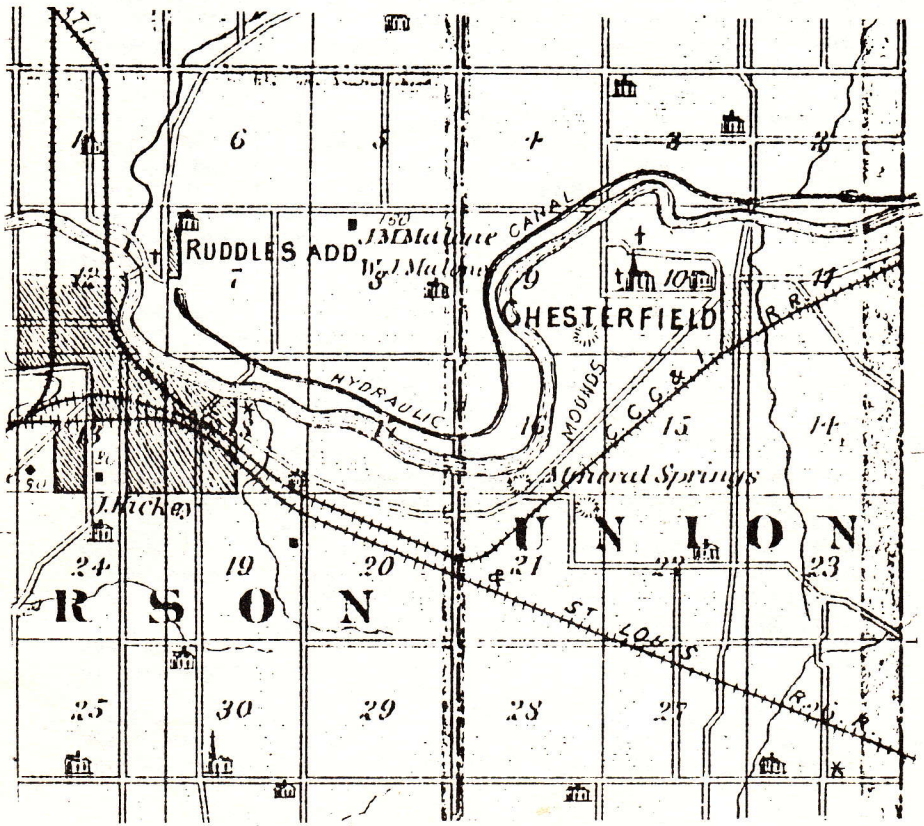


INDIANA WATERWAYS

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Portion of map from 1876 Indiana Atlas shows 'Hydraulic Canal' running along North bank of White River between City of Anderson and Delaware County line. This canal was originally built by the State of Indiana as a feeder for the never-completed Northern Division of the Central Canal. See Page 1, inside.

THE INDIANA CENTRAL CANAL

As originally projected in the "Mammoth" Internal Improvements Act of 1836, The Central Canal was to connect with the Wabash-Erie Canal (under construction since 1833) somewhere near Peru in Miami County and to proceed up the valley of the Mississinewa River to Anderson in Madison County or Muncietown in Delaware County, then down the White River valley through Indianapolis, Worthington and on to Newberry, where it would strike overland to Pigeon Creek, following that stream to Evansville on the Ohio. The Central Canal was to have formed the backbone of the Internal Improvements system. Connected to the Wabash-Erie at one end, the Ohio River at the other, the Whitewater Canal and the Cross-Cut Canal in the middle, and crossed by the National Road, the Jeffersonville-Crawfordsville and New Albany-Vincennes turnpikes and the Madison-Indianapolis Railroad as well as many other transportation routes, the Central was intended to become the Grand Canal of Indiana.

In line with the State's unfortunate policy of expending maximum effort on all the Internal Improvements projects at once, work started on the Central Canal in 1836 and 1837, beginning with surveys to determine the best route and proceeding with construction at several locations.

When the Internal Improvements System went broke and collapsed in 1839, the Central Canal, like the System itself, was only partially complete. Seven miles of the Central Canal (from the White River dam at Broad Ripple to Indianapolis), was completed and filled with water in May, 1839. This portion of the canal has remained in continuous use to the present day, serving first as a water supply for the city, now to feed the new Central Canal that runs through the White River State Park in downtown Indianapolis.

Less commonly known, but more important in view of its influence on later events, was the twenty miles of the Southern Division, Central Canal running between

Evansville and the Pigeon Creek Reservoir in Gibson County. This section was completed and filled in 1841, after the abandonment of the System by the State of Indiana. Other portions of the Central were left in various stages of completion; some ready for water, some half finished, some only located and surveyed.

In the debate which led to the Congressional authorization of the 1845 land grant enabling Indiana to extend the Wabash & Erie Canal from Terre Haute to Evansville, the fact that these twenty miles of the proposed route were already in operation as a waterway, as well as many more miles of the route being in advanced stages of construction weighed heavily in favor of the plan. The Wabash-Erie was opened to Evansville in 1853, and followed the route of the unfinished Southern Division of the Central Canal between Worthington and Evansville.

Another portion of the Central Canal which was eventually completed and filled, though never actually used, was the White River Feeder which had been intended to supply water to the Summit Level of the Northern Division of the Central. This Summit Level ran north from Anderson in Madison County and through the town of Alexandria, about twelve miles away.

In 1838 and 1839, a large amount of work was done on the Summit Section of the canal, seeing near-completion of the route between Anderson and Alexandria. Nearly finished also were the White River Dam near Daleville in western Delaware County and the feeder which ran along the north bank of the White, joining the main line at Anderson.

In 1840, following the financial collapse of the System, some additional funds were squeezed out of the Legislature to "secure" the dam in hopeful anticipation of some financial miracle that would allow the completion of the canal. The miracle never came, however, and the project languished until 1850, when the Northern Division of the Central Canal was sold to private parties.

Thomas Meek

CENTRAL CANAL NORTH OF INDIANAPOLIS

	DISTANCE IN MILES.	TOTAL COST WHEN FINISHED.	WORK DONE.	WORK REQUIR- ED TO COMPLETE.	
From Indianapolis to Broad-Ripple, -	9.03	\$227,548 27	\$227,548 27	- - - - -	Inc. basins for water power.
From Broad-Ripple to Stoney creek, -	13.27	185,780 00	- - - - -	\$185,780 00	Not located.
From Stoney creek to Dam at Wise's.	15.39	175,220 00	40,958 67	134,261 33	4 sections not let.
From Wise's to Dam at Andersontown,	7.93	111,352 00	41,725 67	69,626 33	Dam not let.
From Dam north to section 80, - -	1.43	96,782 00	- - - - -	96,782 00	Crosses W. river—not let.
From section 80 to Kill-Buck summit,	8.75	146,355 00	86,223 24	60,131 76	Near Alexandria.
Total, main line,	55.80	943,037 27	396,455 85	546,581 42	

FEEDER FOR SUMMIT.

	DISTANCE IN MILES.	TOTAL COST WHEN FINISHED.	WORK DONE.	WORK REQUIR- ED TO COMPLETE.	
From Dam to mouth, - - - - -	7.83	\$123,124 00	\$104,026 77	\$19,097 23	Ends opposite Anderson- [town].
Total, main line and feeder from Indiana- polis to near Alexandria, - - - -	63.63	1,066,161 27	500,482 62	565,678 65	

On the line between Noblesville and Kill-buck summit, there has been paid about \$8,000 for timber and other perishable materials.

On the completion of the White-river feeder to Andersontown, there would be a surplus of water after supplying the canal, for 8 or 9 months in the year, which would be sufficient, on the fall of 30 feet, to propel about 20 run of stones for this length of time in each year.

from Indiana HOUSE & SENATE DOCUMENTS 1840-41

Forkner, John L.

HISTORICAL SKETCHES AND REMINISCENCES OF MADISON
COUNTY, INDIANA

Anderson, Indiana 1897

pg. 73

THE ANDERSON HYDRAULIC

"A number of years after work on the canal had been abandoned, certain individuals considered the feasibility of completing that portion of the work lying between Anderson and Daleville and using it for hydraulic purposes. Nothing came of the scheme, and it was finally dropped. In 1868, however, a number of public-spirited citizens began agitating the question of using the canal. Great interest was taken in the matter by the citizens of Anderson and vicinity as it was thought that the enterprise, when completed, would result in making Anderson a city of the first class. Public meetings were held at which speakers located mills, factories and other enterprises without number along the hydraulic. Anderson was pictured in glowing colors as the "coming city" in the State. Finally on the 19th of December, 1868, "The Anderson Hydraulic Company" was organized with capital stock subscribed to the amount of \$64,000. The city of Anderson subsequently subscribed \$20,000 and issued bonds for the amount. The board of directors chosen by the stockholders was comprised of the following persons: Peter Suman, William Crim, H.J. Blackledge, N.C. McCullough, George Nichol, Samuel Hughel and James Hazlett. The board organized by electing N.C. McCullough, president, William Crim, treasurer, and C.D. Thompson, secretary. The company proceeded to let contracts for reconstructing the canal and a large force of hands was soon employed on the work.

The canal extended from a point opposite the village of Daleville in Delaware County to the city of Anderson, being about eight miles in length. To the disappointment of many the work did not progress as rapidly as had been anticipated and people generally began to lose faith in the benefits that would accrue after it had been completed. In the meantime the funds of the company had been gradually reduced and by the time the work had progressed far enough to turn in the water the announcement was made that they were practically exhausted. Water was turned into the canal from White River at Daleville on the 4th of July, 1874, but the banks gave way at several places and it became necessary to shut off the water. The places that had been washed out were repaired but again gave way to the pressure of the water when a second attempt was made to flood the canal. The stockholders had lost confidence in the practicability of the scheme and refusing to contribute further assistance, that which was to have been the glory of Anderson was abandoned. Eighty thousand dollars were expended on this work. It was afterwards sold by the sheriff of Madison County to Edward H. Rogers to satisfy judgements held by him against the company for labor and materials furnished for its construction."

On various trips through the Anderson area, we had noticed what looked like a canal running along the North bank of the White River east of town. The big ditch is quite noticeable at the crossing of the river of Interstate 69, where the roadway is carried high above the stream. In perusing a copy of the 1876 ATLAS OF INDIANA we came across what looked like a canal running along the river from Anderson to the Delaware County line. Several other persons had inquired about the ditch, but we did nothing other than stopping to look at it until a conversation with Clarence Hudson, the Society's President sometime in 1986. Clarence told us that he had heard of a gentleman living in the vicinity of Daleville who knew something of the old Central Canal diggings. We were, unfortunately, unable to make contact, so we resolved to make an expedition ourselves to see what could be learned. Following is a copy of our report:

FIELD TRIP REPORT
CENTRAL CANAL

White River Feeder No.1 near Daleville in Delaware County
May 30, 1987

Purpose: To examine the Central Canal feeder lying between Daleville and Anderson, with special attention to the feeder dam area near Daleville in Delaware County.

Party: Clarence Hudson, Canal Society President and Thomas Meek, ACS and CSI Index Committee member

Started from Clarence Hudson's home in Muncie at about 1:00 PM. Proceeded along North side of White River from Muncie to Yorktown and crossed to South bank and along Indiana Highway 32 to Daleville in Salem Township Delaware County, crossing the concrete bridge over the White River.

The feeder was visible at some distance to the East of the road as a large ditch, angling away from the river in a Northeasterly direction.

We pulled into the driveway of the first house on the right (East) side of the road and North of the bridge. We rang the bell, introduced ourselves as Canal Society members, and told of our quest. The occupant knew of the feeder canal, calling it an "old mill race", and gave permission to cross his property. He also told us that he owned only a portion of the relevant section of the feeder, and that we would need to get permission from his next-door neighbor to inspect the rest of it.

We went next door, to a sizable former farm house, where we introduced ourselves to the owner, Jim Barrick.

Jim Barrick
Rt. 2, Box 71
Daleville, IN 47334

Mr. Barrick was friendly and was interested in sharing information about the canal. He produced a photographic enlargement of a map which he said had been made in 1870.

The map was of a detailed survey of the property, including the feeder and showing the location of the dam as being immediately at the intersection of the feeder and the White River. T.M. photographed the map copy as it lay on the hood of a car, and Mr. Barrick volunteered to send a Xerox of his copy to C.H.. The original map is in the possession of the former owner of the property.

Mr. Barrick is familiar with the feeder and seemed aware of its general history. He directed us to a causeway crossing the feeder from his property on the North side of the feeder to the cultivated field lying South between the feeder and the White River, suggesting that we cross to the far side where the going

would be easier.

When crossing the causeway, we could plainly see the canal ditch in both directions. At the causeway, it seemed to have been partly excavated, with the banks built up slightly, so that when full, the surface of the water would be at about the same level as the original ground level. The channel appeared to be about 40 feet wide at the top, and about 4 or 5 feet deep, corresponding closely with the dimensions of other Indiana canals and navigable feeders.

We proceeded Eastward, to the left, up the feeder line along the edge of a cornfield lying in the meander of the White River that was cut off by the feeder. A second causeway crossed the feeder about 150 feet East of the point where we crossed. To the East of this causeway, a couple of inches of water was standing in the feeder. At the East end of the cornfield we located, with some difficulty, a path leading to the river.

Ruins of the feeder dam were found lying immediately at the intersection of the feeder and the White River.

Visible ruins consist of a concentration of stones, ranging in size from pebbles of 3 to 6 inches diameter to 20 or so inches diameter. This material was incorporated in the bank of the river, and appeared to extend in a fairly straight ridge clear across the river. Except near the sides of the stream, no stones broke the surface of the water. Water level was slightly higher than normal. Much of the submerged material appeared to be about six to eight inches below water level.

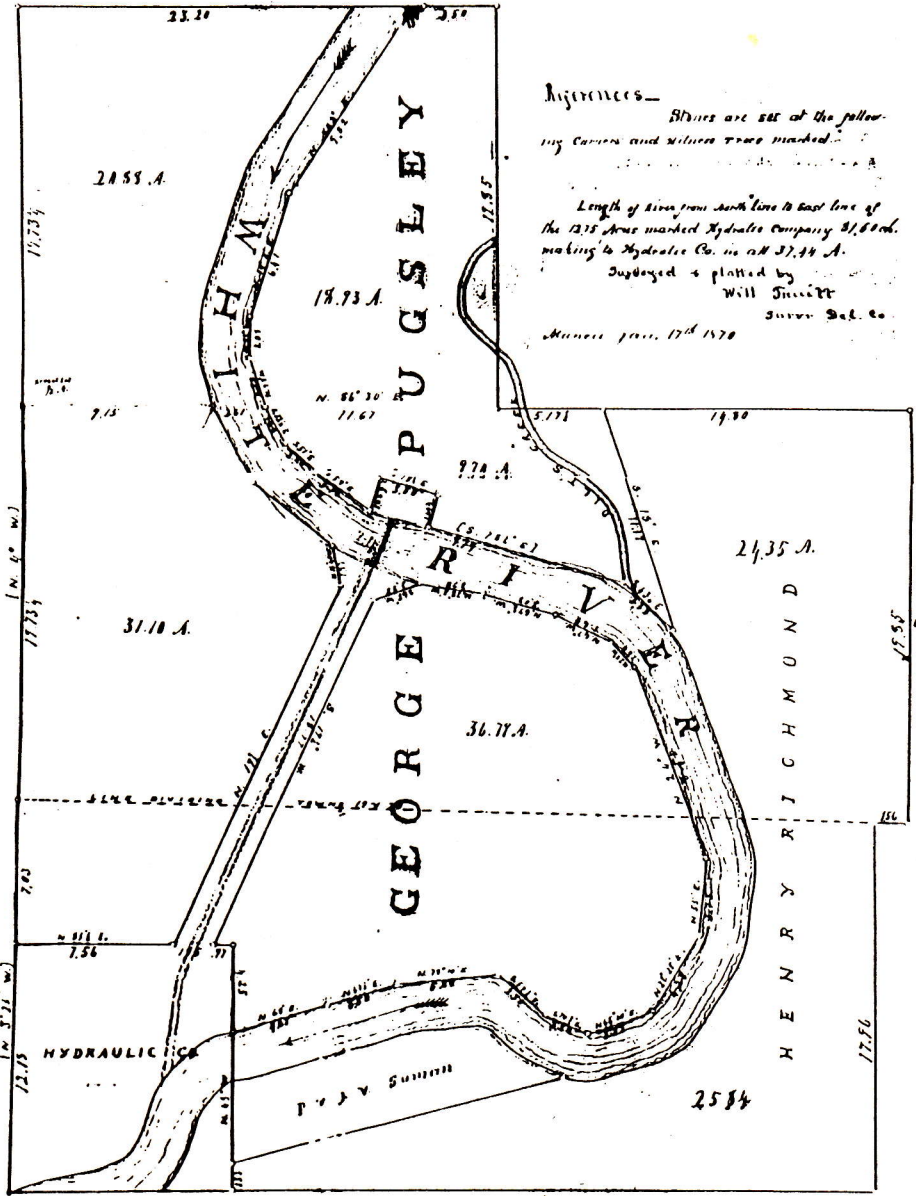
Also visible were large timbers protruding from the river bank near water level and under water. These timbers appeared to be the remains of "cribs" or huge log-cabin-style boxes that had been filled with stones, providing the main structure of the dam.

A concentration of stones was also visible on the far (South) bank of the river, but no timbers or other structures could be identified from where we stood.

Downstream from the dam, about 200 feet, there was a second, less regular ridge of material extending most of the way across the stream. This may have been composed of material washed downstream from the dam.

We looked for a guardlock or regulator near the intersection of the feeder and the river, and proceeded (West) down the channel of the feeder for some distance until standing water was encountered. No signs of such structures was seen.

At the time of our visit, the area was heavily grown up with vegetation which may have obscured other features. A subsequent visit to this site would be in order for purposes of measurements and mapping of the ruins. This visit should be made after a dry spell of a week or more when the river level is lower, and preferably during Winter or Spring, when visibility will be better. Mr. Barrick said that we are welcome to return.



References—
 Stones are set at the following corners and witness trees marked—
 Length of line from south line to east line of the 1275 Acres marked Hydraulic Company 21,800 ft. making to Hydraulic Co. in all 57,24 A.
 Surveyed & plotted by
 Will Truitt
 Surveyor Del. Co.
 January 1870

Survey map made in Jan. 1870 by Delaware County Surveyor Will Truitt. Map covers the southwest quarter of Section 31 and the northwest quarter of Section 6, Salem Township, Delaware County. Map shows the location of the White River Feeder Dam and a portion of the feeder canal line.

CENTRAL CANAL SOUTH OF INDIANAPOLIS.

	DISTANCE IN MILES.	TOTAL COST WHEN FINISH- ED.	Work done	Work re- quired to complete.	
		\$ cts.	\$ cts.	\$ cts.	
From Indianapolis to Port Royal, - -	15 69	239,433 31	221,433 31	18,000 00	9 locks to finish.
From Port Royal to Sand Hill, - - -	10 65	119,818 91	35,751 64	81,067 27	2 sections not let.
From Sand Hill to Martinsville, - - -	4 00	40,000 00	00,000 00	40,000 00	Not let.
From Martinsville to White River feed- er, in Greene County, - - - - -	71 00	1,060,000 00	00,000 00	1,060,000 00	Not let.
From White River feeder to Pigeon feed- er, - - - - -	73 00	1,602,000 00	279,000 00	1,298,000 00	Only the heavy jobs under Finished. [contract.
From Pigeon feeder to Evansville, - -	20 00	238,092 00	238,092 00	0,000,000 00	
Total from Indianapolis to the Ohio river,	194 34	3,299,344 22	774,276 95	2,525,067 27	

Above is a copy of a table which appears in the Indiana HOUSE & SENATE DOCUMENTS for the years 1840 and 1841. Along with the table printed on page 3 of this issue, it presents a tantalizing mystery to canal historians and explorers.

What is left of the dam at Port Royal? Where was Port Royal, anyway? And what about Wise's? Some of these sections of the Central Canal were nearly finished. Is anything left of them now?

There were other canals in Indiana; many mill-races run for large distances. At Rochester in Fulton County a large "hydraulic" canal crosses Indiana #14 on its way from Lake Manitou into town. At Goshen in Elkhart County is another big "hydraulic". That one runs for about three miles. How many other Indiana communities had dreams of water powered industry?

Lets find out. Let me know what you learn.

Thomas Meek, editor

INDIANA WATERWAYS

Editors: Thomas Meek, Julia Meek

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