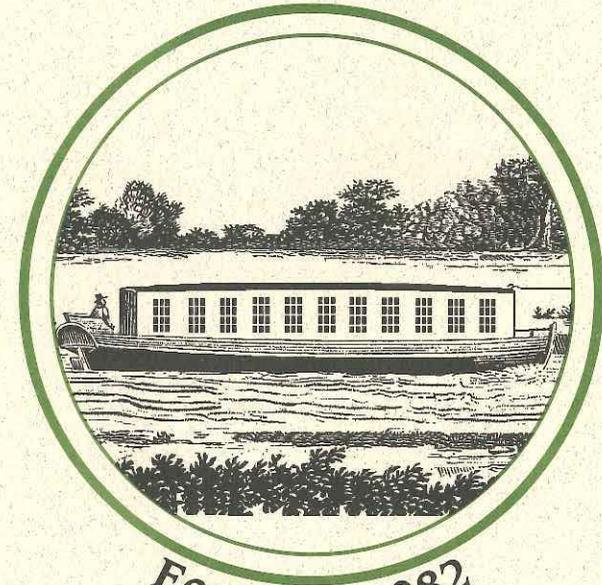


# CANAL SOCIETY of INDIANA



Founded 1982

## PRESERVING OUR HISTORY

- Interpretation
- Preservation
- Restoration

Indiana's Canal Era  
1832 - 1874

## TO THE FUTURE

With funding from Indiana Heritage Research Grants, the Canal Society has produced two VHS tapes entitled Indiana's Canal Heritage and The Wabash and Erie Canal: Where Frogs Their Vigil Keep. These informative, professionally produced 54 minute videos with music and narration give a comprehensive history of the canal era in our state.

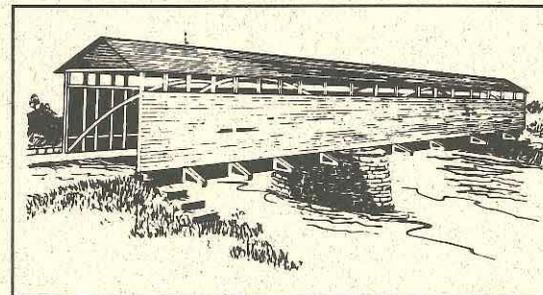
### The Future

The Canal Society does more than study the past. Our members participate in current canal projects and related issues. We are working with government agencies in corridor studies of both the Wabash and Maumee Rivers. The objective of these state and federal programs is to define the potential for trail and linear park development. We also actively support local groups which work to achieve canal preservation and restoration.

### Membership

Exploring history can be fun as well as informative. Become a CANAWLER! Join the Canal Society of Indiana by completing the membership application attached.

Mail to:  
CANAL SOCIETY OF INDIANA  
P.O. Box 40087  
Fort Wayne, Indiana 46804



## BRINGING OUR PAST

### The Canal Society

Organized on May 22, 1982 as a not-for-profit corporation, the Canal Society of Indiana was established to bring together those who share a common interest in Indiana's historic canals. The Society helps focus attention on these early interstate waterways through a variety of programs. Its aim is to provide interpretation of the era, to preserve canal bed and structural remains, and to support restoration of historic canal related sites.

### The Past

Members of the Society explore the remains of canals to learn about the past. Sometimes an old canal follows a scenic river and is easy to locate. More often the canal seems to disappear as it winds its way through the countryside challenging the true explorer.

Each year the Society conducts spring and fall tours to expand its members knowledge of the Hoosier canal system. The tour weekends feature speakers, videos, and music related to this colorful era. The Society offers a wide variety of related cultural activities such as tours of homes & buildings and craft demonstrations.

### The Present

As a member of the Canal Society of Indiana, you will receive a membership card which recognizes your support of the Society's goals and objectives. You will also receive our official publication, Indiana Canals, which includes articles on canal history, reprints of original documents, and reports about technical aspects of canaling. The Society newsletter will keep you informed about current canal related events and the latest offering of books, pamphlets, maps and videos.

DETACH & MAIL

Please enroll me as a member of the Canal Society of Indiana for one year. I will receive a membership card, copies of the Society's publication, Indiana Canals, and be kept current on canal related events and materials through the CSI Newsletter.

Name \_\_\_\_\_

Address \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Phone: ( \_\_\_\_\_ ) \_\_\_\_\_

\_\_\_\_\_ \$ 10.00 Institution / Non-profit

\_\_\_\_\_ \$ 15.00 Single / Family

\_\_\_\_\_ \$ 30.00 Contributor

\_\_\_\_\_ \$ 50.00 Patron

\_\_\_\_\_ \$ 100.00 Frog Prince

\_\_\_\_\_ Other



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# INDIANA'S CANALS

## Wabash & Erie Canal 1832-1874 (468 miles)

On March 2, 1827, Congress provided a land grant to encourage Indiana to build the Wabash & Erie Canal. The original plan was to link the navigable waters of the Maumee with the Wabash through the seven mile portage at Fort Wayne. Work began five years later on February 22, 1832 in Fort Wayne. Construction proceeded west as the canal reached Huntington by 1835, Logansport in 1838, and Lafayette in 1841. Work was also performed east toward the Ohio line, but the canal did not open to Toledo until 1843. A second federal land grant enabled the canal to reach Terre Haute by 1849.

At Evansville, 20 miles of the Central Canal had been completed north by 1839. The W & E was extended south in the late 1840's through the abandoned Cross-Cut Canal works to Worthington and then south following the old proposed Central Canal route. The connection with the Evansville segment was completed in 1853 forming the longest canal in the United States. By 1860, portions south of Terre Haute were closed and the process of decline continued northward. In 1876, the canal was auctioned off by the trustees.

## Erie & Michigan Canal 1836-1839

(7 miles/110 planned)

Authorized by the 1836 Internal Improvement Bill, only the Northport feeder reservoir (Sylvan Lake) and a few miles nearby were constructed. Work stopped in 1839.

## Central Canal 1836-1839 (8 miles/296 planned)

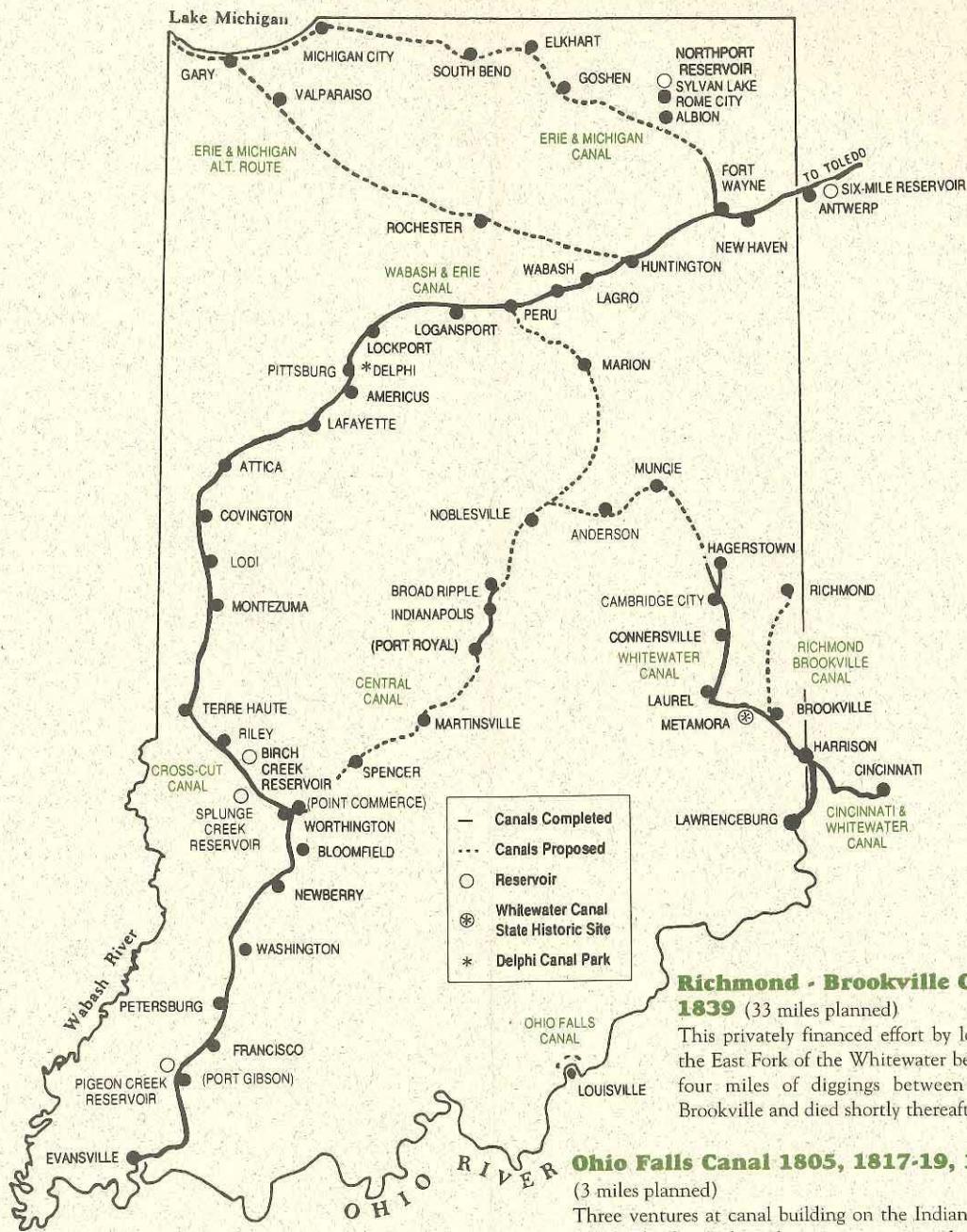
This canal was to extend from Peru, down the Mississinewa River Valley to the White River, through Indianapolis, and on to Worthington. Here it would meet the Cross-Cut Canal and proceed 111 miles to Evansville. Construction stopped with the financial collapse of 1839. The 24 miles from Broad Ripple to Port Royal was watered, but only 8 miles in downtown Indianapolis was operational. The entire 80 miles from Anderson to Martinsville was left in various stages of completion. Today, portions are used as a water source for Indianapolis and have been modernized.

## Cross-Cut Canal 1836-1839 (42 miles)

This waterway between Terre Haute and Worthington that connected the Wabash and White Rivers lifted canal waters 78' over a summit level. The Eel River feeder and the Birch Creek and Splunge Creek Reservoirs supplied water for this summit. Begun in 1836, the works were abandoned in 1839 only to later be completed in 1850 as part of the Wabash & Erie Canal.

## Whitewater Canal 1836-1865 (76 miles)

Construction began at Brookville in 1836 as part of the statewide Mammoth Internal Improvement Bill. With its southern terminus at Lawrenceburg on the Ohio River, the Whitewater Valley Canal Co. reached Connorsville in 1845. The next year 69 miles of canal were completed to Cambridge City which was on the National Road. In 1847, the merchants of Hagerstown financed their own 7 mile canal extension. At Harrison, the Whitewater also connected with the 25 mile Cincinnati and Whitewater Canal of Ohio, completed in 1843. Destructive floods in the narrow valley, inadequate financial returns, and the railroad doomed the waterway.



## Richmond - Brookville Canal

**1839 (33 miles planned)**  
This privately financed effort by local citizens on the East Fork of the Whitewater began with about four miles of diggings between Richmond & Brookville and died shortly thereafter.

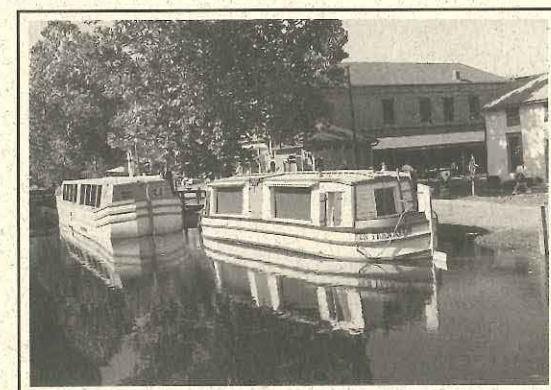
## Ohio Falls Canal 1805, 1817-19, 1824-25

**(3 miles planned)**  
Three ventures at canal building on the Indiana side of the falls failed. The first Indiana lottery was attempted to raise capital. In 1826 Congress helped Kentucky fund its Louisville & Portland Canal, which remains in use today.

## PAST / PRESENT / FUTURE



Silver Creek Arch, Huntington, Indiana  
Wabash & Erie Canal



Ben Franklin II & III, Metamora, Indiana  
Whitewater Canal



Canal Redevelopment, Indianapolis, Indiana  
Central Canal