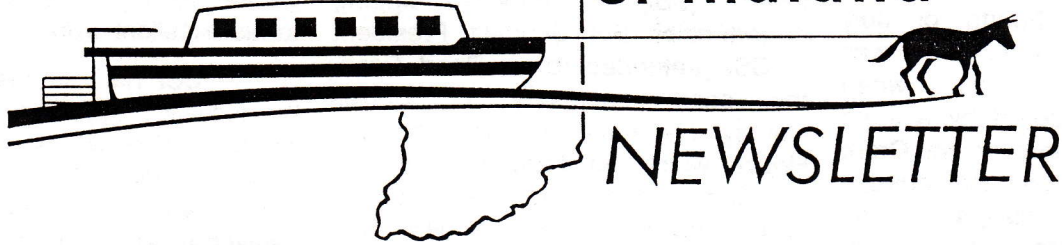


CANAL SOCIETY of Indiana



VOL. 9 NO. 5

P.O. BOX 40087 FORT WAYNE, IN. 46804

JULY 1995

MARKER HONORS W&E OFFICIALS

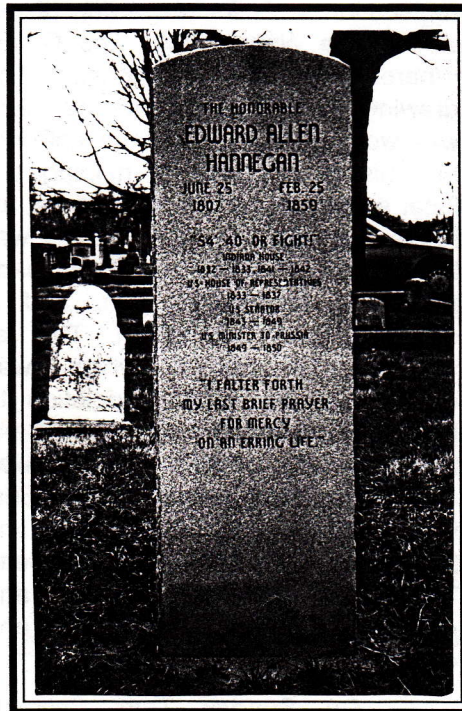
The Canal Society of Indiana (CSI) will make its and B. Michael McCormick's dream of placing a cemetery marker on the unmarked graves of Thomas H. Blake and William C. Linton a reality. Both of these men gave so much of themselves during the canal era to the Wabash & Erie Canal, Terre Haute, and the State of Indiana.

The society began work on this project in June of 1993. We solicited funds from our members, residents of the Terre Haute area and the families of the men to be honored. CSI and members matched funds from the Terre Haute Bar Association and other individuals. Woodlawn Cemetery agreed to waive the normal marker placement fee. The Terre Haute Monument Company gave us a special price for the stone and carving. The Wabash Valley Historical Museum is providing a rallying point for the drive to the cemetery.

As seen on the enclosed invitation, we will meet at the Wabash Valley Historical Museum, 1411 S. 6th Street, Terre Haute at 1 P.M., Saturday, July 29, 1995. We will have an auto procession to the marker ceremony at Woodlawn Cemetery, N. 3rd Street. The ceremony should begin at 2 P.M. Following that ceremony, participants may tour the E. Bleemel Flour and Feed/Brewery at 904 Poplar St.. All CSI members who have canal era costumes are asked to wear them. We will have media coverage. A large turnout will help in publicizing our society.

Thomas Holdsworth Blake.

HOUSE, 1819-20 (Davies, Knox, Owen, Sullivan, Vigo, and parts of Dubois and Pike); SENATE 1821-22 (Greene, Owen, Parke, Sullivan and Vigo); HOUSE, 1823-24 (Parke, Vigo, and part of Putnam), 1829-30 (Vigo). Born July 25, 1792, Calvert County, Maryland, of English ancestry. Attended public schools; studied law. Married Sarah Linton, 1830 (1 child). Episcopalian. War of 1812: Washington, D.C. militia, 1814. Moved to Virginia; to Washington, D.C.; to Kentucky; to Indiana in 1816; and to Terre Haute, Vigo County, in 1817. Lawyer; mercantile partnership with William C. Linton, 1833. Pro-Clay; Anti-Jackson. Prosecuting attorney; presidential elector, 1816; U.S. district attorney, 1817-18; judge, 1st circuit court 1818; U.S. House of Representatives, 1827-29; appointed to board of internal improvements, 1836; commissioner, U. S. General Land Office, Washington, D.C., 1842-45; president, Wabash and Erie Canal, 1847; state financial agent, 1849.



Temporary chairman, Whig state convention, 1838. Lost for U.S. House of Representatives, 1824, 1828; lost for U. S. Senate, 1831, 1838. Trustee, Indiana University, 1829-38; trustee, Vigo County library. Freemason. Died November 28, 1849, Cincinnati, Ohio.

William Crawford Linton.

SENATE, 1828-29, 1829-30, 1830-31 (Clay, Sullivan and Vigo). Born in 1795, Lancaster, Pennsylvania. Married Ann Aspinwall, 1820 (4 children); married Eliza Perkins, 1827. Presbyterian. Moved to Indiana 1818. Merchant, Anti-Jackson; Whig. Commissioner for courthouse construction, 1824; fund commissioner, Wabash and Erie Canal, 1832-35; fund commissioner, Terre Haute branch, State Bank of Indiana, 1834. Lost for state representative, 1831; lost for U.S. House of Representatives, 1833. Died January 31, 1835, Philadelphia, Pennsylvania.

EDWARD HANNEGAN MARKER - WOODLAWN CEMETERY

SIMILAR TO BLAKE/LINTON MARKER TO BE PLACED ON JULY 29TH

EDITORS: BOB & CAROLYN SCHMIDT 5205 WAPITI DR. FORT WAYNE, IN. 46804 (219) 432-0279

DELPHI 4TH OF JULY FESTIVAL HUGE SUCCESS

This year's Fourth of July Festival at Delphi on July 1-4 was given a huge boost when archaeologists sponsored by a state Heritage Corridor Improvement Grant unearthed over a thousand buttons and metal clothing clasps. Wayne Bischoff, a doctoral student in archaeology at Michigan State University who also headed up the dig at the canal wharf in Lafayette, and Tim Lauxman have worked in the heat among stinging nettles, stickers and mosquitoes to find remnants of the Wabash and Erie Canal and associated buildings from the canal era.

A 1851 black button the size of a nickel was found that was stamped "Goodyear 1851." The two men have used documents and pictures to locate their digging sites. Near the old lock No. 33 they found a trash dump off the lock keeper's house. In it was found saltwater oyster shells, early ceramic pieces of cups and saucers and bear bones. Near where an old paper mill was located that was destroyed by fire they dug way beneath old bricks and much further down than would be normally excavated to find the site of a clothing manufacturer which yielded all the buttons and clasps.

During the festival they displayed a few of the artifacts in the Bowen Cabin at the Carroll County Wabash and Erie Canal Park. Across the canal from the cabin they began digging at the site of two old canal warehouses. Festival goers were given the opportunity to help them dig a wall and then sift through the soil.

The Associated Press picked up the local newspaper article. It appeared in Fort Wayne papers, Logansport, Lafayette, etc. and brought many visitors to the festival.

The unearthed treasures give a human picture of life in canal days. Bischoff has found an 1835 site along the canal that may be linked to its construction. This camp construction site is a rare find.

Not to be undone by the archaeologists, the Canal Society of Indiana (CSI) also provided digging opportunities. Bob Schmidt, President of CSI pretended to be Reed Case, the canal contractor of Carroll County. He stood outside the Case House, which the Carroll County W & E Canal Association is refurbishing, and along with CSI members Carl Bauer, Jim Ellis, and Allen Vincent talked festival goers into signing up to work on the canal from Delphi to Attica. The men's contract was for \$15 a month and the women's for \$4 a month. The hours were from 6 a.m. to 6 p.m. 6 days a week. They were paid a blue pup (\$1 canal scrip) in advance as they signed the contract with quill and walnut ink supplied by Maxine (Peggy) Ford. There were shovels and picks to help dig and a wheelbarrow to carry the soil. Many attendees put their backs to work for a lot of fun. The cooks and laundresses were disgruntled because their wages were below that of the men.

CSI also had a room inside the Case House full of exhibits about all of Indiana's Canals. We had a registration table for a drawing of our video "The Wabash and Erie Canal: Where Frogs The Vigil Keep." The drawing was held on Tuesday and was won by Jack Sturken of LaPorte, In. This is our way of helping the local society to have a mailing list for future festivals. We also had a wall full of free materials such as back issues of newsletters, etc. and a donation could be given. The jar yielded \$66 dollars which was donated to the local association to help in restoration of the Case House. The exhibit room was manned by Sally Bancroft, Ruth Ellis, Dick and Joyce Garmon, John McAninch, Carolyn Schmidt and Bette Tarr. They answered questions and passed out literature about CSI and our tours.

On Sunday Tom Castaldi, author of The Wabash and Erie Canal Notebook, Allen and Huntington Counties which you just received, was on hand to sign his book. Many fine comments were

given to Tom and letters have been received by CSI from members and genealogy departments of libraries as to his excellent work.

CSI had 25 members attend the festival. They enjoyed seeing the wagon pulled by two beautiful twin oxen (weighing 2,400 pounds each and owned by Bill Reese of Lafayette) which gave rides through the festival grounds. The oxen were named Ben and Little Joe because they new how to pull the cart right (Cartwright). CSI Treasurer, Allen Vincent, played an important part in guiding people around the oxen chips.

One afternoon a couple from the Rendezvous got married. At first most of us thought it was part of the entertainment, but it was a real wedding. Wedding cake was served as long as it lasted. Free doughnuts were made by Susan Yoder. Candle dipping, spinning, weaving, blacksmithing, carving wooden bowls, pouring lead shot, and black p cooking were a few of the demonstrations given. A miniature goat farm brought their goats for the children to pet. There were ponies to ride and a wagon ride to tour the old homes of Delphi. But best of all were the homemade pies. Francie French and Cleo Gruber along with their daughters and other local association members baked marvelous pecan, peach, apricot, cherry, raspberry, apple, chocolate chip, blueberry, gooseberry, rhubarb, etc. pies which sold for 75 cents a piece. Beautiful sunshiny cool weather added to the wonderful time had by all.

AMERICAN CANALS

CSI Secretary, Jerry Getty, and CSI President, Bob Schmidt, have had portions of their articles that appeared in the Canal Society of Indiana Newsletters of April and May 1995 picked up and reprinted by the American Canal Society in its bulletin American Canals, NO 93 May 1995. Jerry's article appears on the front page, entitled Canal Mules and has a cute drawing of the head of a mule, and Bob's is on page two titled Canalabration in the Maumee Valley 1845-1995.

The American Canal Society (ACS) is the national society. Membership is \$15 a year including quarterly issues of American Canals. For ACS membership send dues to Sec'y/Treas. Charles W. Derr, 117 Main St., Freemansburg, PA 18017.

CSI PUBLICATIONS

Many of you who receive the newsletter and Indiana Canals probably give little thought to what goes on behind the scenes to put out these publications. Stan Schmitt, CSI board member and editor of Indiana Canals, does research, finds old documents and pictures, and receives bits of history from you to write his historical quarterly magazine. He mails his galleys to Fort Wayne where they are printed by Office Depot. Bob and Carolyn Schmidt also do research for the CSI Newsletter, receive current and old newspaper articles and pieces of information from you, and take photos to publish the Newsletter 6-8 times a year. It is also printed at Office Depot.

CSI board member, Nate Tagmeyer, is responsible for the tour logos which are printed in the Newsletter, on tour buttons and on tour booklets. He also designed the Newsletter's banner. He has just designed a new cover for Indiana Canals to be used when nothing else is available that goes along with the articles. It is a town canal scene and he is also working on a country canal scene.

Once the printed pages are completed, Fort Wayne CSI members roll into action. Pages are collated, stapled, folded, stapled closed or put into envelopes, addressed, sorted for bulk mailing and weighed. Those who have helped are Jim Ellis, Jerry and Mary Ann Getty, Dennis and Corinne Meinert, Brian and Laura Migliore, Bob and Carolyn Schmidt and Allen and Becky Vincent. Often our arms get sore from all the stapling but the company is always fun. We thank these people and all of you who have participated with your articles. We hope you enjoy our publications.

You may help both publications by doing research, sending in articles, taking pictures, drawing diagrams or helping with the mailing process. Can you draw, write a poem or song? As the society grows the time it takes to get out the mail becomes longer and more help is appreciated.

THREE RIVERS PARADE

The Fort Wayne Three Rivers Festival opened Saturday, July 8 with a huge parade. Once again Arts United had a group marching behind their banner of all their member organizations. CSI is a member of Arts United which is located in the old canal warehouse on Superior Street in Fort Wayne. We were asked to send a representative. The representative receives a free Arts United T-shirt to wear in the parade. This year CSI sent not one but two walkers. Ed and Pat Miller of Fort Wayne strutted their stuff for the Canal Society. Thank you.

INTERNATIONAL CONFERENCE ON HISTORIC CANALS

The 1995 International Conference on Historic Canals will be held October 2-6 in Augusta, Georgia at the Radisson Riverfront Hotel. It is being hosted by the Augusta Canal Authority in cooperation with the National Park Service to celebrate the 150th anniversary of the historic Augusta Canal. To receive details and registration information: Call, fax, or write the Augusta Canal Authority, Attn. Jeanie C. Allen, Conference Chair, 3042 Pine Needle Rd. Augusta, Ga 30909 or phone & fax 706-733-2635. Materials will be sent only if requested. Hotel reservations may be made by dialing 1-800-333-3333. Several members of CSI plan to attend.

NEW SITE OF FALLEN TIMBERS BATTLE

An article that appeared in The Blade, Toledo, OH June 23, 1995 carries the archaeologists proof that the Battle of Fallen Timbers that CSI visited in their 1994 fall canal tour was only on the fringe of the true

battlefield. The actual site where the main battle occurred is north across U.S. 24 from the current monument site in a soybean field, wooded area and ravine. According to the article the 1794 Battle of Fallen Timbers--for decades believed to have been fought in a floodplain between U.S. 24 and the Maumee River--actually is about a mile away and north of the Wabash and Erie (Miami Erie) Canal.

Dr. D. Michael Pratt from Heidelberg College led a group of historians with metal detectors through the area off North Jerome Road finding more than 300 musket balls, rifle shot, uniform buttons, and a smooth-bore bayonet. The site was proposed to become a million-square foot mall. The Maumee Valley Heritage Corridor, Inc. is seeking national historical designation for the site and also for nearby Fort Miamis and Fort Meigs. These finds will help in efforts to get federal recognition of the site and perhaps some funding.

IT PAYS TO ASK

With this newsletter you will find a copy of the article Step Back Into Pioneer Canal Days by Vickie A. Smith which appeared in the biweekly publication The Rural Shopper. I found the paper in a restaurant in Madison and sought her release to publish it for your enjoyment.

A few weeks later another issue of The Rural Shopper appeared in my mailbox with an article Shops Galore at Historical Canal Town Metamora. Oh, another nice article and I began to read further. I had sent Ms. Smith copies of our membership brochure, publications, and video information so that she could see our level of quality. Much to my surprise, she has included that information about the society in her latest article. This article is also reprinted for you.

This is a great way to spread the word about CSI and gain membership. Most people when they call or write say they never knew CSI existed until recently. Most find out by calling the Fort Wayne Historical

Society about canal related things and are referred to us. Others learn about us at festivals or through newspaper articles. Help spread the word in your community.

NEW YORK PLANNING MAJOR RESTORATION FOR THE ERIE CANAL

by Joseph Berger

The Erie Canal, whose mule-drawn barges opened the nation's heartland to the Atlantic 170 years ago, would be turned into a recreational waterway for boaters, hikers, cyclists and tourists under a plan being developed by the New York State Thruway Authority.

The Erie and three linked canals stretch for 524 miles from Buffalo to Albany and up to Lake Champlain, but their commercial clamor has stilled to a whisper. Last year, the canal system carried less than 68,000 tons of cargo, a tiny fraction of the 5.2 million tons it handled in 1951.

To revive the canal, the authority drew its inspiration from the lively traffic of pleasure boats on sleepy canals in France and Britain and conceived of the Erie Canal as a serpentine playground, with charter boats plying its waters, and hikers and cyclists using its former towpaths.

While the authority is already spending \$60 million to dredge the canal and repair locks, and negotiating contracts with private developers in Syracuse, it is not entirely clear where the \$146 million needed for the remainder of the project over the next 15 years will come from.

A spokeswoman for Gov. George E. Pataki, while endorsing the plan's goals, questioned the financing.

"We certainly support the concept and the plan," said the spokeswoman, Zenia Mucha, "but we need to review the funding mechanism to make sure it's real, and from our initial review there are

many unanswered questions. We want to make sure it's not pie in the sky."

An internal memo circulated in the Governor's office calls the plan "an expensive cross-subsidy from thruway toll payers and taxpayers generally."

Ms. Mucha said the state's Urban Development Corporation would be asked to review the authority's plan, its financing and its economic impact.

More than half the financing—\$75.3 million—would come from thruway authority bonds that would be paid off by tolls on boats, revenue from retail leases and sales and a portion of the \$330 million in highway tolls the authority collects annually. But the project also counts on the financial participation of private developers and \$41.7 million in local, Federal and state contributions.

Technically, the authority can proceed with the canal's revival without approval by the Legislature and the Governor, but in practice, Mr. Pataki would have many ways to undermine the project if he chose to, like blocking Federal transportation funds that go to the state, not the authority. Peter Tufo, the authority's chairman and chief executive officer, said that the proposed state contribution would be small—no more than \$1 million a year—and that local legislators might prevail on the State Legislature to provide it.

Mr. Tufo, an appointee of former Gov. Mario M. Cuomo whose term expires in January, said his two fellow board members are expected to endorse the plan when a formal vote is taken in September.

The project which will be formally unveiled July 11, would provide piers, restaurants, retail shops, information kiosks, picnic tables and trail amenities whose absence is blamed for the limited recreational use of the canal.

In Syracuse, development rights have already been negotiated for a \$40 million aquarium as well as

a marina and restaurant. In Rochester, an artists' rendering foresees a broad canal-side promenade with gazebos and piers. In Waterford, a rendering depicts a cafe alongside a canal bridge.

It was, in part, the thruway authority's superhighway that led to the decline of the Erie Canal, which had been opened by Gov. Dewitt Clinton in 1825. In 1992, the State Legislature transferred the moribund canal system from the Transportation Department to the authority. "Ironically, we were in part responsible for the canal's decline and so there's a symmetry to our taking it over and revitalizing it," Mr. Tufo said.

Seven public hearings will be held in August, but so far there has been no groundswell of opposition. One reason is that Mr. Tufo has carefully avoided talking of condemning private property, even through private ownership clouds prospects for an uninterrupted highway trail. Seeking to allay fears about overdevelopment of bucolic areas, he has restricted plans for major structures to eight canal cities and towns.

No environmental group has taken a position on the canal's development, though individual members express concerns about overdevelopment and dredging silt that may contain toxic materials. The reaction of Clara Sauer, executive director of Scenic Hudson, which has been overseeing the designation of the Hudson River Greenway, was typical.

"By connecting the Erie Canal with the Hudson River, it would be an absolute home run," she said. "It would extend the greenway from one end of the state to the other."

The New York State Canal Recreationway Plan, as the project is called, capitalizes on the canal's history, encouraging visitors to see discontinued canal segments and antique locks, aqueducts and bridges. Mr. Tufo grows animated when he describes the scenic vistas

that appear, as through an opening curtain, when a lock lifts travelers to a new water level. "Its like a Verdi opera," he said.

But the plan seems aimed mostly at more active pursuits. The most important goal is to spur use of the canal by motorboats, charter boats and canoes, and Mr. Tufo has already spoken to French boat operators to enlist their bids. Mr. Tufo spoke of an ambitious canal trip taken by Robert M Morgenthau, the Manhattan District Attorney, and his wife that took them west across the canal, northeast up Lake Ontario and the St. Lawrence Seaway and down Lake Champlain and the Champlain Canal.

Last year, locks were opened for pleasure boats 116,000 times, a figure that suggested underuse to the consortium that studied the canal, which was headed by the Manhattan architectural firm of Beyer Blinder Belle.

Another project goal is the creation of an end-to-end trail stretching from Albany to Buffalo that would use old towpaths and roads for cyclists and hikers. Roughly 220 miles is open for such use now; another 150 miles is owned by the Canal Corporation, an authority subsidiary, and needs to be developed for trails, and Mr. Tufo believes he can buy easements across much private property.

In addition to Syracuse, tourist clusters are being planned for Tonawanda, Rochester, Oswego, Seneca Falls, Little Falls and Whitehall. Another 96 smaller areas are also contemplated.

The planners believe that increased tourism would pump \$230 million into the state's economy by attracting 1.3 million visitors and would create 2,700 jobs. That is why the plan calls for spending \$11.3 million on marketing the canal as an international attraction.

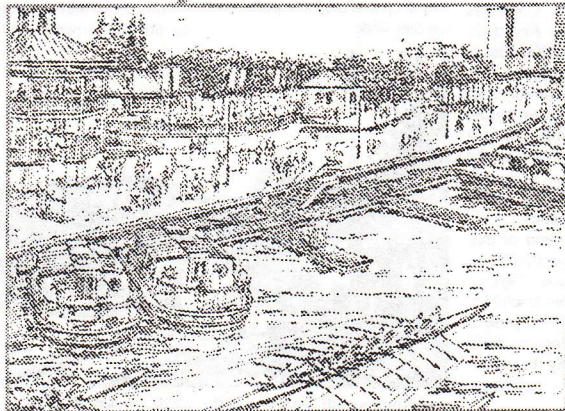
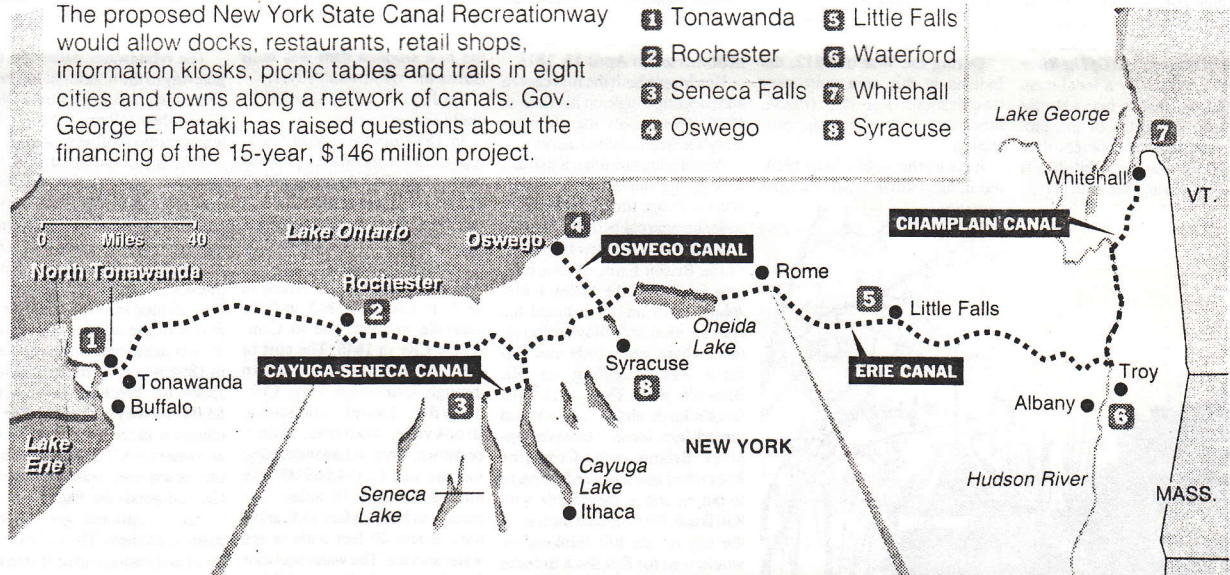
The plan does not surrender commercial hopes for the canal. Mr. Tufo believes his agency can lure back shippers for whom time is not of the essence or those moving extremely heavy materials.

Asked why he felt an agency that is expert at building highways can take over a waterway, Mr. Tufo mentioned the agency's engineering and financing expertise as well as its expertise at collecting tolls. The authority already charges tolls for \$2 to \$10 per lock.

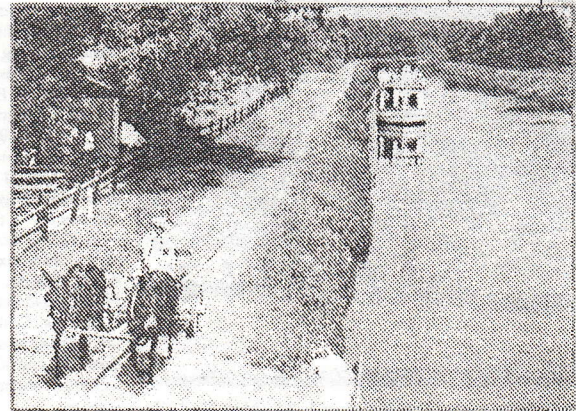
The above article was sent to CSI by member Karl Kettelhut. It appeared in The New York Times, Friday, June 30, 1995. We hope Indiana can do something similar with parts of its canals. The Maumee Valley Heritage Corridor and the Wabash Valley Heritage Corridor plans suggest similar uses of our historic Wabash and Erie Canal.

The proposed New York State Canal Recreationway would allow docks, restaurants, retail shops, information kiosks, picnic tables and trails in eight cities and towns along a network of canals. Gov. George E. Pataki has raised questions about the financing of the 15-year, \$146 million project.

- 1 Tonawanda
- 2 Rochester
- 3 Seneca Falls
- 4 Oswego
- 5 Little Falls
- 6 Waterford
- 7 Whitehall
- 8 Syracuse



Courtesy Beyer Blinder Belle Consortium



Associated Press

An architectural rendering of the Rochester harbor.

A mule-drawn barge in Rome, N.Y., in 1955.



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Step Back Into Pioneer Canal Days

by Vickie A. Smith

I had traveled highway 229 to 52 and then finally highway 121 into Connersville only a couple of times. But I had passed an Indian Mound in a small town that kept stirring my curiosity of its history. Of course I couldn't remember the town or for sure where it was at. I made a few phone calls and no one seemed to have the slightest idea of what I was talking about. I had begun to think it was a figment of my imagination. Last week I started to drive the route again in search of this mound. And I found it in a little town named Laurel located on Highway 121 northwest of Batesville, Ind. Little did I know of the fascinating history of the area and the Whitewater Valley Canal.

A nice lady at a little store in Laurel just so happen to have a book for sale called "History of Laurel, Indiana, Last Of The River Towns", written by a local man, James Day. It tells many stories about the struggles of the pioneers and their encounters with the Indians and recorded details of the settlers and the land. There

are several articles and advertisements from newspapers in the 1800's. It took the author five years of researching to complete the book.

The small town is in the process of planning to hold fundraisers for proceeds to go toward building a library.

Now for a step back into pioneer canal days in the town of Laurel.

According to the census table of 1810, the population of the Indiana Territory amounted to 24,520. Also in the territory there were 33 grist mills, 14 saw mills, 3 horse powered mills, 18 tanneries, 28 distilleries, 3 powder mills, 1256 looms and 1350 spinning wheels.

Benjamin Maple was the first settler in 1811 on the site of the present town of Laurel. He came from Pennsylvania to Kentucky. He was a tanner by trade.

During the War of 1812, the Indians in this area were very troublesome. For this reason, block houses were built for protection.

It is said that in March of 1814, the Indians killed a Mr. Morgan

and two boys who were boiling sap in the woods. As the story goes, the Indians burned the three under the boiling kettles. However, there is no proof of such a horrible crime, only the fact that the two boys and man were killed.

In 1816 Edward Toner laid out a new town site in the bottom land near the Whitewater River. It was named Somerset. For many years this was a trading center for a large part of this new land. It was at this time that the Indians disposed of most of their interest in the land around this area. But the Indians did deserve their rights to hunt and kill game in the valley. They were mostly Delaware Indians and mingled quite freely with the whites, especially for trading purposes. An Indian that went by the name of *Kill Buck* stayed around Somerset. He was the last of the Locate Indians.

The first post office was built in Somerset on April 15, 1818.

Ben Maple built the first church and meeting house on his farm in 1820. This is now the old cemetery located outside Laurel.

Also during this time, Kill Buck was giving the entire neighborhood a rough time. On one episode, he approached Mr. Brison, wanting him to go to a place south of the Brison Farm. This area is now known as the Wiley Farm. John Brison had over heard the conversation and followed the two men. There was a fight and Kill Buck was struggling for Mr. Brison's gun. They took Kill Buck's knife and tomahawk and turned him loose. However another Brison clan, Cornelius Brison had also followed the party to put an end to the trouble with Kill Buck. He followed the trail to the top of the hill thinking he would wait for Kill Buck to come but when he didn't, Cornelius started down the hill. And there sitting on a log was Kill Buck. Brison fired his gun and a moment later Kill Buck tumbled off the log with a grin. Brison buried the Indian on the spot the next day. This is now known as the Indiana Mound which is located at the north edge of town, rising 150 feet above the valley.

In 1822 a convention of delegates from six counties, Randolph, Wayne, Union, Fayette, Franklin, and Dearborn assembled at Harrison, Ohio. The purpose of this meeting was the proposal of a canal and considering the practicability of attempting such an enterprise.

In 1824 U.S. Engineers began their survey of the Whitewater

Valley Canal.

During 1832 the town of Somerset changed it's name to Conwell Mills.

Some prices in 1834 from the Cincinnati market were: flour \$2.87-3.00 a barrel and whiskey 17 1/2¢ per gallon.

James Conwell laid out the first and original plat of the town in 1836. His first intention was to name it New Baltimore and finally came up with the present name of Laurel in honor of a town where he formerly lived. Also during this year, a bill was passed to start ground breaking of the canal. Cost per mile was \$14,908.00. The canal had a crew of 1 engineer in chief, 1 secretary, 12 resident engineers, 7 senior engineers, 11 junior engineers, 24 road men, 20 axe men, 975 laborers. All were paid \$18.00 per month. The locks of the canal were named after prominent people in town or one of the workers. Two miles south of Laurel, the first wooden dam was built across the Whitewater River.

On July 26, 1837, Laurel officially became a town.

In 1839 the state went bankrupt and all work on the canal was stopped. In 1842 the State sold all rights and properties of the canal to Henry S. Vallette and he resumed building the canal. The canal was completed between Brookville and Lawrenceburg in 1839, to Laurel in 1843, to Connersville in 1845, and to Cambridge City in 1846. The cost of the canal from Hagerstown through Cambridge City, Connersville, Laurel, Metamora, Brookville, Harrison, Elizabethtown, Ohio, to Lawrenceburg, Indiana was \$1,164,665.00. The total distance is 76 miles. The canal was built 26 feet wide at the bottom and 40 feet wide at the water surface. The water was four feet deep and the "tow path" was ten feet wide.

There were seven feeder dams in Whitewater River and 56 canal locks with a total fall of 490 feet. The Cincinnati branch of the Whitewater Canal was 25 miles in length.

The section of the Whitewater Canal, fifteen miles in length, between Brookville, Metamora and Laurel, runs through some of the most beautiful scenery in Indiana.

The flow of the water in the canal is regulated by a watergate in the vicinity of the feeder dam, and the canal locks were built of stone masonry with wooden gates. Aqueducts and box culverts were built of wood and stone to carry the canal and its water over other streams of water.

Below the ground-water plain the stone masonry rests on timber cribs or foundations which will last for centuries if kept submerged. In these foundations may be found the finest white oak and black walnut timber.

The Whitewater Valley was the gateway to the interior of Indiana. The pioneers came down the Ohio River, then followed the Whitewater trails northwestward.

This is just the tip of what the book *History of Laurel, Indiana, Last Of The River Towns*, holds in store for its readers. Sometimes comical writings from the 1800's newspapers about the common thieves and their fondness of stealing...liquor mostly. The cost of goods in the advertisements are almost unbelievable. Several ads in 1894 was advertising standing Jacks for breeding service for \$5.00 and they all had one line in common in the ads.. "Accidents at owners risk". Subscriptions to the newspaper was \$1.00/year. Canned goods 5¢. Pants 20¢.

An exceptional good book, plain and simple. The author put a lot of dedication and time into the writing about the booming past of the now tiny town Laurel.



A bandstand is located at the top of the Indian Mound which is at the north edge of Laurel. One of the last Indians in the area in 1820, named "Kill Buck", is buried here.



Looking south into the little valley town named Laurel. Located on Highway 121. It has the only Indian Mound remaining of four such earth mounds in Laurel township.



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Shops Galore At Historical Canal Town Metamora

by Vickie A. Smith

A couple of issues ago I had written about the small town of Laurel, and our readers commented on how much they enjoyed it. Also received a letter from Carolyn Schmidt, co-editor of the Canal Society of Indiana Newsletter out of Fort Wayne, who was in Madison and had picked up The Rural Shopper featuring Laurel and would like to include the story in a summer newsletter.

The Canal Society of Indiana is a non-profit organization. And the book I used to get much of the information on Laurel's past, as I mentioned, was written by James Day. If anyone is interested in obtaining the book "History of Laurel, Indiana, Last Of The River Towns", you could write to: Canal Society of Indiana, Inc., P.O. Box 40087, Fort Wayne, IN 46804. They should be able to help you, James is a member.

The Canal Society was organized on May 22, 1982, as a not-for-profit corporation, the Canal Society of Indiana was established to bring together people sharing a common interest in Indiana's historic canals. The Society helps focus attention on these early interstate waterways through a variety of programs. Members of the Society explore the remains of canals to learn about the past.

The town of Metamora lies just southeast of Laurel, which I stumbled into the same day I was in search of the Indiana Mound I

told you about in the Laurel story. It just so happened they were holding a spring festival in Metamora and the place was buzzing.

A very nice man named Harold Minor owner of The Candle Gallery, just one of over 100 shops at Metamora, was very helpful. He directed me to Deb Alvey, who is employed by the Indiana Museum and Historic Sites Division of the Department of Natural Resources, and also I gathered she was the town photographer! She was kind enough to loan us these pictures shown for this story. Her department takes care of several sites and also the horse drawn canal boat ride.

The Metamora Economic Development Corporation publishes a brochure that tells the history of Metamora, lists all the shops in town and a calendar of events. This can be obtained by writing to: Metamora Economic Development Corporation, P.O. Box 95, Metamora, IN 47030.

The tract of land which is now Metamora was acquired by the third treaty with the Indians, the Twelve-mile Purchase, September 30, 1809. Prior to 1811, Metamora was held solely by the Indian tribes and a few hardy hunters and Indian traders.

On October 22, 1811, a government land grant for 160 acres (on which Metamora now stands) was issued to Larkin Sims. This land was assigned to David Mount on July 6, 1812, and he,

along with other settlers and a few "squatters", made this their home.

The first Post Office was established in April 1826, at which time the town was recorded as "Duck Creek Crossing".

Numerous businesses, as well as rich farm land, made a thriving community. On March 20, 1838, the town was platted by David Mount and William Holland. This section of the Whitewater Canal was not yet completed and what is now "Canal" and "Mill" Streets were designed as "Main". The three acres of land platted was divided by 18 alleys. Shortly thereafter, on June 11th, the name was changed to "Metamora". The name was supplied by Mrs. John A. Matson who named it after an Indian chief character in a leading New York play. Illinois, Michigan and Ohio also named towns "Metamora" for this reason.

The International Improvements Act was pushed through legislature in 1836, making way for the building of the Whitewater Canal. The Canal stretched for 76 miles from Hagerstown to Lawrenceburg, operated by 56 locks and 7 feeder dams at a cost of \$664,665. In 1843 an aqueduct was built to carry the canal 16 feet above Duck Creek.

Due to numerous floods, washouts, and the coming of the railroads, the canal system of the State of Indiana bankrupted the State and led to a law which still prohibits Indiana from contracting debt. In 1866 most of the canal was acquired by a railroad company which later became part of the Penn-Central system. The old towpath, where mules once pulled the barges, became a railroad; and the canal fell into disrepair for almost a century. Flour and woolen mills that had been built in 1845-1848, had either burned or fallen into disrepair. Much of the long-ago hum and bustle of the little village had ceased and in 1910 the population was only 588. However, there still remained about 15 businesses and the main road from Cincinnati to Indianapolis crossed the canal near the aqueduct, running

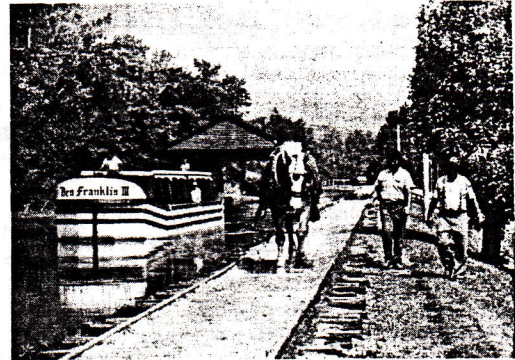


Photo by Deb Alvey, Metamora, IN

Visitors can take a horse drawn canal boat ride on the *Ben Franklin III* at Metamora. The canal ride is operated by the Indiana Museum and Historic Sites Division of Department of Natural Resources.

along the canal on Mill Street. An almost fatal blow was struck in 1932-1937 when passenger trains were discontinued and State Highway 52 was relocated to by-pass the town, no longer crossing the canal, but running further north.

In 1938: Alfred Brown and John P. Goodwin (from Brookville) and Walter Lowe (a Greensburg newspaper publisher) formed the Whitewater Canal Association and worked diligently to have the aqueduct and canal restored. In 1946 the Indiana Department of Natural Resources acquired 14 miles of the canal from the Laurel feeder dam to Brookville, a point below Metamora, and began restoring the lock at Metamora, the grist mill and the aqueduct.

An artist, Bernard LePoris, opened the Fireside Gallery in 1966 and local and near-by citizens began painting. At this time, only three businesses were in operation - two general stores operated by William Hildebrand and Joe Jackson; and an antique shop owned by Riley Allen.

In 1964 the State began taking passengers on short canal trips through the Millville Locks on the "Valley Belle", however, this time being propelled by a motor rather than pulled by mules. The boat was brought to Metamora in 1968. In 1973 Governor Otis Bowen dedicated the mill museum.

In 1971, a 25 mile route from Connorsville to Brookville was leased from the Penn Central System by the Whitewater Valley Canal and Railroad Restoration Association, Inc. Passenger

service began in 1974.

With the influx of tourists, craft shops began opening on weekends during 1968, and by 1976 there were over 100 places of business located in restored buildings, replicas and relocated log cabins.

So if you enjoy visiting shops and history, Metamora will hold quite an interest for you. June 3-4 is their Ninth Annual Strawberry Daze of Metamora. July 4 starting at 6:00 p.m. there will be an Old Fashioned Parade and fireworks at dark. There are events scheduled for July through December, if you're interested take a drive to Metamora or write to the address mentioned earlier in the story.

One interesting item I read in "Old Metamora", a publication that the Merchants Association of Metamora, Inc. publishes, is to be sure when visiting Metamora to look for the flag. It may be the National Flag, Metamora Flag or Christmas Flag. When a flag is flying in front of a building you will know that the business is open. The bright yellow Metamora Flag was designed by Howard and Jean Meyer of Howje Haus. What a unique idea!

If driving from Batesville take Highway 229 North turn right onto Highway 52 East and it takes you through Metamora. Be sure and take a right in Metamora to go to the business district that is shop-to-shop fun.

If you stop at The Candle Gallery, near the Post Office, be sure to tell Harold you read about Metamora in The Rural Shopper ... and if you need information or help, he's the man!



Photo by Deb Alvey, Metamora, IN

Metamora Grist Mill, built in 1845 is still in operation, producing meal and flour. Whitewater Canal Historic Site.

SPEAKERS BUREAU

Aleda Tagmeyer presented a program on canals to the Proto Study Group June 9, 1995. There were 12 ladies in attendance. The meeting was held in the home of Faye Wartzok in Fort Wayne, Indiana.

CSI FALL TOUR

Plans are under way for the CSI Fall Tour from Attica to Armiesburg, IN. October 27-29, 1995. Dave and Eileen Busch did some early scouting and video taped much of what they located. Since that time Leon and Sandy Billing and Bob and Carolyn Schmidt have done further scouting and research. The Billings will also help with the snacks. The local citizens of the communities to be visited are being very cooperative. In Armiesburg, Martha Bowsher and CSI member, Lewis Haworth are acting as resource people. In Attica, Betty Clawson with the historical society and Carolyn Carlson and Don Martin of the Apple Inn are setting up the tour of the Apple Inn and the Cottrell Complex and have arranged for Doan and Carolyn Helms to present a slide show. In Covington, the Recorder, Mary Ann Martin, is making arrangements to have two canal boat record books on display. In Dana, Evelyn Hobson is preparing for our visit to the Ernie Pyle Museum. In Montezuma, Paul Machledt of Machledt's Furniture has given us a guided tour and a book about Parke County and Diane Bartlow of the Montezuma Fire House is planning our noon luncheon. In Williamsport, Patty Lee of the Great Lakes Bison Company is arranging for a tour and helping with historical research.

It is a good idea to make your lodging reservations now. The Apple Inn's number is 317-762-6574. Days Inn in Crawfordsville is 317-362-0300. Tell them you are with the Canal Society of Indiana, Robert Schmidt's group for a special rate. Some how they listed us as Schmidt's instead of CSI which we have asked to be changed. Mention both to be sure of the reduced rate.

The Billings have located a campground for those of you who wish to camp. The campground is normally closed at that time of year but will be open for CSI members. Its the Summers-Carroll Campground, 6 miles north of Attica on S.R. 55, 1 mi. W., 1/2 mi. N. It will be \$10 per night. Phone 317-762-2832 for reservations and a map.

The reservation form for the CSI fall tour will be out at the end of August or the first of September. We hope all of you can attend. More information as to price will follow. We are still adding to our schedule of events and will not have the final cost until the entire weekend is planned.

PROVIDENCE METROPARK THANK YOU CRUISE

The Maumee Valley Heritage Corridor held a special "Thank You" social night for their "River Rat" donors on Thursday, July 13, 1995 at the Providence Metropark at Grand Rapids, OH. At 6 P.M. President Ted Ligibel led a walking tour of downtown Grand Rapids starting at the Town Hall on Front Street. The hall which was built in 1898 and has been used as such ever since it opened, is on the National Register of Historic Buildings. The second floor of the building houses the opera house that has been restored and is used for several plays each year.

Behind the Town Hall runs the side cut canal that was constructed for the town of Gilead (later to become Grand Rapids) during the canal era. Ted explained how this side cut brought life to the town and almost put an end to Providence on the other side of the Maumee. Ted also pointed out other styles of architecture in the town's buildings that were rebuilt after a fire leveled most of the earlier buildings.

A highlight of the walking tour was a stroll through the Victorian Gardens at the home of the Entenmanns that was designed by John Squire, a landscape architect and member of the Maumee Valley

Heritage Corridor board. Lovely wrought iron fencing, brick wall, statues and covered structures grace the beautiful garden of boxwood, begonias, climatis, geraniums, etc.

A 7:30 P.M. the group boarded the canal boat at the Providence Metropark. The boat, to which the Canal Society of Indiana donated funds after its fall tour last year, has finally been named "Volunteer." On board the guests were treated to finger sandwiches, nuts, pretzels, and cold beverages. "Reed Case," portrayed by Bob Schmidt, circulated among the passengers trying to hire workers to help continue building the Wabash and Erie Canal in Indiana. He gave prospective workers a "blue pup" (canal script with information about how it was used and advertising the Canal Society of Indiana). "Miss Caroline", Carolyn Schmidt, once again searched for a canal worker husband. Although several sturdy hard working men were on board none were available for marriage and her search continues. The Schmidts performed their first person routines as their contribution to the Maumee Valley Heritage Corridor of which Bob is a board member.

The temperature was in the upper 90's and the boat was crowded with over 60 in attendance. The stifling heat was reminiscent of what it was like to travel by canal boat during the canal era. Shortly after the "Volunteer" had turned around and was heading back to the dock the wind picked up blowing sand into the passengers eyes. Streaks of lightning flashed through the sky. The temperature dropped about 15 degrees. Just as the boat entered the lock, a small tree crashed to the ground on the canal berm. The captain and his crew quickly locked through hoping to get back to the dock. The wind grew stronger and stronger felling a huge tree across the canal blocking the boat's return to the dock. The crew pulled the boat up to the tow path under the road bridge and held it with ropes while the passengers disembarked and ran to their cars to

get out of the storm. The mules were unhitched and hurried to the protection of their stalls. And thus was experienced a summer storm on the canal. The event's planners were congratulated on their ability to provide an authentic trip with a touch of realism. It reminded them of Mark Twain's "The Aged Pilot Man" of which four verses are printed below.

On the Erie Canal, it was, all on a summer's day,

I sailed forth with my parents, far away to Albany.

From out the clouds at noon that day, there came a dreadful storm,

That piled the billows high about, and filled us with alarm.

A man came rushing from a house, saying, "Snub up your boat, I pray,

Snub up your boat, snub up, alas, Snub up while yet you may."

Our captain cast one glance astern, then forward glanced he,

And said, "My wife and little ones, I never more shall see."

Said Dollinger the pilot man, in noble words, but few--

"Fear not, but trust on Dollinger, and he will fetch you through."

The boat drove on, the frightened mules, tore through the rain and wind,

And bravely still, in danger's post, the whip-boy strode behind.

"Come board, come 'board," the captain cried, "Nor tempt so wild a storm."

But still the raging mules advanced, and still the boy strode on.

Then said the captain to us all, "Alas, 'tis plain to me,

The greater danger is not there, But here upon the sea."

DELPHI THANK YOU

Delphi's Canal Days 1995 were an outstanding success thanks in part to the participation of Canal Society of Indiana members.

As usual Bob and Carolyn Schmidt devoted the entire four days to helping educate the public on the history and importance of canals in Indiana and letting them participate in "working on the canal."

The Carroll County Wabash and Erie Canal Association extends a heartfelt "thank you" to the Schmidts and to all who volunteered their time.

Helpers included Sally Bancroft, Carl Bauer, Tom Castaldi, Jim and Ruth Ellis, Dick and Joyce Garmon, John McAninch, Bette Tarr and Allen Vincent.

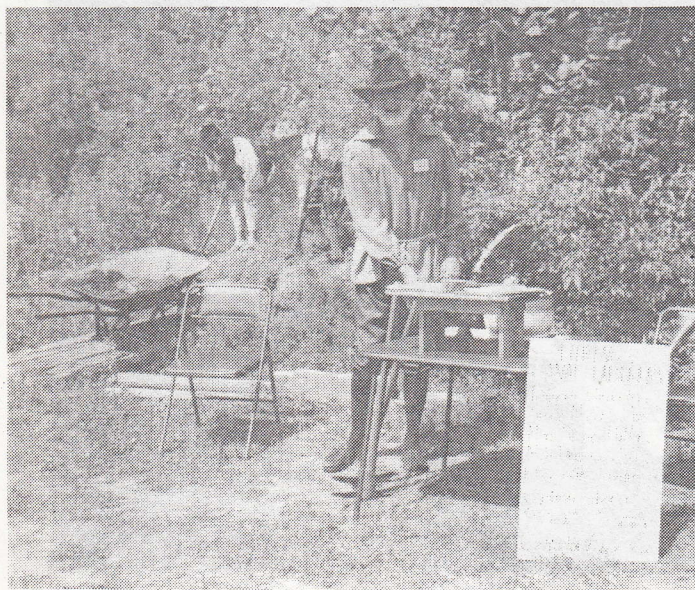
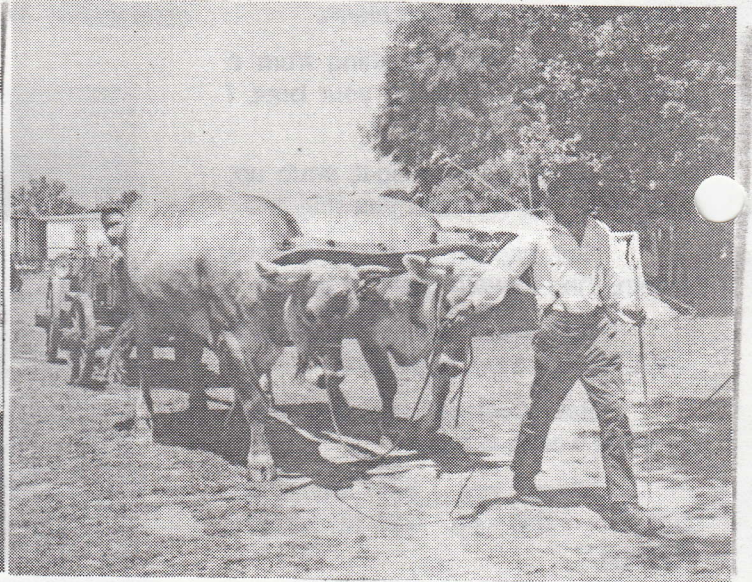
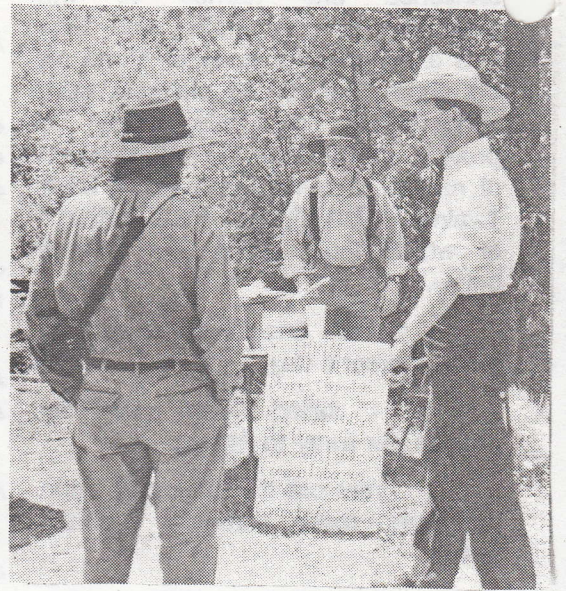
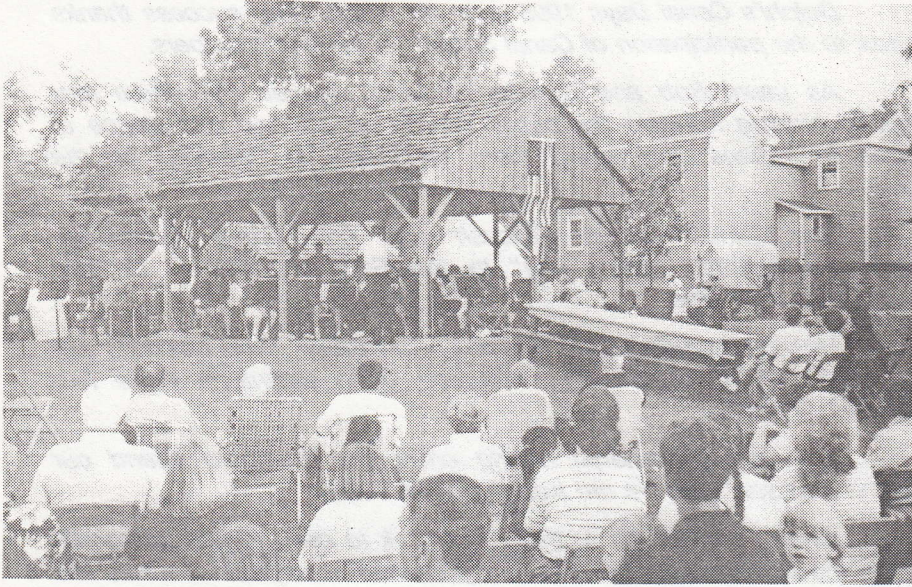
We also appreciated having other CSI members attend our Festival and see what we are working on in Delphi.

Since I did not get to thank or speak to each of you personally during the Festival because of other demands on my time I would like to use this way to express my appreciation and that of our organization to each of you.

Jim French, President Carroll County W&ECA



DELPHI'S 4TH





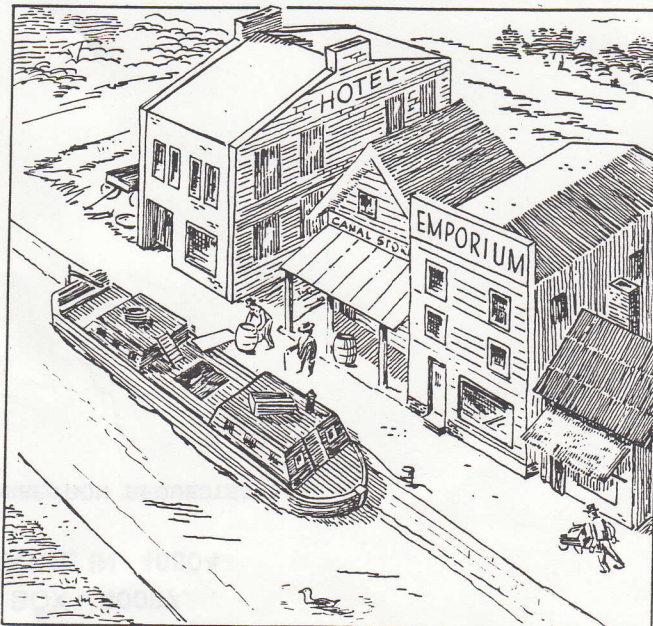
RUTH & JIM ELLIS
'CANAL WORKERS' - DELPHI



BETTE TARR & SALLY BANCROFT
'CASE HOUSE' INTERPRETERS



PAT & ED MILLER MARCHING IN
FORT WAYNE'S 3 RIVER'S PARADE



NATE TAGMEYER'S NEW COVER
FOR INDIANA CANALS

MEMBER OF THE
LOCAL HISTORY IN
bVID
IT'S LOCAL HISTORY
NOT LOCAL OWN



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 FT WAYNE IN 46804-4949

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CANAL SOCIETY OF INDIANA
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CANAL SOCIETY OF INDIANA

**MARKER PLACEMENT
IN HONOR OF**

THOMAS H. BLAKE & WILLIAM C. LINTON

TERRE HAUTE, INDIANA

SATURDAY - JULY 29, 1995

1:00 P.M. OPEN HOUSE

WABASH VALLEY HISTORICAL MUSEUM - 1411 S. 6TH ST

AUTO PROCESSION TO:

2:00 P.M. MARKER CEREMONY

WOODLAWN CEMETERY - N. 3RD ST

3:00 P.M. OPEN HOUSE

E. BLEEMEL FLOUR & FEED / "BREWERY" - 904 POPLAR ST

CANAL ARCHAEOLOGY COMES TO DELPHI

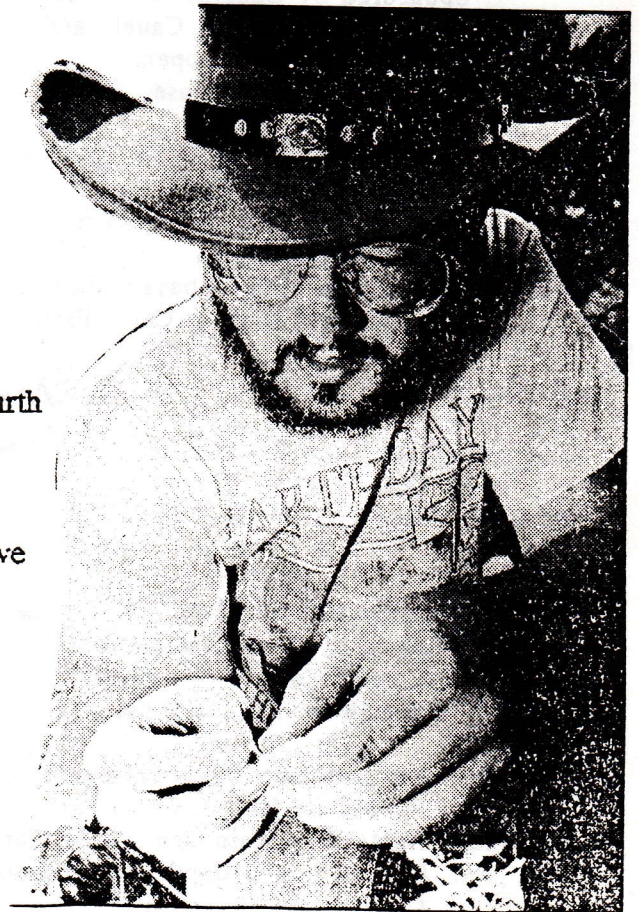
by Wayne Bischoff, Michigan State University

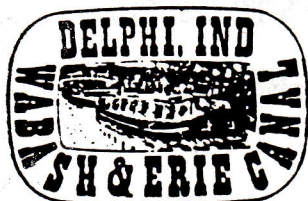
The Wabash and Erie Canal Association of Carroll County and the Delphi City Park Board have recently funded a summer of archaeological work designed to explore the Wabash and Erie Canal. They have chosen Michigan State University to conduct this project, with myself leading a two person crew (not counting volunteers and school children) in an archaeological exploration of buried canal sites in and around Delphi, Indiana.

This project started on June 13th, and has already produced positive results. A very early historic site, dating to around 1835-1840, was discovered near where the Wabash and Erie Canal once crossed Deer Creek. This site could possibly be a camping site for canal workers during the construction of the canal. A number of ceramic pieces dating to the mid 1830s were found, as well as burnt bone and hand-forged nails. Unfortunately, two feet of river silt from many years of Wabash River flooding prevented extensive below-surface testing.

Another interesting site is a potential lock keeper's house for Delphi's Lock #33. A large number of artifacts have been uncovered to the west of the lock, including ceramic sherds, pipe bowls and stems, oyster shells, buttons, and a possible bale seal. Limestone blocks, brick, mortar, and square nails point to a building once occupying the site. The entire collection of artifacts dates from the late 1830s to around 1860, which would cover the most active period of canal use. We are hoping to display artifacts from this site as part of Delphi's Fourth of July activities.

Further work this summer will include the exploration of two large paper mills south of Delphi, a warehouse foundation and possible stone dock to the north of the city, and a side cut canal which once brought canal boats to the foot of Main Street. This project will be operating until August 3rd, with a special excavation near Delphi's Wabash and Erie Canal Park for the Fourth of July celebration. We have already had a number of guests and school children visit our canal sites and participate in archaeology by shoveling, sifting and trowling. We hope to continue this public involvement over the rest of the summer as we continue to explore the Wabash and Erie Canal around Delphi, Indiana. Visitors are always welcome!





DELPHI GLORIOUS 4TH CELEBRATION JULY 1-4 1995 - CANAL PARK

The Fourth of July Canal Days Festival, started seven years ago by the W & E Canal Association, has grown into an all-community affair extending over several days. This year's Festival will have special activities on four days--July 1, 2, 3, and 4--to celebrate Indiana's canal heritage as well as Independence Day. Don't miss any of the exciting activity planned for this year.

There is no admission charge at the Canal Park to enjoy the many daily activities there, nor for the museum and the quilt show at the Carroll County Court House. Proceeds from other activities will benefit the Wabash & Erie Canal Association.

Here is the schedule of events:

SATURDAY, JULY 1

- 6 a.m. Pancake and Sausage Breakfast by Rotary Club, Stone Barn
- 8 a.m. Volksmarch Registration, Canal Park
- 8 a.m. Craft Booths open around Courthouse, Sponsored by Chamber of Commerce
- 9 a.m. Opening Ceremony at Canal Park
- 9 a.m. Carroll Co. Museum open; to Quilt Show in Courthouse
- 3 p.m.
- 2 p.m. VanDerVolgen Dedication Ceremony, Canal Park
- 6 p.m. Pork Chop Dinner, Stone Barn, by Canal Association
- Dusk Star Gazing with Wabash Valley Astronomical Society, Canal Park

SUNDAY, JULY 2

- 7:30 a.m. Bike Tour Registration, Canal Park
- 8:00 a.m. Bike Tour begins to 11:00 a.m.
- 11:30 a.m. Barbecue Chicken Dinner, Stone Barn, by Canal Association
- 12 noon Carroll Co. Museum open; to Quilt Show in Courthouse
- 3:00 p.m.
- 2:00 p.m. Jim and June Davis Presentation, Reed Case House, Canal Park
- 3:00 p.m. Auction in Main Tent, Canal Park
- 8:00 p.m. Rendezvous Council Fire Ceremony, Canal Park

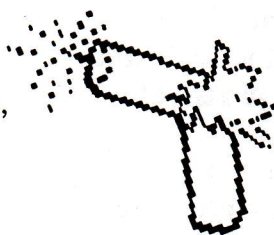


MONDAY, JULY 3

- 8 a.m. Carroll Co. Museum open; to Quilt Show at Courthouse
- 5 p.m.
- 7 p.m. Country Line Dancing to at Delphi Armory
- 11 p.m.

TUESDAY, JULY 4

- 6:00 a.m. Pancake and Sausage Breakfast by Rotary Club, Stone Barn
- 8:00 a.m. Line-up for Parade, Globe Valve parking lot
- 9:00 a.m. Judging of Parade entries
- 9:30 a.m. Carroll Co. Museum open; to Quilt Show at Courthouse
- 11:30 a.m.
- 10:00 a.m. Parade begins, followed by Awards Ceremony, Canal Park
- 7:00 p.m. Living Flag at high school football field
- Dusk Fireworks by Chamber of Commerce



DAILY ACTIVITIES AT THE CANAL PARK

WORKING CRAFTS...FOOD VENDORS...
1840S RENDEZVOUS...PETTING ZOO...
ANTIQUA TRACTOR SHOW...SPINNING
AND WEAVING... WAGON RIDES...PONY
RIDES...CANAL HISTORY ACTIVITIES
BY CANAL SOCIETY OF INDIANA...
CANAL PARK CONCESSION STAND.



1995 - CANALABRATIONS

(Future events & activities)

July

- 1 - 4 Sat. - Tues. **Delphi Canal Festival** see daily events schedule attached.
Turn north at Courthouse on Washington / just across the canal bridge
Major CSI events: display booth / canal diggings / guided tours of park
Come see the new trails and park additions / join the fun
- 13 Thursday **Providence Metropark 7:30 P.M.** canal boat ride for Maumee Valley
Corridor membership
Cost \$15 per person - beverages & hors d'oeuvres
Special VIP cruise - Grand Rapids, Ohio
- 21-22 Fri. - Sat. **Indiana Historical Society Summer Symposium**
Holiday Inn/Airport Indianapolis
CSI presents Wabash & Erie Canal video 2:30 P.M.
- 29 Saturday **Blake / Linton tombstone marker dedication ceremony**
2:00 P.M. Woodlawn Cemetery - Terre Haute
We need a good membership turnout for this event
Watch for more details in newsletter.

August

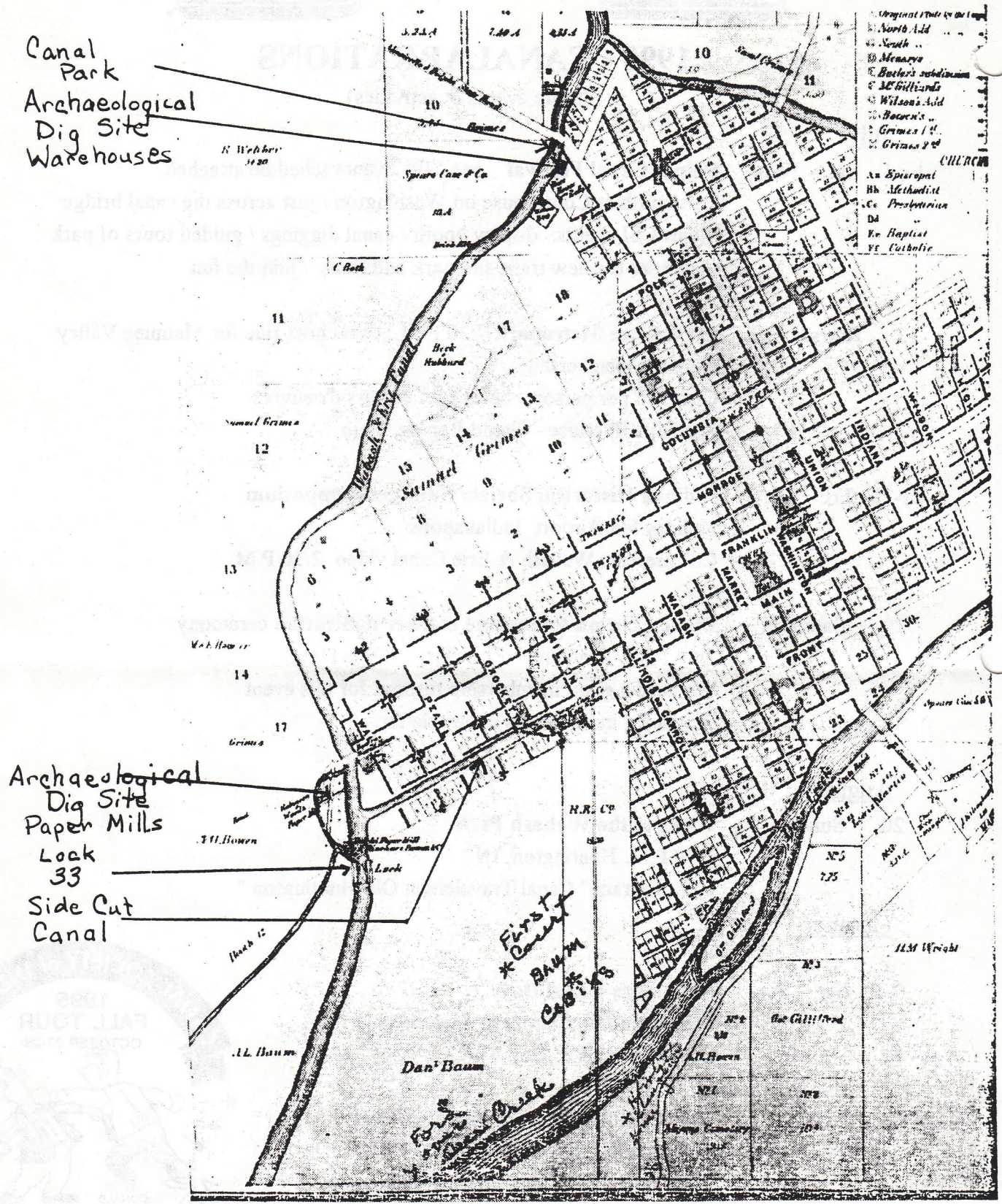
- 20 Sunday **Forks of the Wabash Park**
2:00 P.M. Huntington, IN
CSI program " Canal Travelers in Old Huntington "

October

- 7-8 Sat. - Sun. **Metamora Canal Days**
Metamora IN Sun-up to Sun-down
Crafts / Canals & Fun
- 15 Sun. **Victorian Day Crown Hill Cemetery**
Indianapolis 10:00 A.M. - 5:00 P.M.
CSI - booth / will sign up canal diggers
Need CSI members to volunteer

- 27-29 Fri. - Sun. **CSI Fall Tour - Attica** *A grand 3 day canalabration*





Delphi — Map made in 1863

Shows Canal — Side cut up Main Street and mill race with location of paper mills. On south side of Deer Creek, old stage road — north of creek location of Baum cabins and where first court was held.

CANAL SOCIETY



of INDIANA INCORPORATED

P.O. Box 40087
Fort Wayne, IN 46804
June 23, 1995

Society Members:

We are indeed pleased to be able to provide each member of the Canal Society with a complimentary copy of the enclosed book: The Wabash & Erie Canal Notebook: Allen & Huntington Counties. This work was completed by Tom Castaldi, a member of CSI. Based on membership support and financial gifts we were able to provide this material for you. We know you will enjoy learning more about the details of the canal in northeastern Indiana.

Additional copies for gifts etc. may be ordered for \$8.00 (postage & handling included):.

Order from: Canal Society of Indiana
PO Box 40087
Fort Wayne, IN 46804

We appreciate Tom's effort to bring this material to CSI. He plans for future additions covering Miami, Cass & Carroll Counties. We look forward to his next publication.

Robert F. Schmidt

A handwritten signature in cursive script that reads "Bob".

President

Canal Society of Indiana
(219) 432-0279