Indiana's constitution. John voted for the first time.

THOMAS & ELIZABETH BEARD AND CHILDREN

Name	Born	Died
Thomas Carson Beard	1-14-1768	7-28-1830
Elizabeth Dicks Beard	7-19-1775	9-9-1816
<u>Children</u>		
Sarah C. Beard	11-10-1792	1861
John Beard	1-4-1795	9-29-1874
Martha Beard	11-5-1797	3-3-1886
Rachel Beard	10-21-1799	?
Jane Beard	11-6-1801	2-6-1835
Hannah Beard	12-12-1803	11-19-1886
Dorothy Beard	1805	?
Jolly Dolly Beard	10-4-1806	?
Mary Beard	2-12-1810	7-23-1887

Compiled from information found on six Beard charts on Ancestry.com

JOHN & MARIA BEARD AND CHILDREN

Name	Born	Died
John Beard	1-4-1795	9-29-1874
Married 3-4-1816		
Maria (Burriss) Burroughs	7-1797	1-8-1882
<u>Children</u>		
Name	Born	Died
Elizabeth D.	1817	
<u>Married</u>		
		1. Phillip E. Engle
		2. George P. Tiffany
Thomas J.	2-19-1822	Susan Tiffany
Mary M	ca. 1832	Nathan L. Graham
Wilhelminia B.	3-1-1835	2-7-1901
Rachel	ca. 1835 (twin?)	Bennett W. Engle
Letty		Mr. Evans
Hannah C.		Joseph S. Allen
Martha Jane		Mr. Terhune

From information compiled by Linda Benson Cox & 1850 Census

For several years Wayne County residents battled a great amount of sickness. John's family had its share of it.

On July 31, 1823 John purchased 74.41 acres in section 6 in Montgomery County, Indiana, near the newly laid out town of Crawfordsville. That fall they moved there. John farmed his land.

Around this time he was elected a justice of the peace. He really had no litigation at this time. His main duty was to post stray horses or marry young people if no minister was available. The young people liked to have John officiate since he was young like them. He never charged for his service nor ever received any fee.

In 1827 a subscription library was established in Montgomery County, Indiana. A patron could attain the privilege of borrowing a book for a subscription of 75 cents per year or 6¼cents per month. The library kept a record of all books borrowed from 1827-1856. It is now in the District Public Library's archives in Crawfordsville, Indiana. Patronage of this library declined after the new school law of 1852 was passed that included a special tax providing for township libraries. John Beard was an early trustee of this subscription library along with John B. Chapman, Moses Cox, Williamson Dunn, and Isaac C. Elston.

In 1827 John was elected to represent Montgomery, Fountain, a portion of Vermillion county and other surrounding territory in the Indiana House of Representatives. He was elected again in 1829 and 30 with Tippecanoe, Carroll and Warren counties being added to his district. In 1831 he was elected to the Indiana Senate representing Montgomery and Clinton counties.

John was a supporter of the Wabash band that wanted to begin building a canal between Lake Erie and the Wabash river. Other areas not along the Wabash were reluctant or opposed to the canal. In his old home county of Wayne, representatives John Finley and William Elliot were canal supporters, but by 1831 opinions had turned. Wayne County senator, James Rariden of Cambridge City was not only opposed to a Wabash Canal, he was probably its biggest opponent speaking and voting against it. John Beard, a major proponent, along with his fellow senators and representatives were finally able to achieve the passage of the Wabash Canal Bill on January 9, 1832, just as the terms prescribed in the Federal land grant of 1827 were about to expire. You will recall that the terms required construction begin within five years, which was March 2, 1832. They finally broke ground on February 22, 1832 just a few weeks before its expiration.

John served as Indiana State Senator from 1831-41 for Montgomery and Clinton counties. He resigned on April 26, 1841 and was replaced by Robert Crocket Gregory, who completed his term.

While a senator in 1833 a bill to incorporate a state bank had passed the house and was to be voted on in the senate. John and other senators opposed it because of the great loss the government had sustained from the old State Bank at Vincennes and its branches. The bill lost by one vote. Then John, who believed the people were determined to have a bank, proposed a resolution that provided for a report to be given at the next session of a plan designed to secure the public against such losses in the future. His resolution passed.

When the new State Bank of Indiana was chartered, the State had taken half of the stock in the bank. John suggested that a fund be set up for public schools. It became commonly know as the "Sinking Fund" and was set forth in the one hundred fourteenth section of the charter. It ordered that the State's profits from the stock be applied first to the payment of the interest and principal of the bonds, which the State issued to make the investment, and the remainder to the school fund. The measure was completely successful and its advantages were well remembered for years following.

As a legislator John gained a great reputation. He actively and efficiently supported bills for abolishing imprisonment for debt; liberally exempting property from liability to execution; investing the governor with the power to commute capital punishment for imprisonment for life; and creating a free public school system.

In the 1837 journal of the Indiana State Senate, John took part on Act No. 211 An act to incorporate the Crawfordsville and Williamsport Turnpike Company. He motioned that the rules be suspended twice and the bill read twice after which it was referred to the committee on canals and internal improvements. He also made a motion after No. 240, An act authorizing an additional justice of peace be given to Scott and Coal Creek township in Montgomery County, Indiana, had been read that it be read again after which Mr. Morgan moved to amend it by taking out the word Indiana. This was



JOHN BEARD

agreed to and it was to be re-read the following day.

In 1841 President William Henry Harrison appointed John to the office of Receiver of Public Moneys in the Crawfordsville land office. Because of this he resigned as state senator before his term officially ended. John was the receiver until after Martin Van Buren became president.

In 1846-49 John was again elected a state senator. Once again he successfully influenced the passage of several measures of importance to the public. During his political career he was a legislator in either the house or senate for a total of about fifteen years. He was thought to be "a walking history of Indiana. He is called the father of Montgomery County.

When delegates to the 1860 Republican National Convention from Indiana were being chosen, John was elected to attend. He was the nephew of Patrick Beard, who was also a delegate to the Indiana Constitutional Convention and an Indiana State Senator. He was also a cousin of Isaac N. Beard, who was an Indiana State Representative. They were all Quakers.

While at the convention there was a meeting on May 16, 1860 in the "Wigwam" in Chicago. So many thousands wanted to attend but were unable to gain admission. After the meeting was called to order David P. Wilmot was made the temporary chairman. John Beard was made a vice-president and D. D. Pratt was made one of the secretaries. William T. Otto represented Indiana on the Platform Committee. J. R. Cravens represented Indiana on the Committee on Credentials and P. A. Hackleman on the Committee of Permanent Organization.

The platform sought to have the duties on imports adjusted to benefit the industry of the people and protect home industries. It denounced that the constitution carried slavery into the territories and denied congress or any territorial legislature the authority to allow the existence of slavery. It demanded a Homestead Law. It opposed any law that would abridge the rights of citizenship.

During the convention Indiana cast twenty-six votes for Lincoln on every ballot. On the third ballot Ohio changed its votes and Lincoln was nominated as their presidential candidate.

John was a member of the governing board of the State Blind Asylum from around 1868 until his death. He passed away in Montgomery County, Indiana on September 29, 1874. The location of his grave is unknown.

Although no obituary has been found for John

Beard, no better tributes could be made than those written by two of his contemporaries. In 1857, prior to John's death, the Honorable Oliver H. Smith wrote the following sketch:

"While I am sketching a few more of the pioneers of Indiana, I can not pass my friend, John Beard, of Montgomery. I knew him in early days, as well as his father before him. He was of the class of men in a new country called useful. Mr. Beard made no show nor parade. He was plain, practical, sensible, with a strong common-sense mind, and a clear judgment. His opinions had great weight wherever he was placed. He rose by his native powers, without the benefit of an early education, to the Senate of the State, where he stood for years among the very first. He held the office of Receiver under the Government for many years, and discharged its duties to the entire satisfaction of the Government. He still lives to enjoy the remainder of his well-spent life. I love to speak of these plain, honest pioneers of the West. Such men are truly the bone and sinew of all new countries."

General John Coburn, of Mooresville, Morgan County, Indiana, contributed the following:

"I venture to say again, that not one man in a hundred in our State knows the name of him who proposed that the surplus of the proceeds of the stock of the State in the State Bank of Indiana should be appropriated as a school fund. He is one of our greatest public benefactors, a venerable, simple-hearted, clear-headed, sound-minded old gentleman, living in Montgomery county, named JOHN BEARD. His name ought to be precious in the heart of every boy and girl who enjoys the benefit of free schools. When he proposed the measure, it was hardly treated seriously. Nobody thought anything would be left as a surplus; he himself, doubtless, did not realize its importance. But so it was he put the net where it caught the golden fish, and we thank him for it ten thousand times; and we thank those steady, straightforward, strictly upright financiers who husbanded these funds for us. This measure has been the means of producing our present fund of eight hundred thousand dollars for the support of common schools."

The Pioneer Association prepared the following tribute to John Beard in a meeting at the Lahr House in Lafayette on November 20, 1879:

"That in Mr. Beard, whose far-seeing sagacity saw in the unlimited resources of the state and in the future a vast population, and recognizing the fact that to make the state really great and prosperous, intelligence and education must keep pace with its national progress; and that by his indefatigable energy and perseverance, and his powerful influence in the legislature of

1833-4, succeeded, by his amendment to the state bank charter, in transferring the sinking fund to the common school fund, by which \$4,000,000 was added to the cause of education, we recognize a true statesman, a man of pure and unselfish patriotism, and a benefactor to his state and his race. We therefore recommend that this association memorialize the legislature at its coming session, and that petitions be circulated asking the legislature to make an appropriation for the purpose of erecting a suitable monument to his memory, with a proper inscription commemorative of his services to the state and cause of education.

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W&E CANAL TOURED DURING HUNTINGTON'S HERITAGE DAYS

Dwight Ericsson, CSI member from Huntington, Indiana; led two tours of the Wabash & Erie Canal during Huntington's Heritage Days, June 16-20, 2010. The tours started at the new canal exhibit at the Huntington County Historical Museum where Dwight gave a preview of the tour using exhibits to enhance his talk. Visitors then boarded a bus to see canal sites. The first stop was at the site of Tipton Lock at the corner of First and Tipton streets. This was the first lock west of Dickey Lock in Roanoke. He then pointed out the sites of two other of the 5 locks located in Huntington before going to the Historic Forks of the Wabash, where the 6th lock was located, to see part of a canal boat. Tipton's Lock was Lock No. 5 on the Wabash & Erie Canal, Burke's Lock was No. 6, Davies' Lock was No. 7, we don't know the name of Lock No. 8, Madison's Lock was No. 9, and Fork's Lock was No. 10.

tage: The Wabash and Erie Canal" on June 10, 2010. The first article gave the history of the canal while the second dealt with the tour.

The first noted that a short three weeks after then Governor Noah Noble had approved an act establishing the counties of Huntington, Miami and Wabash in Indiana, ground was broken at Fort Wayne, for the Wabash & Erie Canal. Although the land for the canal had been granted in 1827 in the Treaty of Paradise Spring, canal construction had not begun. Time was running out so the anniversary of George Washington's birthday, February 22, 1832, was chosen for the ground breaking ceremony. Elias Murray, the nephew of Samuel Huntington, turned the first spade filled with earth in Fort Wayne, Indiana. It was hoped the canal would speed population growth in the newly established counties. Landings at the towns along its route would be shipping points to load and unload the boats with the rural farmers' produce and the merchandise from the east coast.

The *Huntington Herald Press* carried an article entitled "Exploring the Heritage of the Canal" on April 20, 2010, and an article entitled "Exploring Our Heri-

When 25 miles of canal had been completed between Fort Wayne and Burke's Lock in Huntington... there was a celebration. The first boat reached Burke's Lock on July 4, 1835. Jerry Goar, CSI member, Costa Mesa, CA

NEWS FROM THE PAST

Fort Wayne Daily News
March 8, 1879

MORE JOBBERY!

**The Canal Owners Ring Again at Work.
They Use Every effort to Defeat the Water Works Bill
By introducing an Amendment that Makes it a Nullity.
The State Treasurer and His Man Friday
the Prime Movers.**

We had hoped that there would be no need for any further condemnation of the acts of the gentlemen who own the canal at this point, and whose effort to foist company water works upon this city were so thoroughly frustrated by the people a few months ago. It is not pleasant to call leading citizens to task for scheming against the welfare of the people at large; but the News has never shrunk from this duty in the past nor will it in the future. As is well known to our citizens, Senator Foster introduced a bill into the Senate, which, if it became a law, would enable our people, if they so desired, to erect water works, under proper safe guards and in a manner to insure the greatest economy in construction and cost to consumers. The bill was about to be called up for discussion when Mr. William Fleming and Robert C. Bell, attorney for the canal owners, put in an appearance, and through their instrumentality, added by certain unscrupulous tools in the Senate, who were doubtless under some political obligations, an amendment was added to the bill, which if it cannot be remanded, will render it practically impossible for whoever have any water works in this city, EXCEPT THEY BE OWNED BY A PRIVATE COMPANY! The amendment provides that water works shall only be built when so ordered by a vote of MAJORITY OF ALL THE WATER WORKS IN THE CITY! The craftiness of this seemingly prudent provision while seen when it is remembered that it is almost impossible for a majority of all the voters to be brought out by an election on water works, and under this amendment every vote that is NOT CAST, counts against the improvement! It would be impossible, so let such a law, ever to secure the improvement by the city, and there will come a time when the demand will be so urgent, that company control will be accepted as the least of two evils. Already the wires are being laid here for the election of a Council favorable to company works, and again the city is to be the scene of a fight between the people and the ring Mr. Straughan, a gentleman of well known capacity and strict integrity, is not considered to be a safe man for the company, and per consequence, every effort will be made to defeat his election as Civil Engineer, and the choice of someone more favorable to cause of private spectators will be urged. In the House of Representatives, thanks to the efforts of Judge Zollars and Councilman Graham, who happened to be present, the obnoxious amendment was stricken

out; but immediately Representative Osborne, at the instigation of Mr. Fleming, moved a reconsideration of the bill, and there is a danger that it may yet pass in the way wished for by the ring. It is proper enough to submit a vote on water works to the people, and to require a majority of all the votes of the city, would be simply to kill the improvement for ever, and that is just what the ringsters want for the success of their company. Citizens of Fort Wayne, look well to your ballots this spring.

Fort Wayne Daily News
March 10, 1879

**Fort Wayne Still in Danger of a Water Monopoly.
The Legislature can yet Prevent this Great Calamity.**

Although the act of March 6, 1865, authorizing company water works, enacted for the Indianapolis works at the instance of some New York gentlemen, then owning the canal at that city, has been repealed by the timely bill of Senator Sarnighausen at the beginning of the session, yet lawyers say that parties seeking to speculate in water supply for cities and towns, will find a way to do this through the general law authorizing hydraulic companies. Under that general law a few men can organize a company to sell water to the citizens of Fort Wayne without further legislation, an, indeed, lacking nothing but the consent of the council to occupy the streets with their pipes — which consent it is to be feared they might obtain in an unguarded hour.

The only effectual preventive for a water monopoly, is the passage of Senate bill No. 103, which was introduced by Senator Foster, and pushed through the Senate by a majority of 2 to 1, through the joint efforts of our two vigilant Senators.

The great difference in cost of this necessity of daily life, for fire protection, and for railroad shops, our manufacturing interests which demand and should have a cheap water supply, is shown by the following tabular statement of the comparative rates charged for water under city and company control in this and adjoining states:

Table of comparative cost to consumers, as follows:

UNDER CITY CONTROL.	
Names of cities	Rates per 100 gallon
Cincinnati.....	12 cents
Chicago.....	10 "
St. Louis.....	13 "
Columbus.....	31 "

[This table goes on to show rates ranging from 10-31 cents under city control. It then shows rates under company control before continuing:]

Comparing the last named ten cities under company control, with ten cities of approximate size under city control, we find that company water works charge about two and one-half times in excess of works con-

trolled by the city authorities.

But the reasons against making the people of any city dependent for their daily supply of water, on corporations, by some called "soulless," are so evident that it seems an insult to men of understanding to prolong the argument. It is an outrage on the "fitness of things." The facts prove that it is against the judgment of men almost everywhere, for out of 450 water works in the United States, only some thirty charters have been granted for private works. Indiana has but two private companies — Indianapolis and Terre Haute. Shall Fort Wayne become the third? We hope not.

The above will suffice to show how great will be the calamity to our city, if the amendment requiring a majority of ALL THE VOTES OF THE CITY shall be necessary to secure water works; for with that restriction company works will be almost a certainty. We trust that the bill will be further amended, so as to only _____.

Fort Wayne Daily News
March 10, 1879

The action of those Fort Wayne gentlemen, who so strenuously sought to nullify the Water Works bill, by introducing the obnoxious amendment, as shown up in our Saturday's News, is generally condemned by our citizens.

Note; Mr. T. J. Foster's waterworks bill passed March 22, 1879.

Fort Wayne Daily News
November 5, 1879

COUNCILMEN!

Will you Not be Guided by the Will of the People?

We desire, in good faith, earnestly to ask our councilmen to consider the importance of questions now before you. The people of this city have asked you, by an overwhelming vote, to give them water works according to the Cook plan. Will you not do as they wish? Why will any of you, in the face of their expressed desire, persist in lending your influence to advance the interests of wealthy gentlemen who have axes to grind? The Cook plan contemplates water from wells and from Spy Run. The chemists' analysis shows that water to be pure. Now, in the name of common sense, is it not better to secure water fit for household use than to purchase water that is suitable only for engine boilers? Prominent railroad officials have declared, after examining Prof. Duemling's analysis, that the well water will be perfectly acceptable to the railroad companies, and will be used by them. It is not true that Simons & Co., in gaining possession of the Rudisill dam, which was to have been used as a contingent base of supply, have shown a determination to gain a monopoly of our water supply, that should be resisted to the bitter end? Let these questions be fairly considered, and then at your meeting to-night Vote for the people.

THEY OWN IT ALL

From February 22, 1876, at which time the ring used its efforts to prevent the city from purchasing the canal, and then proceeded the following day to Terre Haute, where they purchased it themselves, there has been a fixed and unalterable determination on their part to make the city of Fort Wayne pay tribute to them for its water supply. They bought the canal, they gained control of the St. Mary's river and now they have the St. Joe in their possession. Mr. J. D. Cook has reported to this city in favor of a supply of water from wells from Spy Run and the St. Joe river as a contingent supply. The people understood this matter as settled, and upon that basis voted for the works. Now, why change the programme? One says we must have soft water for engines. We ask is it not more important that the people should have pure water to drink? The chemist's analysis has shown the well water under the city park property to be almost absolutely pure. Another one says there isn't enough water in the wells and in Spy Run to supply the city, and yet everybody knows that Spy Run alone, dry as the season is to-day runs water enough to supply a twenty-four inch pipe. But it is not proposed to let the city have water as the people want, for that would cut off the tribute which is claimed by the ring. We insist that the Cook plan must be lived up to. It proposes the best and cheapest supply. The people will be satisfied with none other.

Fort Wayne Daily News
November 8, 1879

WATER SUPPLY.

Some Statistics Concerning the Same.

Notwithstanding the fact that the voters of Fort Wayne decided, by an overwhelming majority, to build water works according to the plan of J. D. Cook, engineer, which suggested that the supply be taken from wells, from Spy Run and from the St. Joseph River as a contingent source, the canal owners seem determined to compel the city to take its pipe supply from them, and some members of the council are disposed to support the canal owners in any proposition they may choose to make. The proposition is to charge the city \$1,500 per annum for the pipe supply. The following table compiled from the water works report at Columbus, O., a city about 75 per cent larger than Fort Wayne, will show about the quantity that will be used here:

Statement of water pumped at Columbus, Ohio, during the first seven years, after starting the works, furnished by Mr. Daugherty, the superintendent, from the water works books:

Year	Average No. of gals. Pumped per day each year	No. of cubic feet per min.	Which would grind & mfg per hour at City Mills pm 17½ feet fall as below.

THE HOOSIER PACKET - SEPTEMBER 2010

1871	500,000	47	1	bushel	wheat
1872	800,000	75	1 2/3	"	"
1873	1,000,000	93	2	"	"
1874	1,370,000	128	2 5/7	"	"
1875	1,334,000	125	2 5/9	"	"
1876	1,450,000	135	3	"	"
1877	1,574,563	146	3 1/5	"	"

Note: Population of Columbus in 1871.....42,000
 " " " " 1876.....52,000
 Length of pipe laid in 1871.....21 miles
 " " " " " 1876.....49 miles

From the above table there is no reason to believe that our city will need to exceed one and a half million gallons per day for many years to come, or an amount sufficient to grind 72 bushels of wheat per day, and for this it is proposed to charge the city \$1,500 per annum. Now, why should the city pay more for water than the mill owners? Is its not plain that there is a determination to make the city pay tribute to the canal owners, and to compel the people to pay more than is charged individuals for the same thing?

Fort Wayne Daily News
 November 8, 1879

As showing the inconsistency of the canal owners, it is proper to state that the lease of the city mills, according to the legal gauging, permits the use of over 13,000,000 gallons per day, for which the proprietors pay, with deductions, about \$1,400 per year, while it is proposed to charge the city \$1,500 per annum for her pipe supply, which at Columbus, Ohio, in its seventh year, was only 1,600,000 gallons per day.

Fort Wayne Daily News
 November 11, 1879

IS IT PURE?

Read the Opinion of the Most Eminent Chemist in America

The following is the affidavit of Charles F. Chandler, chemist, of New York City, who analyzed the water of the St. Jo River as furnished by the feeder canal:

STATE OF INDIANA
 ALLEN COUNTY SS

George J. E. Mayer
 vx.

Henry N. Putnam, et.al.

Charles F. Chandler, of the city, county, and state of New York, being duly sworn, deposes and says; He is thirty-nine years of age; is a chemist by profession; was educated at the Lawrence Scientific School, of Harvard University, and at the universities of Goettingen and Berlin. He is a professor of analytical and applied chemistry in the school of Mines, of Columbia College, New York; professor of chemistry in the New York College of Pharmacy, and adjunct professor of chemistry in the College of Physicians and Surgeons in New York.

He has made the subject of water analysis a specialty for the past fifteen years or more, and has studied the subject of the water supply of towns and cities with special reference to the sanitary relations of the same. He was for many years the chemist of the Board of Health of New York, and for the past three years has been, as he still is, the President of the Board. He has been consulted from time to time with regard to the water supply of towns and cities, and has advised on some occasions the use of river water, when the size of the river, the quality of the water, and the other conditions were favorable. Among the unfavorable conditions, which would render the use of river water unsafe, would be the small size and flow of the stream, and a sluggish current, especially when the flow is interrupted by dams, which produce shallow pools, in a flat alluvial country, setting back the water of tributary streams, flooding extensive areas of bottom lands, and producing a series of shallow lagoons. As it is a well established fact that cholera and typhoid fever are often disseminated by the water supply, it is unfortunate that three-fourths the length of the stream from which is proposed to supply Fort Wayne and the greater portion of its populous drainage area, are beyond the jurisdiction of the state, and consequently beyond the reach of sanitary regulation and control, on the part of those most interested in preserving its purity, I. E., the citizens of Ft. Wayne. He has seen a certified copy of the analysis of the water of the St. Joseph river, signed by Dr. H. A. Clark. There is nothing in this analysis which indicates a freedom from injurious impurities, animal or vegetable; on the contrary the organic matter, 70 parts in a million, or four grains in a U. S. gallon is suspiciously large, and quite in accord with the physical conditions peculiar to this stream.

From the above mentioned analysis of the St. Joseph water, and the statements made to him with regard to the size, volume of water, sluggishness of flow, and nature of the bed, he believes that this water is not wholesome and will not prove a suitable source for the supply of the city of Fort Wayne.

CHARLES F. CHANDLER.

Subscribed in my presence and sworn to before at New York City this 25th day of July, 1876, as witness, my hand and official

(SEAL.) CHARLES NETTLEHORST,

Commissioner for Indiana in New York, No 117 Broadway, New York City.

CHANGES/ADDITIONS

Phyllis Mattheis would like canawlers to change the following in their "Hoosiers On The Move" book:

Page 22, paragraph 4, add 'present day' Vandalia Ave.
 Page 56, paragraph 3, add 1945 after November
 Inside back cover, East Germantown should be 1827

WHITEWATER CANAL NEWS

WHITEWATER CANAL TRAIL CEREMONY AT TECUMSEH'S LANDING

The Whitewater Canal Trail, through a grant from United Way, has built a 2.6 acre park along the river behind the historic co-op site in Brookville on U.S. 52, named Tecumseh Landing, in honor of Tecumseh, a Shawnee leader and visionary who lived and spent some time along the Whitewater River in Franklin County. On Saturday, May 22, they raised a structure, built as a facsimile of a Native American building, closest to a Shawnee Council House. The building was researched and designed by Thad Ariens and Terry Mays with Albert Runningwolf as a consultant.

There was a Native American blessing ceremony conducted by Albert Runningwolf with Medicine Sky Singers, a new Native American drum based in Brookville. People were encouraged to bring a picnic lunch, come for the blessing ceremony, join in to help raise the structure or just stop by to take in the beautiful scenery and watch the river flow by.

Picnicking began at noon followed by the blessing ceremony and structure raising at 1 p.m. As part of the blessing ceremony, a ceremonial fire was started on Wednesday morning, May 19th. Each day hot embers from the fire were taken away, and then used the following day to re-ignite the fire. This continued through the final blessing on May 22nd.

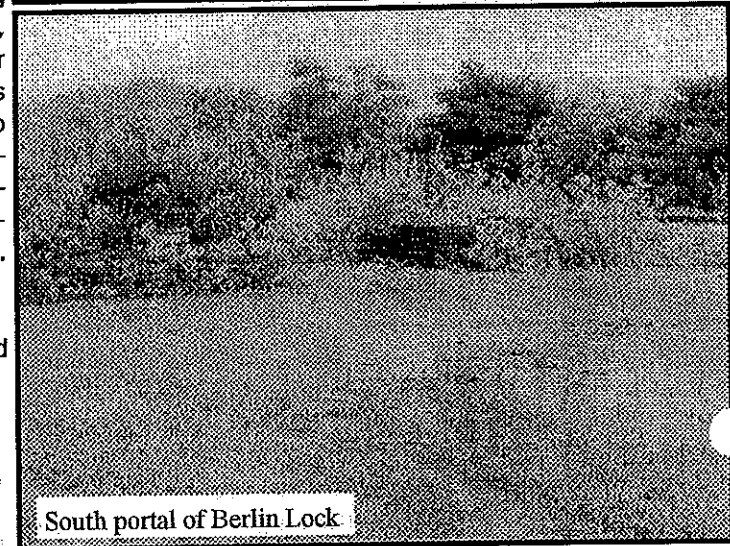
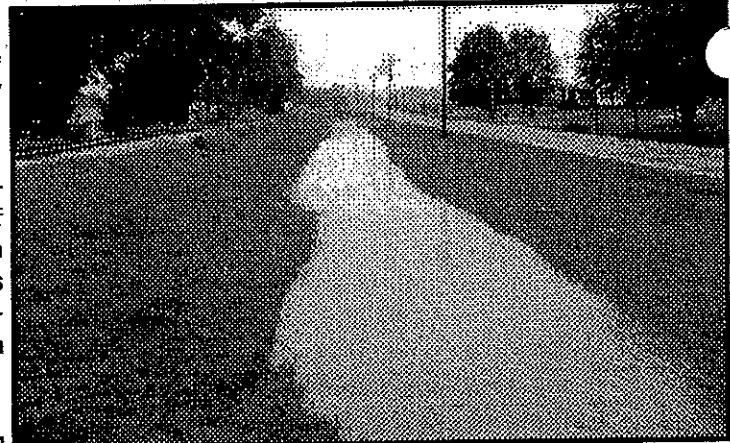
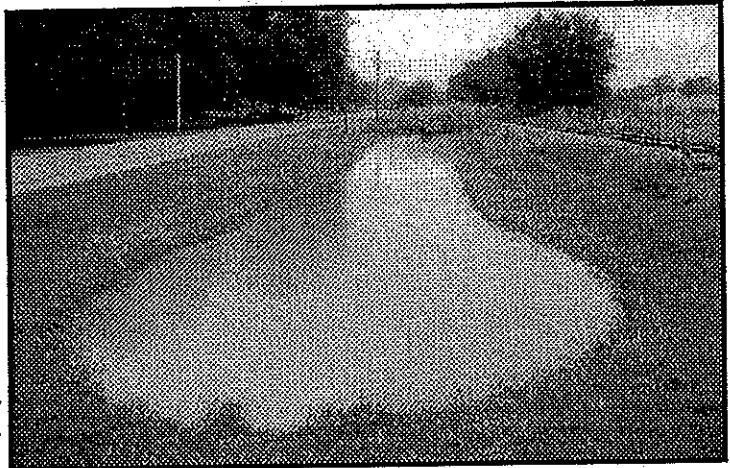
According to Albert Runningwolf, "The blessing ceremony is to ask the spirits that protect the woods, the river and the animals of nature to grant us their blessings to build there. A fire will be started four days before the ceremony as custom to many native tribes to show respect to those who have gone before us in taking care of the land. Offerings of tobacco, sage, and cedar will be offered to the spirits asking them for protection of the new structure and those who are building it. Also a song of Thanksgiving will be sung."

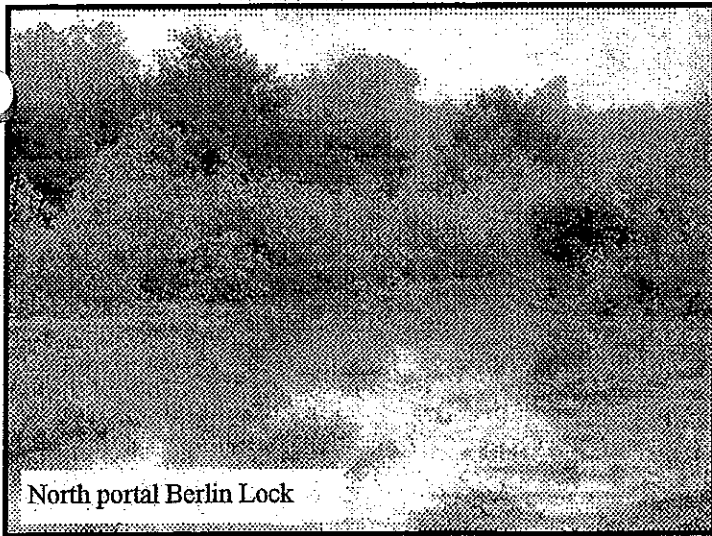
Use of cameras or recording devices was banned during the impressive blessing ceremony.

WATER, WATER EVERYWHERE

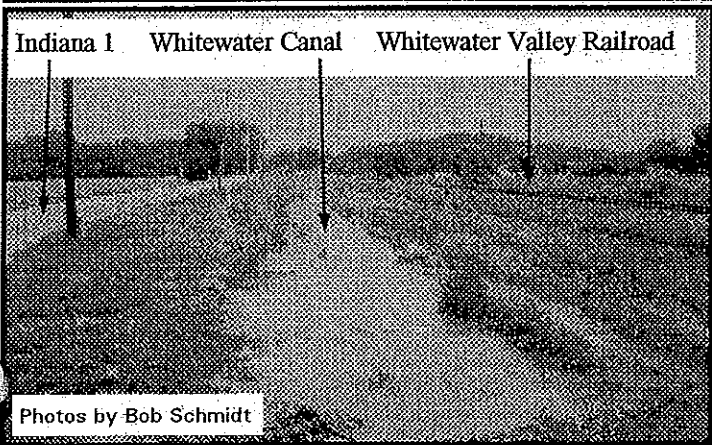
Rains this past spring and early summer just didn't let up. This was especially true on Saturday June 12, 2010. The water was across the road approaching Laurel, Indiana, from the north and also from the south with high water signs warning motorists not to pass through it. Along Indiana 1, which runs alongside the Whitewater Canal, the remains of the old canal prism stood full to overflowing with enough water to float a boat in some areas.

Photos by Bob Schmidt





North portal Berlin Lock



Indiana 1 Whitewater Canal Whitewater Valley Railroad

Photos by Bob Schmidt



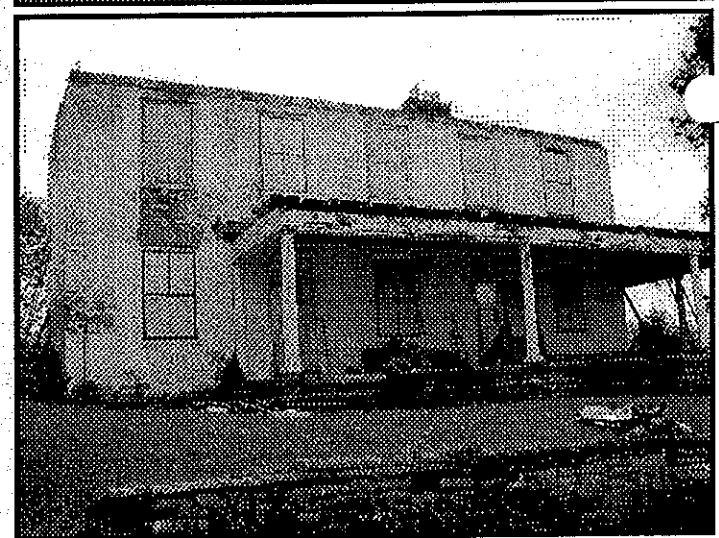
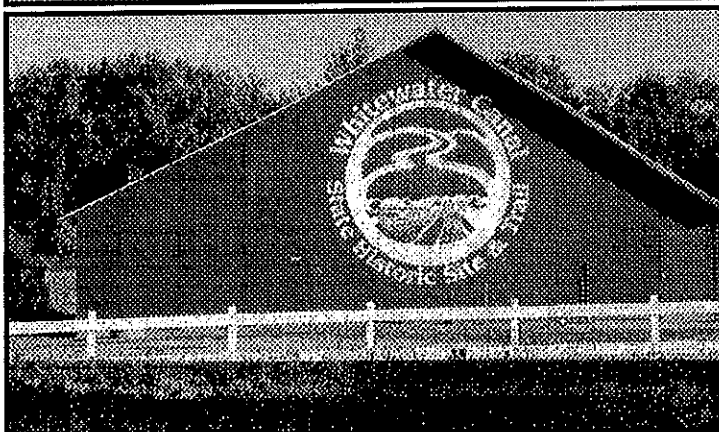
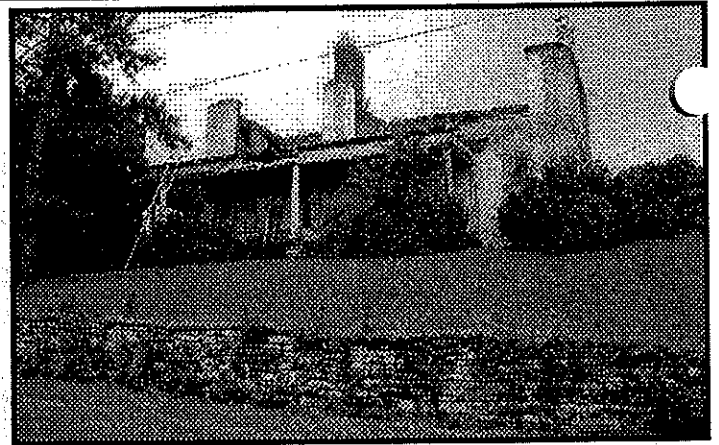
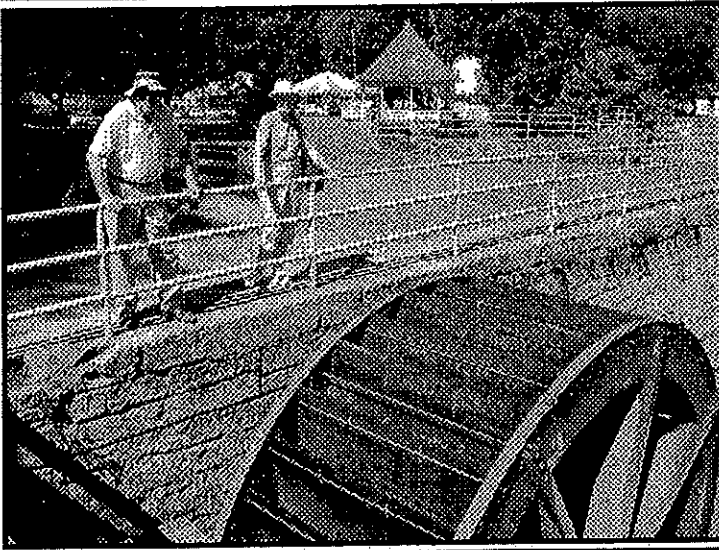
IT'S TWILIGHT TIME

The Indiana State Museum sponsored "It's Twilight Time" on June 19, 2010, from 5-10 p.m. in old Metamora, Indiana. Music from a three pieces jazz group led by Patrick O'Neal filled the air as visitors filtered into the park by the gazebo for wine tasting from Chateau Pomije Winery. Wine, cheese and crackers were enjoyed while seated at linen covered picnic tables and listening to the music. Waiters served salads, pork chops or sliced beef, mashed potatoes, green beans, and beverages.

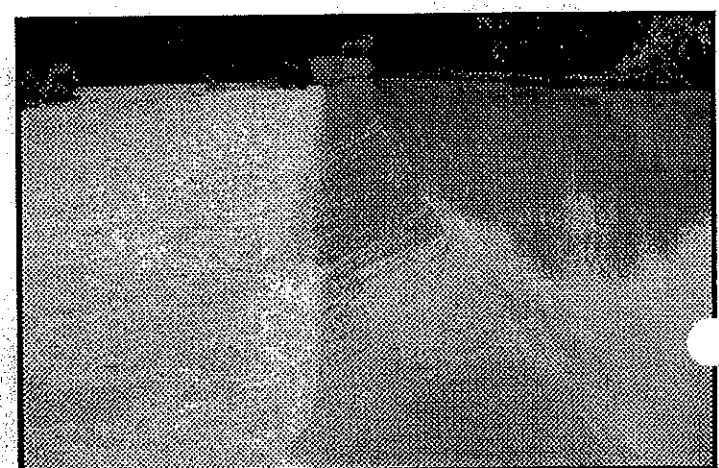


Visitors rode in horse-drawn carriages to the "Ben Franklin III" dock where they boarded the boat for a twilight cruise at 7:15 p.m. or 8:00 p.m. During the cruise John Kogge sang old songs as he played his acoustic guitar. Although the day was very hot, by the time of the cruise it was very comfortable and relaxing. Fortunately the boat glided down the Whitewater Canal. Due to all the rain during the previous weeks the canal had silted in with the boat having to be poled through some areas the day before. These spots had been dredged and were identified with mud on the banks. The boat passed through Duck Creek aqueduct, the only remaining wooden covered-bridge style aqueduct in the United States. When the boat reached the aqueduct the horses were unhitched, Whitewater Canal Park personnel walked inside the aqueduct carrying the towline and pulled the boat through to the other side. Then the horses were re-hitched to continue pulling. Passengers spoke to one another in low voices while listening to the music. They saw the barn where the horses are stabled as well as a bed and breakfast, and shops in old homes.

Returning back to the dock they found those scheduled for the second cruise waiting to board. Attending from the Canal Society of Indiana were Frank & Mary Timmers from Carmel, Indiana, and Bob & Carolyn Schmidt from Fort Wayne, Indiana.



2) the Whitewater Canal Feeder Dam at Laurel,

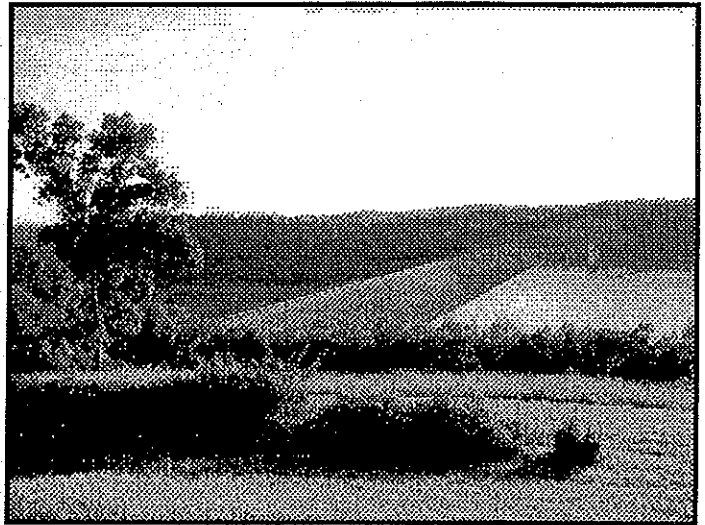


Frank & Mary Timmers at the grist mill in Metamora.
The Ben Franklin III on the Whitewater Canal cruise before the Duck Creek aqueduct.
The barn where the horses are stabled alongside the canal.
Photos by Bob Schmidt

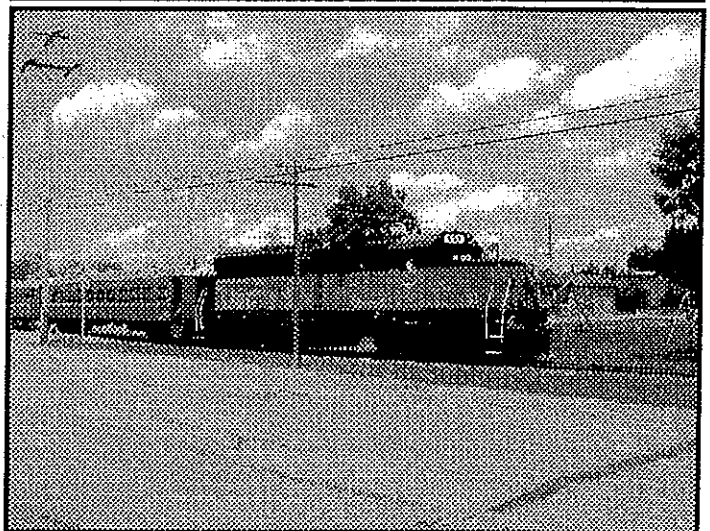
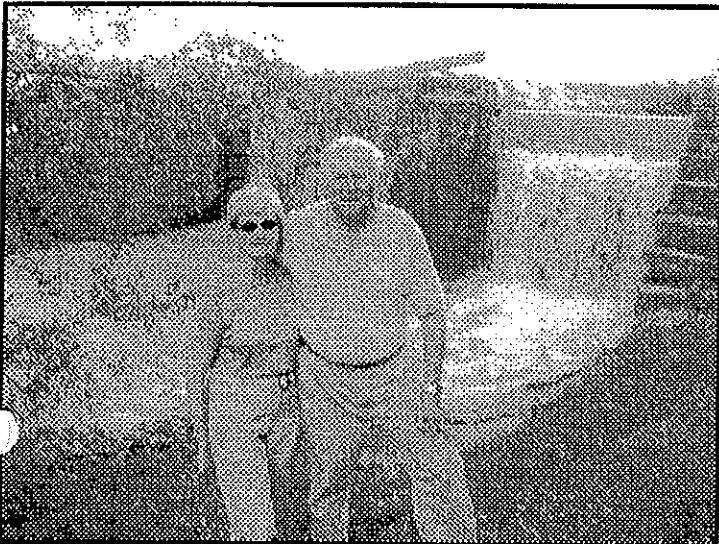
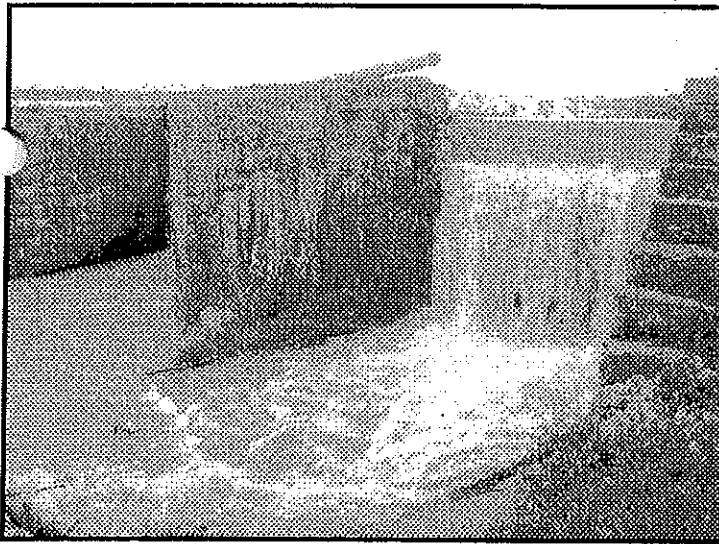
Other sites seen in the Whitewater Valley on June 19 en route to Metamora and back to Carmel were 1) the burnt out remains of Whitehall, a canal era inn, in Laurel that they plan to rebuild.

3) Gordon's Lock or Millville Lock just east of Metamora on U.S. 52/Indiana 1. This cut stone lock is in excellent condition. The chamber is used to store the "Ben Franklin III" during the winter. Due to all the rain, water was bypassing the lock and gushing over the tumble into the canal behind the Timmers. All photos by Bob Schmidt

4) the dam for the Brookville Reservoir on the east fork of the Whitewater River just above Brookville, Indiana.



and 5) "Thomas the Train" giving rides from Connersville, Indiana, out along the Whitewater Canal and back to children and their parents. The large engine pulled the train out of town and then pushed it back into town making it appear like Thomas was pulling it.



TRAIN LANDS IN FEEDER CANAL

This old newspaper article was sent to CSI headquarters by Craig Leonard, Wells County Historian and CSI Advisory Council member, who received a copy of the article from Laura Weston-Elchert, archivist for the *News-Sentinel*.

Fort Wayne News-Sentinel
July 4, 1939, p. 10, c.3-5

Back in 1874 when the Wabash & Erie Canal and the St. Joe Feeder Canal had been abandoned and tracks laid atop the feeder's towpath for the Wabash Valley Railroad, now known as the New York Central, a train engine running south of present day Jacobs Avenue just west of Clinton street in Fort Wayne plunged into the old feeder canal when an open bridge was not closed in time. In those days the canal had the right-of-way over the railroad.

A wrecking crew was sent to the site with a hand crane to hoist out the locomotive. At the time it was believed that all was recovered from the feeder canal except the sand box and the ornamental brass bell that decorated the lid of the sand box. The retrieved "Fort Wayne," as it was known, was carefully rebuilt and a year later christened the "A. H. Hamilton," after a railroad executive and well-known political figure.

In 1928 the Indiana Service Corporation [last of the interurbans] built a subway for its Kendallville traction line branch under the New York Central tracks where the locomotive had gone into the canal. John Young, a former engineer on the line which owned the old locomotive and who had operated it before it was wrecked and later after it was rebuilt, said that he and Ed Yorick, another veteran engineer, had watched daily at the scene hoping to see the old bell recovered when the excavation for the traction subway was in progress. Neither of them was aware that it had already been found.

It was learned that the brass bell had been recovered by a Wabash Wrecking Crew member and lost soon after in a poker game to Dan Harmon, proprietor of The Harmon House, which was located at Chicago and Calhoun Streets. [Chicago Street was vacated when the Pennsylvania Railroad elevation was built c.1910-1914]. The bell was said to have been atop the Harmon House for 35 years. Either Mr. Harmon was very discreet about where he had gotten the bell or perhaps he didn't know that it had come from the wrecked locomotive.

After a long investigation the sandbox and brass bell were found hidden in a hay loft in this city. The bell was recovered on Young's 93rd birthday on

June 23. Captain of Detectives John Taylor gave custody of the bell to W. L. Martin, 1723 Alabama Avenue, a New York Central foreman. John Young positively identified the old bell for Martin.

Martin also had in his possession an old gong used in the Pennsylvania eating house at the same time the locomotive sat atop the Harmon House. Dr. James M. Dinsen identified the gong as being the same one used in the old Pennsy dining room. They were placed in the Ford Museum at Dearborn, Michigan.

LAND SURVEY SEQUEL

Gerald Hulslander, CSI member from Marseilles, Illinois, writes in regards to the land survey article in the *July Hoosier Packet*: [Regarding the] adjustments for the curvature of the earth: The Northwest Ordinance noted such and gave specific instructions. The problem is that it is desirable to have section lines running due north-south, east-west, and parallel. It is impossible for meridians to be parallel if they are to be north-south and meet at the north pole. The solution was to adjust each township so it was aimed due north and the adjustment taking place on the west side of the township and on the north side.

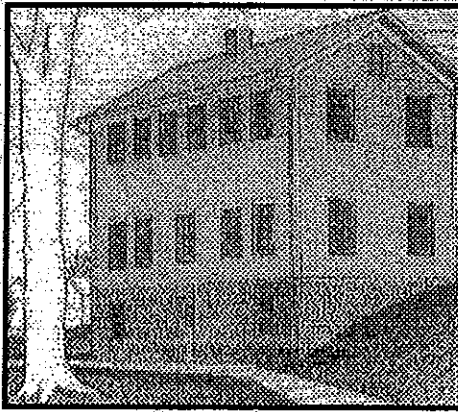
Check the acreages in sections 1 through 6 on the north and in 6, 7, 18, 19, 30 and 31 on the west (6 being both on the north and west) and you will rarely find them to be 640 acres. I have seen the west side vary from slightly over 320 acres to more than 700 acres. Such sections may be described as "fractional." Township lines usually make themselves known by a "correction" jog in the road every six miles on roads that are either due east-west or north-south.

LOCKKEEPER'S HOUSE DEDICATED

Tom and Diane Fledderjohann, CSI members from St. Marys, Ohio, attended the opening ceremonies for the Lockkeeper's House on the Miami and Erie Canal in New Bremen, Ohio, on June 19, 2010. Diane writes:

"It was a big event in the Gazebo near the Lockkeeper's house bu Lock 1. Delores Stienecker, curator of the New Bremen Historical Society, planned a lot of the day. Delores sold keys for \$20 a piece and from 11 a.m. to 2 p.m. people brought their keys to the Lockkeeper's House and tried to unlock a doorknob. The winner got \$1,000, and then from the losers she drew names for other prizes. She had tried to sell 2000 keys. The New Bremen Historical Society had food, drinks etc. at noon. It was a nice event. The house is beau and adds more to the landscape of Lock 1."

When the Miami and Erie Canal was in operation, the Lock-keeper's House played an important role for canal traffic and overnight travelers. After being reconstructed it is again a focal point in The Golden Triangle of Auglaize County: as a welcome center for travelers and visitors, as a museum for canal-related artifacts, and as a center for historical information. It is also home to the Southwestern Auglaize County Chamber of Commerce, serving Minster, New Bremen, and New Knoxville from this central location.



Besides this very important document IHS has also purchased other White Water Valley Canal Company papers from the same collection after learning that an east coast dealer had bought them at an Ohio auction last year. According to an article entitled "Canal Collection Returns to Indiana," IHS *INPerspective*, Volume 16 Number 4, "The papers chronicle the history of a short-lived canal turned railway track in southeastern Indiana, including its eventual transfer of tracks of land back to the state of Indiana for conservation and preservation in the 1940s. The bulk of the collection is land deeds, contracts and claims for damages — 16 documents are signed by early Indiana pioneers."

The article pictured another document showing the Plan of a Lot for Water Power Bought of Thomas Jefferson Chrisler on Sec. No. 101, White Water Valley Canal, Surveyed August 14th, 1845. It shows the lock, its bypass, and a culvert that is located on its upstream end to pass a stream under the canal.

"I was in St. Marys on Friday, June 18, and the city employees were installing the Lock gates on the lock that was under the woolen/cotton mill. That lock has been beautifully landscaped and, with the connection with the city park, it makes a fine-looking attraction."

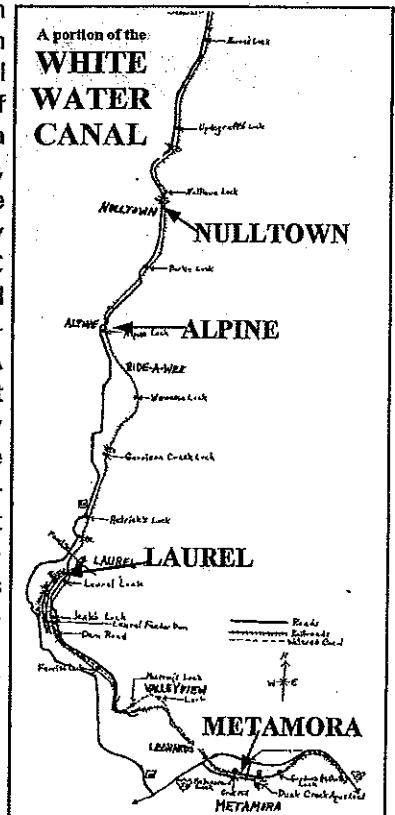
Thanks to Diane Fledderjohann and Melissa Reed, CSI member from Piqua, Ohio, for sending the program from the event.

CSI researched Thomas Jefferson Chrisler (TJC) trying to find where the lock was located. His last name was actually spelled Crisler. He was born on June 20, 1809 in Boone County, Kentucky to Allen Crisler (1777-1836) and Frances Conner (1784-1846). In the fall of 1813 Allen Crisler settled in Columbia township, Fayette county, Indiana and lived in an old log cabin until his home was built. It is thought that Allen built the first saw-mill in the township at the north side of Alpine, Indiana. Allen's son, TJC, must have purchased a lot of land around Alpine. In 1831, TJC along with James Handley, John McCabe and William Wherrett purchased all except the NE Quarter of Section 26 in Columbia township. Then in 1844, a year before land for the lock was purchased by the canal company, TJC along with James and John Limpus built a grist-mill at Alpine, Indiana. A map on the document shows a lot owned by Limpus next to the one owned by the Canal Company. This makes it most likely that the lock mentioned in the document is Alpine Lock #34 on the Whitewater Canal. Also we found that on January 6, 1857 TJC became Director of the Bank of the State of Indiana.

INDIANA HISTORICAL SOCIETY ACQUIRES WHITEWATER VALLEY CANAL COMPANY DOCUMENTS

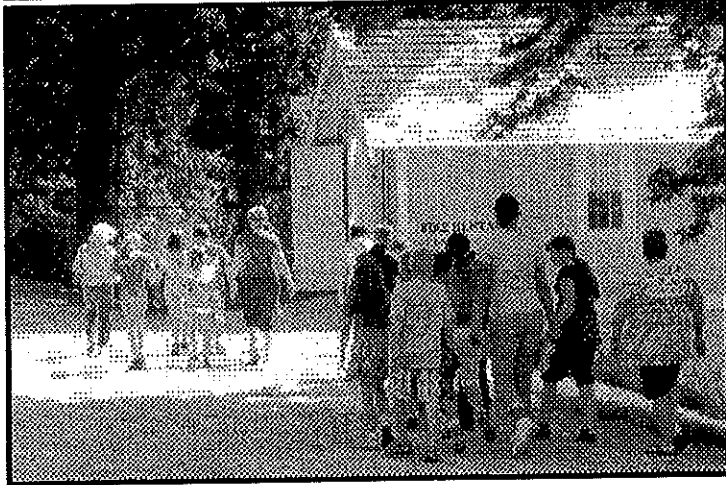
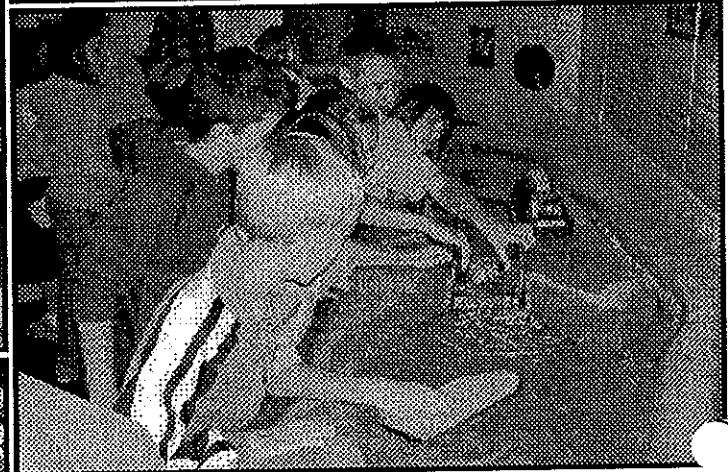
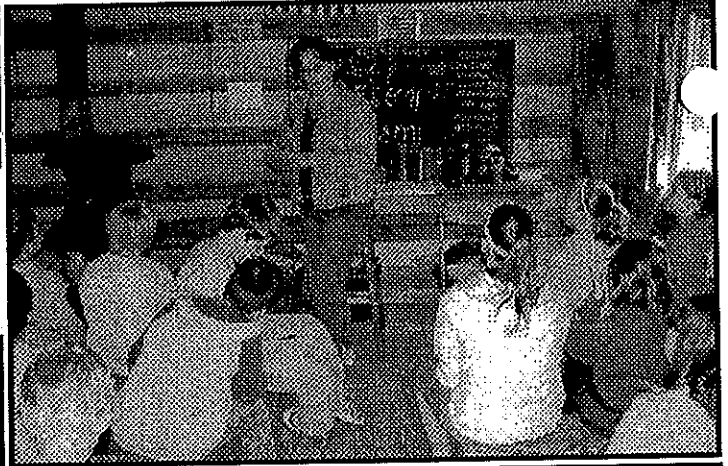
When the State of Indiana ran into trouble after starting too many projects provided for in the 1836 Mammoth Internal Improvements Act, construction halted on all of Indiana's canals in November 1839. In order to complete the White Water Canal, the White Water Valley Canal Company was organized on January 20, 1842, and elected Meredith Helm as its president on July 25, 1842. Helm filed an affidavit for the organizers seeking to have the State transfer the canal stock to the new company for the canal's completion to Cambridge City.

The Indiana Historical Society (IHS) has just acquired a proclamation made and signed on August 18, 1842, by then governor, Samuel Bigger. The proclamation transferred the canal, which was to extend from the Ohio River to the National Road at Cambridge City, to the White Water Valley Canal Company for its proper and exclusive use as a benefit with all water privileges and rents, materials on hand, quarries, relinquishments, rights and rights-of-way, privileges and immunities of every kind growing out of the canal with certain stipulations.



NEWS FROM DELPHI

**SO MANY GOOD THINGS
COME TO THE CANAL**
Article and photos by Dan McCain



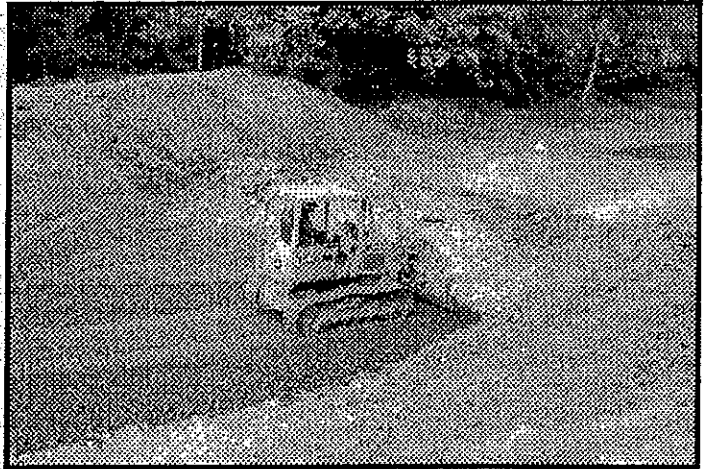
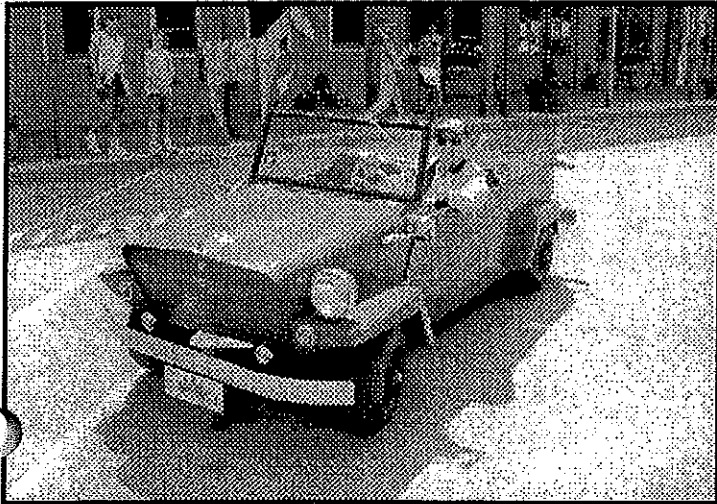
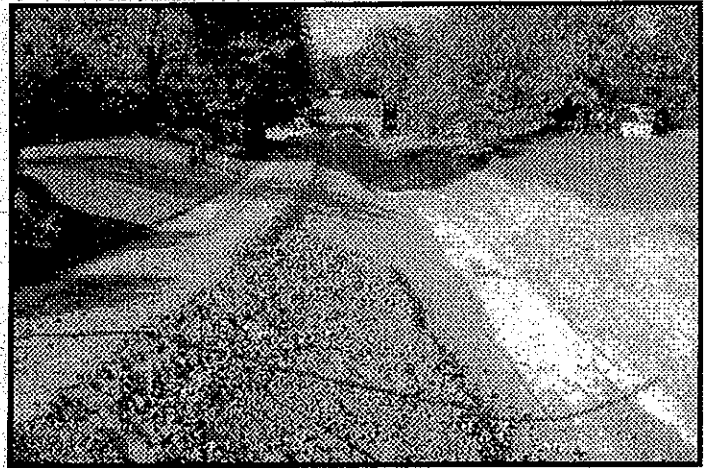
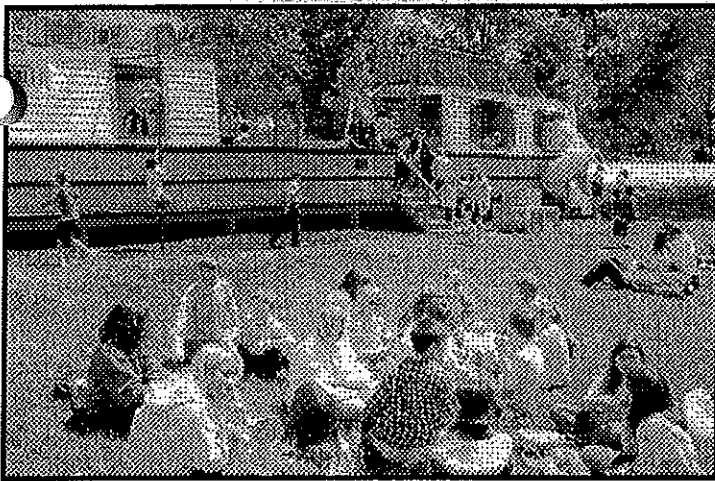
In the fall and spring of the year the Canal Association entertains many kids. Watching what fun they have learning is a "payoff" to our volunteers. Just seeing a youngster gleefully enjoying the experience makes you happy too.

Part of the experience school children get (especially 4th graders studying Indiana history) is to walk the towpath for a mile. The things they see and things we later hear about from letters they write leave them with positive experiences.

The One Room Log Schoolhouse is filled with boys on the left and girls on the right. The schoolmaster tells about the "three R's taught by the tune of the hickory stick".

Inside the interactive Interpretive Center they learn how the canal operated with locks. Somehow the "whitewater effect" of prematurely opening the gates seems to get attention but they do learn how boats passed through these structures.

In the gallery featuring the cabin of a canal boat (feels like you are floating on water) students play checkers at the Captain's dinner table. They can all look out the windows and imagine they are in a lock or lay out on one of the stacked bunks.



the accessible towpath on "wheels" instead of water.

Our treasured decades long association with Pat Draper "flower lady" who is nearly immobile except when it is Spring in the Park. Her enthusiasm for flower beds is infectious.

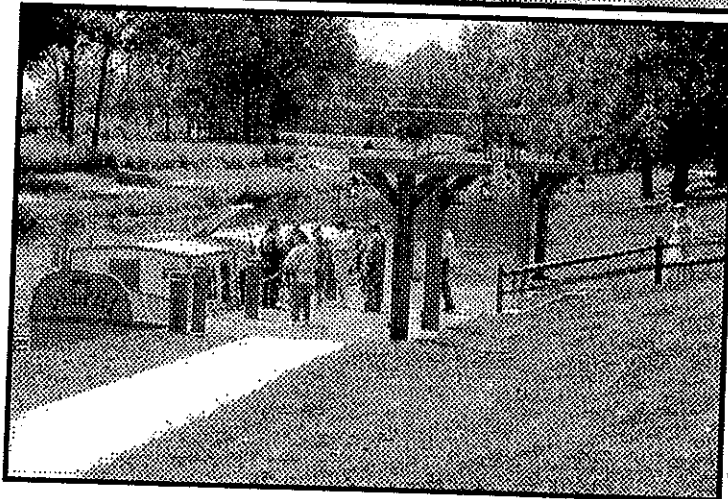
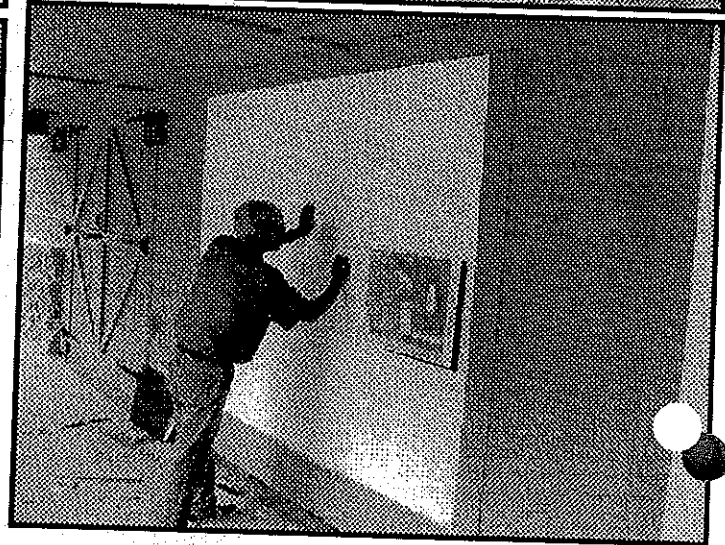
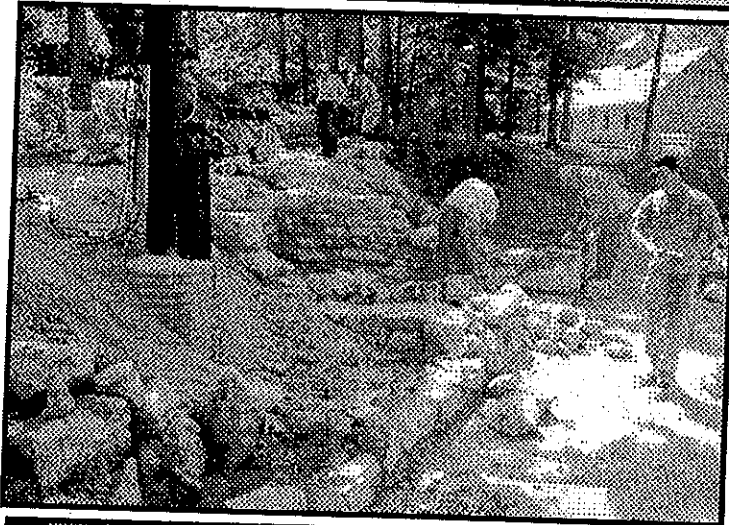
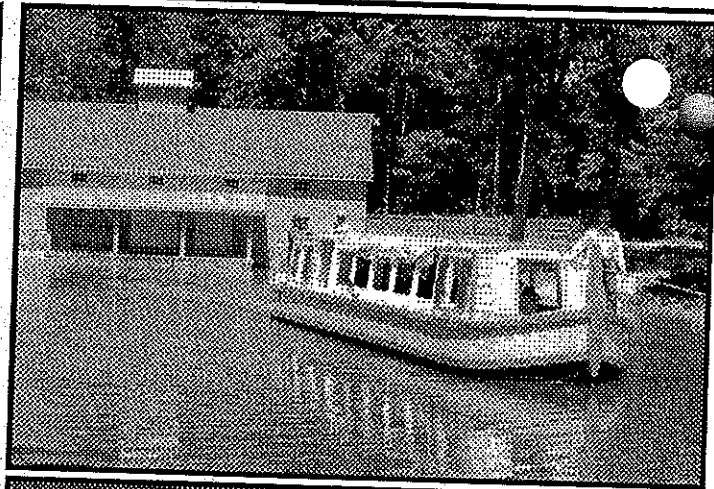
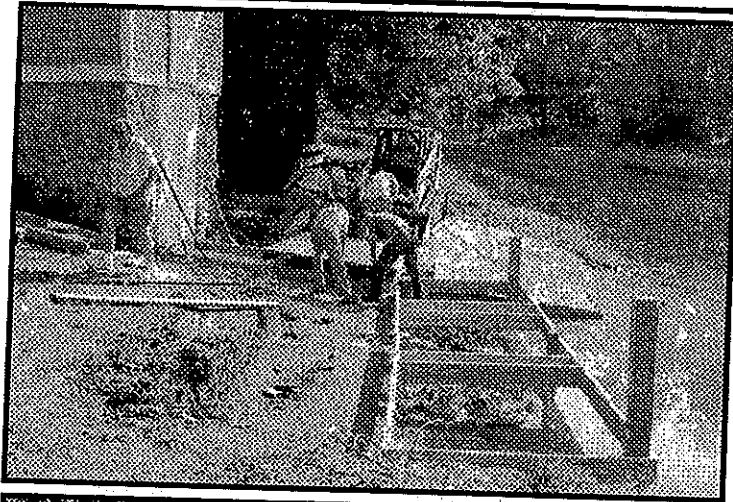
After months of being without water throughout the winter, the canal has been restructured with a clay liner. Stone taken from below the liner was then placed on the sides just above and below the eventual water-line to keep muskrats from burrowing through the liner as they have in the past.

We have experienced dozens of "sinkholes" in the past and hope this extensive work will prevent this from happening again. Contractor Jack Cohee is finishing spreading 168 tri-axle truckloads of "blue clay" mined on his son's farm. The original bottom was a streambed during the glacial age 10-15,000 years ago. When turned on again water for this section of canal comes through a pipe at a rate of three million gallons a day from the nearby Stone Company. We continually thank the Company for their "gift" of water and crushed stone for the trails.

At the end of their morning they can play or eat their sack lunch. It seems that many of them would rather play on the stationary canal boat than eat. Kids will literally spend hours on this exhibit perhaps because it isn't a conventional electronic plaything.

Everybody enjoys Canal Park. Even seniors that come regularly just to drive through or follow parts of

A new feature at Canal Park is the Bank Barn



(Bank Barn, Toll Booth, two smaller docks, etc.) that the kiln just had to wait. Not to be forgotten this interactive structure will interpret one of Delphi's most active industries of the canal era. The products were plaster, mortar and whitewash and were shipped mostly to the eastern markets.

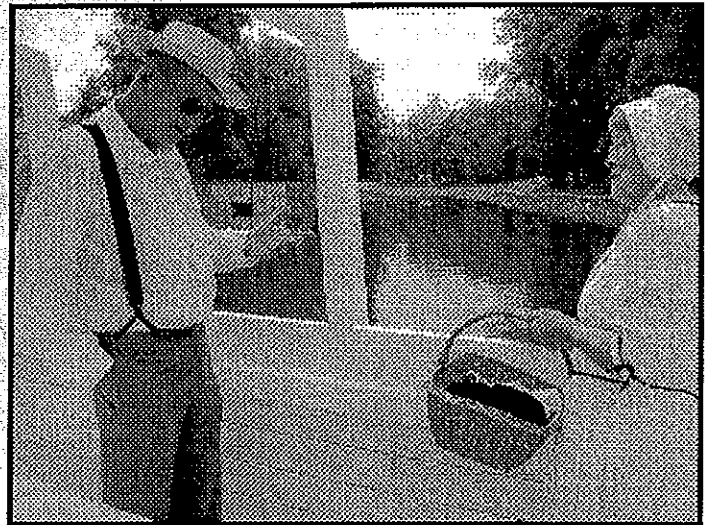
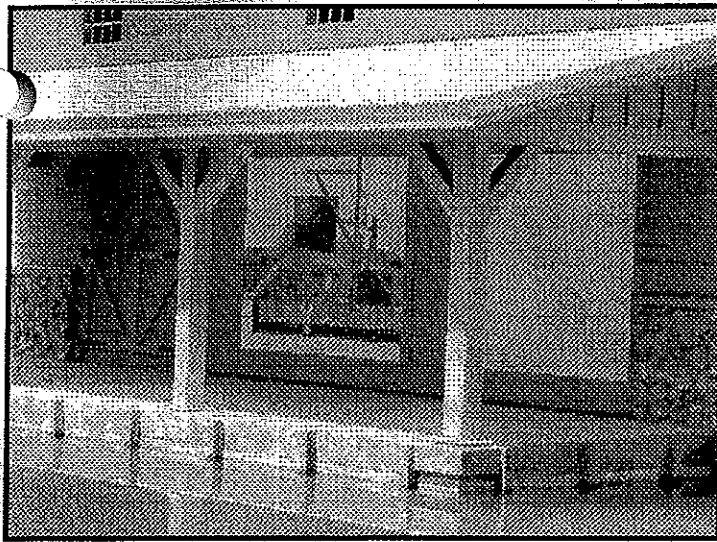
Now to the beautiful canal boat replica "the DELPHI" as it loads passengers from the newly completed dock. A big celebration on June 19th with a Brass Band playing officially dedicated this permanent feature.

Last year's big addition was the Warehouse where the boat is kept at night and in the wintertime raised above the ice for protection. Note the white doors at the semblance of a loading dock -- they will emerge with two murals depicting activity of men loading a boat inside. In the evening it will be lighted. Two sponsors, Canal Society of Indiana and Indiana Packers Corporation provided funding.

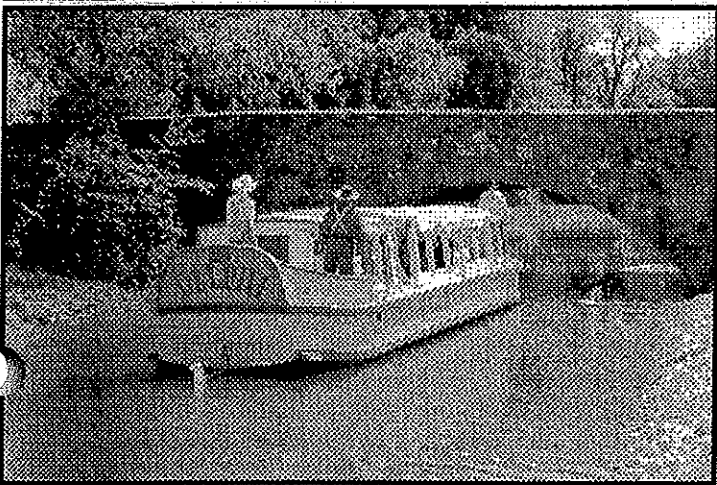
(top) and the lady that runs it Jean Howell (at the corner of the building). The M-W-F Volunteer crew is installing the paddleboat dock as a project being done "just in time" as the water level rises. It took just a week for the Stone Company water to fill the 1.4 mile stretch of reconstructed canal.

Back to work on the Lime Kiln site after last fall. The M-W-F crew has been so busy with waterfront construction throughout the time the canal was dewatered

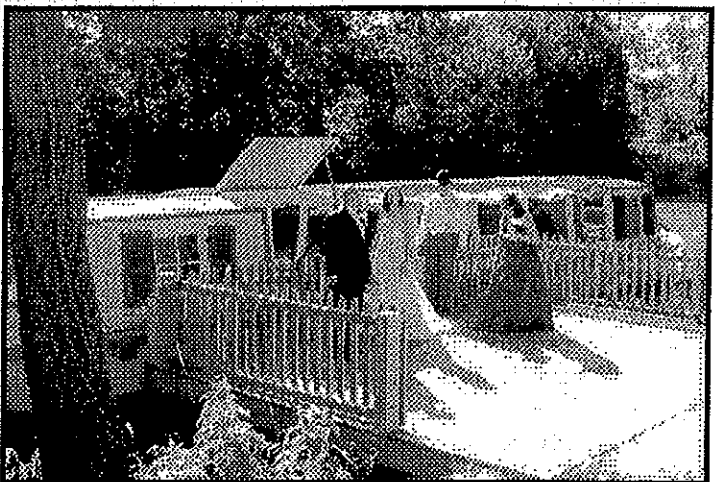
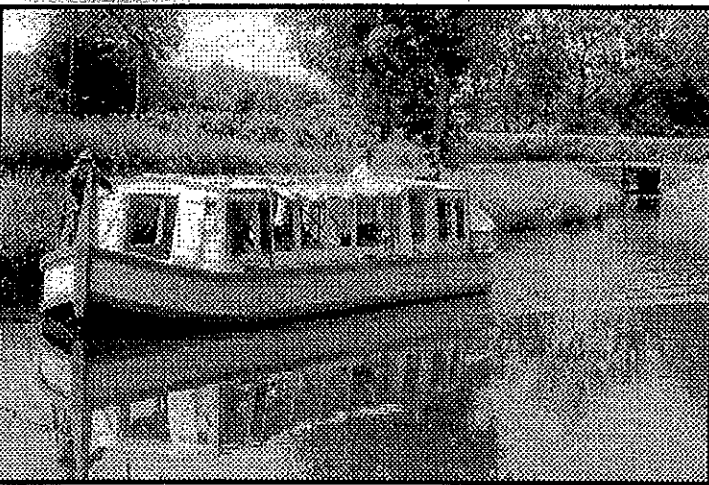
Terry Lacy is beginning the painting of the huge murals on the spaces that look like barn doors. The scene depicts workers loading goods on the boat inside the building. In canal times there was a similar ware-



The boat's crew provides a 45 minute ride to and from the new dock in Canal Park's village. In the background is the semblance of the Paragon Guard Lock that was built by the M-W-F volunteers last year. Another feature of the Paragon site is an "exchange" bridge just behind the lock chamber. In 1850 it allowed the mules to cross over and resume towing on the canal section as they left the Wabash River on into Delphi on the opposite side.



Travel on the canal boat today can be enhanced by docents re-enacting the times past. If you are interested in being a docent, educational assistant or canal boat "Captain" and want to offer your time contact Dan McCain 765-412-4308, Mary Crary 765-564-4661 (both pictured above) or Steve Gray 765-427-2912.



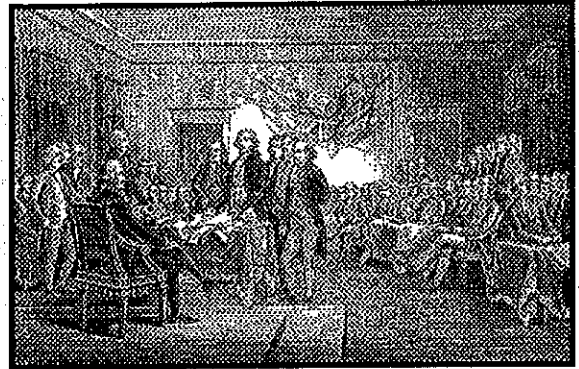
FIRST WEDDING CRUISE

house up at Carrollton called Speece Warehouse and it too had a slip inside where boats could come and load inside out of the weather.

The DELPHI quietly approaches the beautiful Washington Street Stone Arch Bridge. Passage is protected by centering barriers underwater thus preventing any damage to the boat from misalignment or wind.

Delphi's Canal Park has had many wedding celebrations held in the Canal Interpretive Center's conference room in the past, but on Father's Day weekend they had the first arrival of a wedding party at the newly dedicated dock near the center. The bridal party glided down the Wabash & Erie Canal on "The Delphi" and

was met at the center by friends and relatives for their reception in the Canal Center. Compare this wedding party to the one at Attica pictured below.



multi-media program, "We Americans," by Brian Migliore. It combined music and visuals to reveal a brief history of our country's exciting heritage from Colonial times to the present. The program was presented inside the Canal Center.

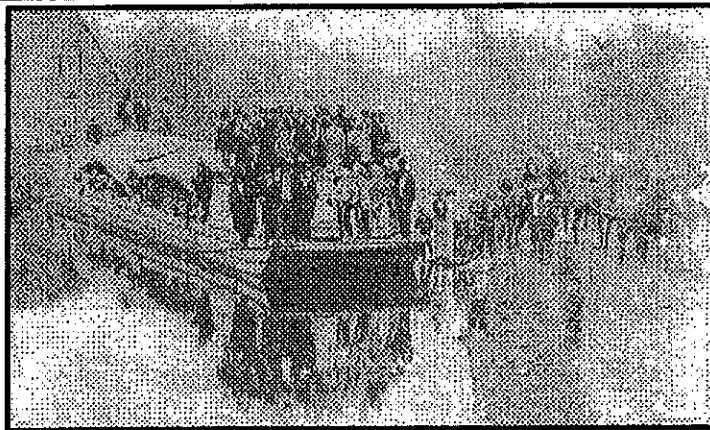
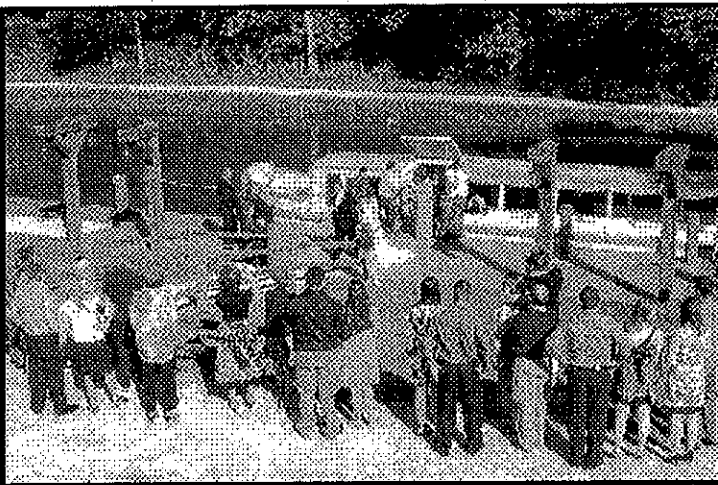
On Sunday another patriotic program was offered in the Canal Center at 1 p.m. by collector Michael Seikel and historian Mark Smith. Mike displayed some of the many historic flags that he has collected while Mark helped relate their history. It was followed by a performance by BUMMS, a men's singing group from Brookston United Methodist Church.

Before the parade on Saturday festival goers started the day with a pancake breakfast from 6 -10 a.m. served in Honan Hall by the Delphi Rotary Club. Following the parade the Snack Shack was an important stop for those wanting sandwiches and the famous pies with ice cream. A chili stand was set up near the Canal Center. Rossville Lions Club served ice cream both days.

As is the tradition at Canal Days, many crafters and artisans were present in Canal Park to display and demonstrate pioneer era skills. There were wooden toys, cloth work and aprons, jewelry, gourd art, crocheting, leather craft and other skills reminiscent of the 1800s. The Reed Case House, a canal contractor's home, and the old School House were open both days.

The Bowen Cabin Crafts gift shop was open on Saturday from noon until 5 p.m. Many hand-crafted quality gifts were available by talented artisans. Perennial flowers were also sold this year.

Canal boat rides aboard "The Delphi" were offered on Saturday at 11 a.m. and 2 p.m., and on Sunday at 2 p.m. for \$5 adults, \$4 children 4 to 18 years of age, lap-sitting children under 4 free. Narrated walks were scheduled at 4 p.m. each day. Bikes and paddleboats were rented at the bank barn. Some visitors took self-guided tours until dusk along the canal and trails. They learned about the structures and sites along the route from the new colorful and informative Interpretive Panels that have been installed.



This wedding party at Attica, Indiana, also cruised the Wabash & Erie Canal aboard a canal boat in the 1800s. The six instruments that are visible in the front row of the band on top of the boat are a trumpet, a violin, two saxophones, a bass drum and a snare drum. There appear to be about 12 band members.

CANAL DAYS FESTIVAL

By Annadell Lamb

The Wabash & Erie Canal Association in Delphi hosted its 23rd Annual Canal Days Festival on July 3-4. A time near July 4th is chosen each year to celebrate because the date is important in canal history. It is when the Wabash & Erie Canal opened from Lafayette, Indiana to Lake Erie at Toledo, Ohio in 1843. That completion connected the Midwest to the East.

Everyone was invited to join in on the fun, food and a bit of history of both the canal and Independence Day. The patriotic themed events started at 10 a.m. on July 3 with Delphi Lions Club's Independence Day parade, which ended at Canal Park for the presentation of awards for the colorful floats at 12 noon. This was followed at 1 p.m., 2:30 p.m. and 4 p.m. with a fine