

THE  
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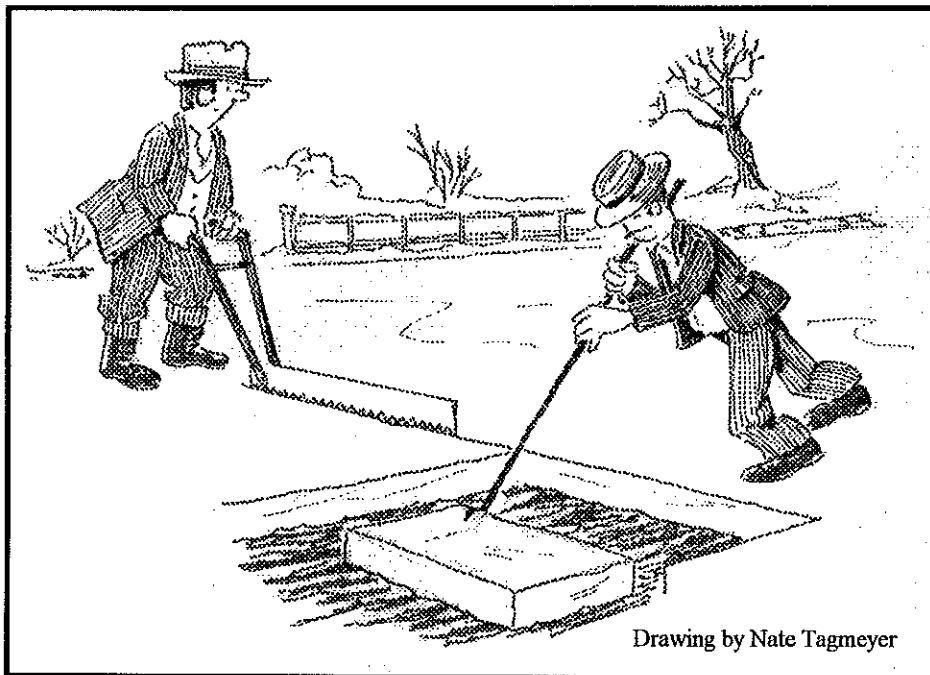
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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## ICE OR NO ICE ?



Drawing by Nate Tagmeyer

Ice was harvested from Indiana canals during the winter and placed in ice houses, which were buildings usually with straw used as insulation between the outer and inner walls. The ice was packed in straw. It was sold during warmer weather either locally or shipped by canal boats elsewhere. One of the old ice houses still stands alongside the Brookville basin for the Whitewater Canal.

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### **ICE OR NO ICE ?**

By Robert F. and Carolyn I. Schmidt

The harvesting of ice from ponds, canals, and rivers was a profitable commercial activity in 19<sup>th</sup> century. Some property owners along the Central Canal in Indianapolis, Indiana felt that since their heirs were the original owners of the land through which the canal passed that they had a right to access the canal to harvest ice and sell it. The Water Works Company felt that the state had acquired the land and paid the owners for full title in fee simple and that even though canal ownership was transferred several times, all the rights to it transferred as well. You will recall that the

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Central Canal, originally owned by the state, was sold to Shoup, Rariden and Newman in 1850 and transferred to Francis A. Conwell on June 30, 1851.

In 1871 & 1872 the Water Works Company prevented Burkhart *et al.* from harvesting canal ice. The case went to trial. After the Marion county courts found for Burkhart, the case was appealed to the Indiana Supreme Court in 1874 in "The Water Works Company of Indianapolis *et al.* vs Burkhart *et al.*"

The plaintiffs (Burkhart) "claimed the right to pass upon and over the banks of said canal, where it passes through said real estate, doing no unnecessary damage thereto, when the water in said canal is frozen, and the water in the same cannot be used for navigation or hydraulic purposes, and cut ice upon said canal, and carry it away, to be used as a matter of merchandise."

The Supreme Court did not question the heirs' right to the land through which the canal passed. In regard to the canal it referred to an earlier case of Edgerton vs. Huff and decided the court was incorrect in finding the State had acquired a mere easement.

"There was no water on the land until the State brought it there, and the landowner was paid for the burden of having his land used for the passage of the water in the canal. The uses to which it was to be applied forbade a divided ownership.

"The statutes show that the exclusive possession and use were in the State, and that the landowner was excluded from the use of the banks of the

"The land-owner was not in the position of riparian proprietor.

"The cases cited by the court were between the State and the owners of the bed of the water-course from which it was proposing to take water.

"They do not present the question as to the right to the water after it got into the canal..."

The Supreme Court concluded in the Burkhart suit that the state had owned and paid for the canal lands and that "The claim exercised by the State continuously from 1832 to the entire and absolute ownership and exclusive possession of the property appropriated and seized for the construction of its canals was utterly inconsistent with any joint or temporary use of possession by the former owner." Also that "the interpretation of language of the 1832 (Wabash & Erie Canal) act also applied to the 1836 lands taken. It was the intent of the legislature to make the transfer complete." For example, in 1834 the state excluded persons who should lead, drive or ride any horse, ox, mule or other animal upon the towing path or berm bank of the canal. The fine of \$3 was raised to \$15 in 1838.

The original case was reversed and sent back to the Marion Court to find in favor of the defendant (Water Works Company). Others groups later followed cutting ice from the canal, but they paid the Water Company for this privilege.

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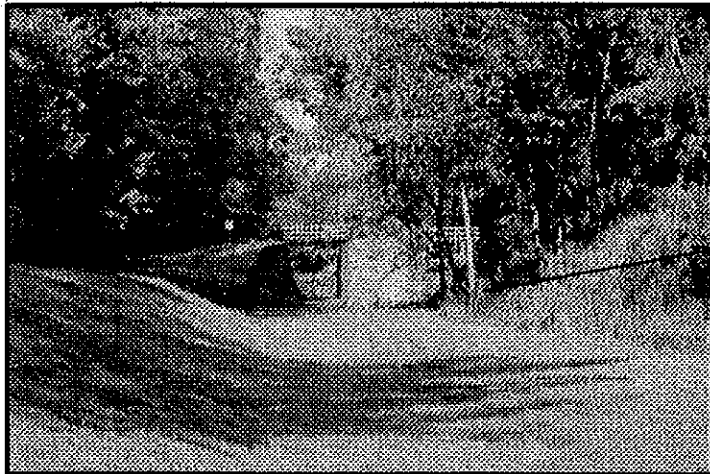
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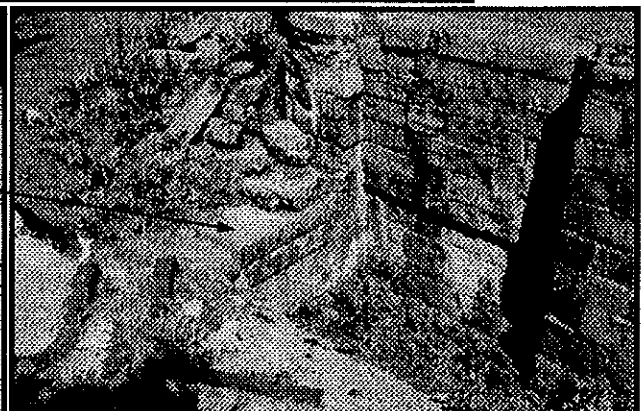
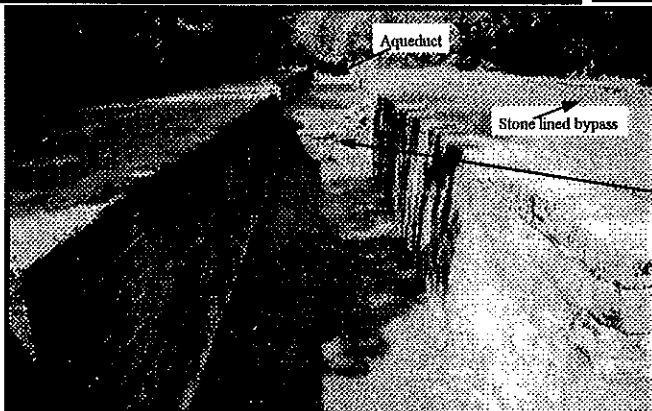
## C&O CANAL LOCK 52 & TONOLOWAY AQUEDUCT

By Carolyn I. Schmidt Photos by Bob Schmidt



Lock 52 of the Chesapeake & Ohio Canal in Hancock, Virginia as seen from the downstream end with gate and wicket remains in a pile near its bypass.

Lock 52 with stone bypass channel on the right, aqueduct in the background, breast wall and iron fixtures remaining



The Chesapeake and Ohio Canal was home to countless men, women and children during its ninety-three years of operation. It was begun in Washington, D.C. in 1828 and twenty-two years later completed to Cumberland, Maryland, in 1850. It operated from 1831 to 1924. It was about 184.5 miles long, paralleled the Potomac River on the Maryland shore, and had 74 locks that lowered or lifted canal boats 605 feet. It crossed 11 major streams that required aqueducts (ten of which remain) and 150 smaller streams, which required culverts. Probably its most notable feature was the 3118 ft. long Paw Paw Tunnel. Although largely used by coal companies to transport coal from the Allegheny Mountains, it also transported farm produce, stone, cement, lumber, etc. and provided jobs for canal boatmen, locktenders, farmers, craftsmen, laborers, engineers, administrators and supervisory personnel.

George Washington advocated using waterways to connect the Eastern Seaboard to the Great Lakes and Ohio River after the Revolutionary War. He founded the Patowmack Company in 1785 to improve navigation on the Potomac River. His company basically built canals around the major falls in the river. Today one of them, the Patowmack Canal, can still be seen in Virginia. These bypass canals basically provided for boats to float downstream easily, but returning upstream was difficult with boats having to be poled.

The Patowmack Company's holdings were ceded to the Chesapeake and Ohio Company and a canal was planned to extend west to Pittsburgh. President John Quincy Adams broke ground for the new effort on July 4, 1828, and Benjamin Wright, former Chief Engineer of the Erie Canal, was appointed its Chief Engineer. This company experienced financial and labor problems that led to the first use of federal troops in 1834 to settle a labor dispute. This dispute, along with opposition from the Baltimore and Ohio Railroad over the strip of land from Point of Rocks to Harpers Ferry, delayed its completion. By 1850 its extension from Cumberland to Pittsburgh proved to be impractical since the B&O Railroad had reached Cumberland eight years earlier diminishing canal usage. The 180-mile-long extension to Pittsburgh that was to connect with the Ohio valley was dropped.

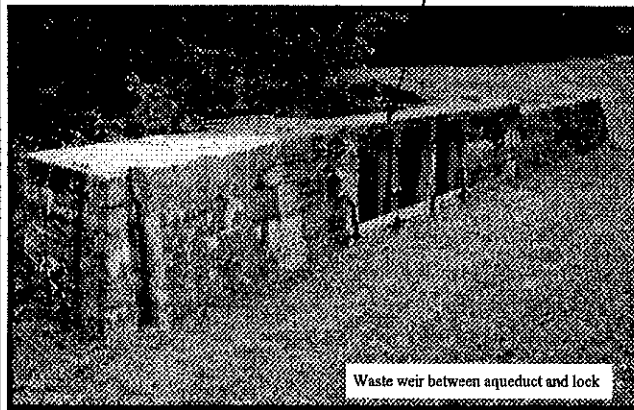
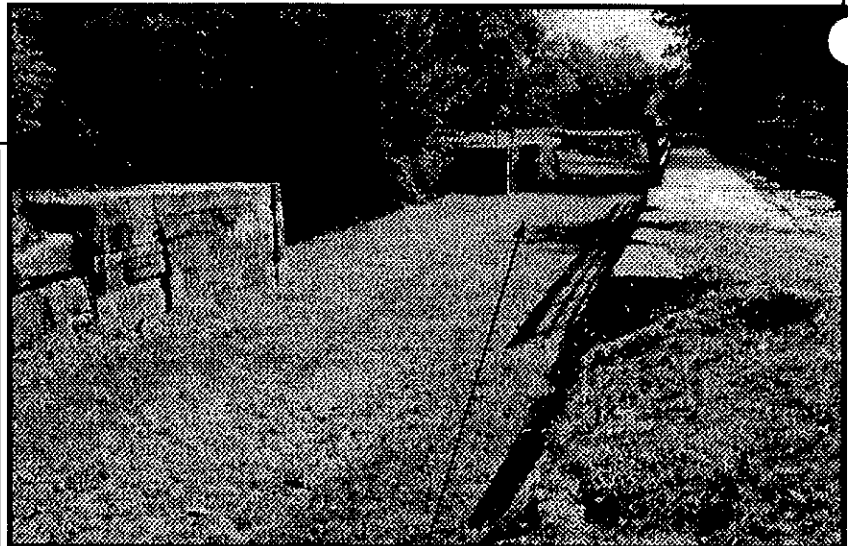
Canal traffic at Georgetown became so congested that in 1870 an inclined plane was built two miles up the river from the town. This greatly helped speed up traffic destined for Washington, D. C. After the Flood of 1889 the canal was transferred to the Baltimore and Ohio Railroad and the inclined plane dismantled. The final blow came to the canal in 1924 when another flood took its toll and the canal ceased operating.

In 1938 the Federal Government gave the B&O Railroad a loan from the federal Reconstruction Finance Corporation in exchange for the Chesapeake & Ohio Canal, which they planned to use as a recreation area. World War II halted the project with only the lower 22 miles repaired and re-watered. Following the war some men proposed turning the canal into a parkway for vehicles. Opposed by Justice William O. Douglas of the U.S. Supreme Court, in 1954 he led an eight-day hike for the full 184.5 miles of the canal. Although a total of 58 people participated in portions of the hike, only he and eight other men walked the entire distance. This caught the attention of the press and saved the canal. The C&O Canal was finally designated a National Historical Park in 1971.

Lock 52 and the Aqueduct over Tonoloway Creek located at mile markers 122.9 and 123 at Hancock, Maryland, were built of gray limestone. They are close enough together to have been built as one structure. The aqueduct was built between 1835-39. The limestone was quarried upstream on Tonoloway Creek. Cement used in the aqueduct was from Captain Hook's mill, which was across the river from Hancock. When the mill was unable to supply all the cement needed, Boteler's Mill at Shepherdstown furnished the rest. Baltimore supplied the cement that was used to coat the trunk of the aqueduct. Just downstream at mile marker 122.7 is Lock 51, which has a limestone and red shale lock tender's house still standing.

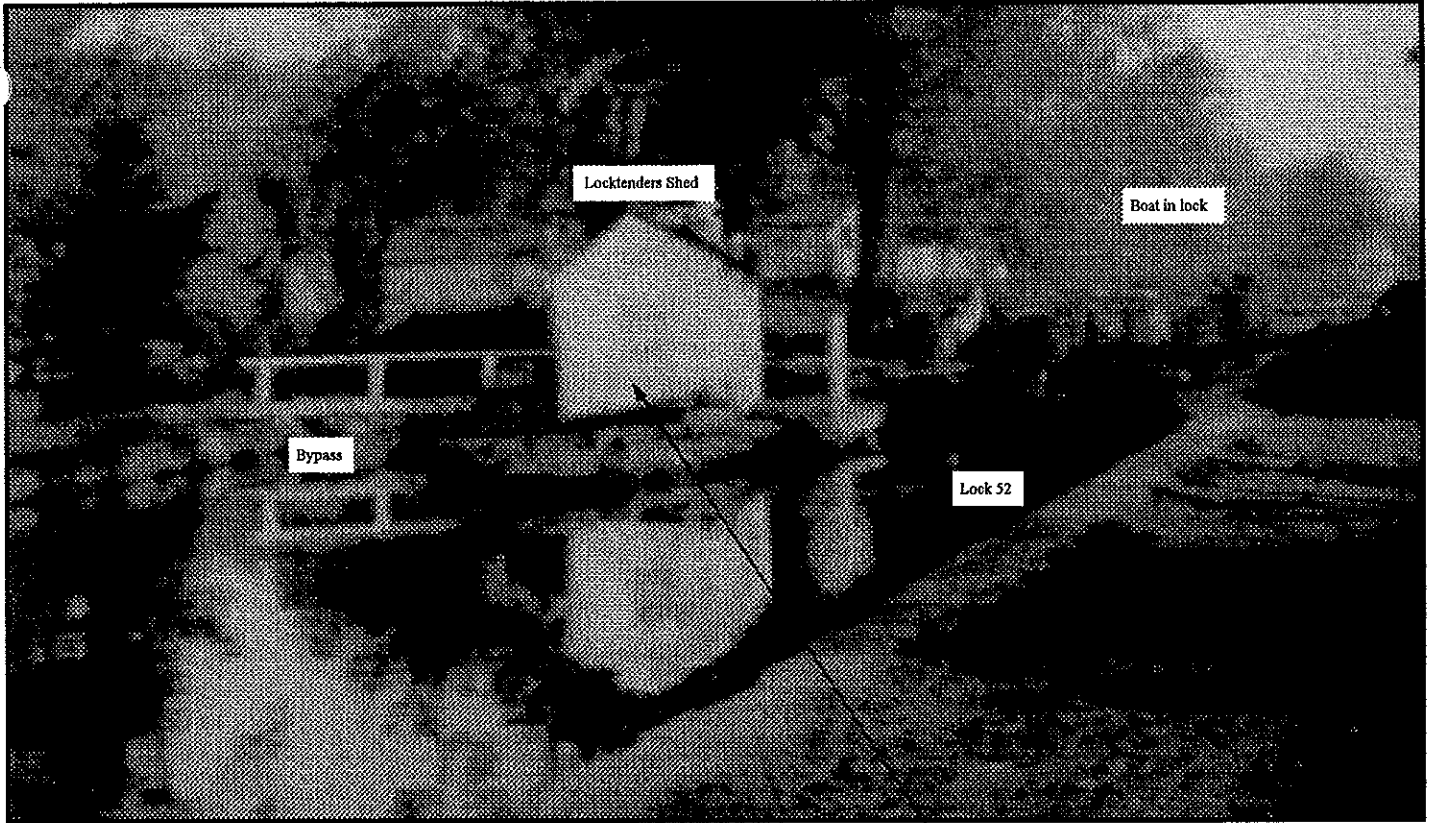
A Work of Art

Looking at the remaining iron railings and graceful arch of the Tonoloway Aqueduct, it is easy to see why canal company officials referred to the eleven aqueducts along the canal as "works of art." Built between 1835 and 1839, Aqueduct 7 carried the canal across Tonoloway Creek. Time and floods have not been kind to the Tonoloway Aqueduct. Years of carrying water and canal boats took a toll on the sides of the aqueduct, eventually causing it to collapse. Debris carried by flood waters damaged and washed away iron railings. To protect the aqueduct, the National Park Service built steel braces to support the arch and remaining walls. Words from sign posted at aqueduct



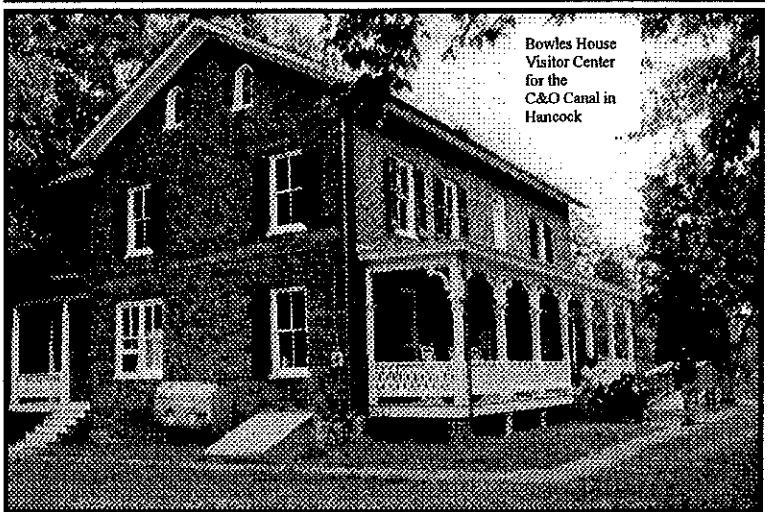
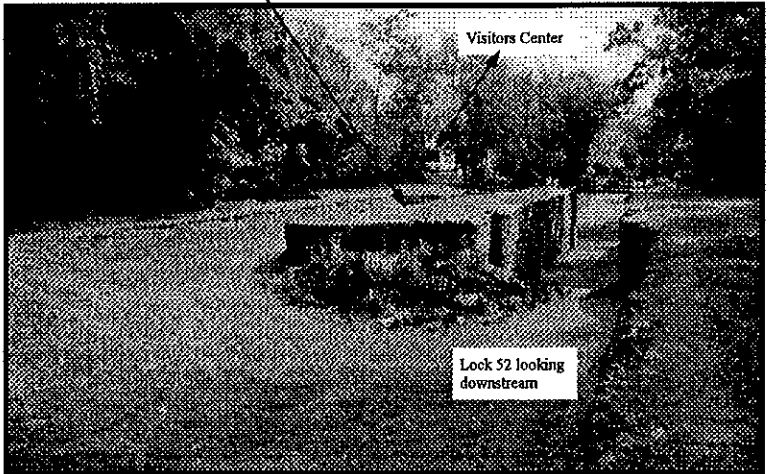
Tonoloway Aqueduct is seen in the foreground looking downstream on the C&O Canal with the waste weir in the center and Lock 52 in the background. One side of the aqueduct is missing.

Waste weir between aqueduct and lock



In late May 2010 the Chesapeake & Ohio Canal National Historical Park opened a new Hancock visitors center along the towpath by Lock 52 in the historic Bowles House. Although this house was not the locktender's home, it dates to the 1780s and is very near the lock. After park officials rehabilitated the structure, a ribbon-cutting ceremony was held. Inside are displays of old canal photographs, canal boat models, C&O Canal memorabilia, and a small gift shop. A ramp has been added to aid the handicapped. The Western Maryland Rail Trail passes nearby on the abandoned B&O Railroad's former route.

In September 2010 C&O Canal Culvert 182 that conveys the Little Tonoloway Creek beneath the canal was undergoing repair. At that time a newspaper article asked for area residents to submit suggestions to be included in an environmental assessment. The National Park Service has been approached to make improvements to a 2-mile section of the canal and maybe even re-water it so that they could have boat excursions. The assessment can help determine how much preservation, restoration or reconstruction might be done in years to come. The historical society has suggested repairing Lock 52, filling the canal from there to the section in Hancock that was re-watered in the 1990s, preserving the foundation and the P. T. Little store, and placing more historical signs there and elsewhere.



## GREAT FERGANA CANAL

Can a 167.4 miles (270 kilometers) canal be dug by hand in forty-five days? The Soviets did it in the late 1930s. The canal was to carry water for irrigation from the Syr-Darya River to the cotton fields in the Fergana Valley to assure the Soviet Union's "cotton independence." The canal is located in Uzbekistan in the city of Fergana east of Tashkent, the capital.

Local labor was used to dig the canal unlike the prison laborer used on the 1931-33 White Sea/Belomor Canal or the 1932-37 Moscow/Volga Canal, and the project was touted as the "peoples construction project" by party propagandists. At the time of canal construction, the Usbek Communist Party just had been purged and the labor force came from Central Asia where populations recently had been collectivized. With a new sense of nationality, 160,000 Uzbek and several thousand Tajik collective farmers were assembled who were eager to take on the project. Digging began at the end of July 1939 and was completed just after World War II had begun. Since there was little mechanical equipment available, these enthusiastic peasants, who were called to work by long horns, dug the trenches under the hot summer sun using only their hoes.

In addition to the Great Fergana Canal, other canals were dug in the Fergana Valley following the war. The canals made it possible for industrial and agricultural development that led the valley to become the most densely populated area in all of Central Asia. Little did the canal builders know that their creation would eventually cause one of the great ecological disasters of the late 1900s — the desiccation of the Aral Sea.

The Great Fergana Canal was to have been the subject of a movie and many pictures were taken while it was being dug. Although a script was written, the movie was never completed. Many great photographs showing digging this canal, the long horns, the type of hoes that they used, etc. were taken by Mikhail Grachev in 1939 and can be seen at:

<http://www.katardat.org/russia/pictures/photos1939-Fergana.html>

A video of the actual digging and a video of celebrating the opening of the dam may be seen at:

<http://www.soviethistory.org/index.php?>

Click on 1939 at the left, then click on Great Fergana Canal under 1939, then click on video (big screen) to view.

Lynn Bower, CSI member, Bloomington, Indiana



## TOLL HOUSE? PROBABLY NOT

Larry Turner and Dan Schuster visited the Evansville Historical Museum prior to the CSI "Rappites, Riverboats, Pirates" tour. They spoke to two ladies about the canal while looking over the museum's map of Evansville showing the canal route and other canal artifacts. The women told them there was a man in Evansville who owned the canal house, which might have been a toll house. Stan Schmitt, CSI member from Evansville and docent for Sunday's portion of the tour, was asked about the building. He replied as follows:

"I've heard this story but I don't think it is credible. Peter McCullough owns property at 1111 and 1119 W Indiana, just east of Fulton Avenue on the south side of the street. 1119 looks like an old federal style building dating to about 1860 and Indiana Street was the canal route.

"From 1853 to 1859, the canal collector, Nathan Rowley, had his office for the Board of Trustees originally at Foster's Warehouse (across Locust from Igleheart's Mill and later a few doors down.) This was the area where almost all the canal docks, warehouses etc. and the main basin were located. Later after the causeways were built to replace canal bridges, the collector's office was moved around the bend in the canal above the old Welborn Hospital site somewhere between 5th & 8th streets. Back in the 60s there was a building in that area (now gone) which was purported to have been the toll house.

"I have never seen any indication that the McCullough house could have been a toll house. Its location, being below the main basin and having almost all the businesses which used the canal, means that every arriving or departing boat would have to go farther west on the canal to pay the toll, then continue on to the basin at Pigeon Creek to turn around before coming back into or leaving town. There were very few businesses using the canal on the Lamasco extension. After the Main street causeway was put in, it would have been impossible to get a boat out to this part of the canal."

## CENTRAL CANAL HAPPENINGS

Twenty-seven survivors of the sinking of the U.S.S. Indianapolis, one of the worst naval disasters in U.S. history, stood on Indy's Canal Walk or by the U.S.S. Indianapolis National Memorial on August 1, 2010 for a 65th anniversary memorial ceremony. This was one of the largest crowds ever assembled for the remembrance. Many of those attending were dressed in red, white and blue. Of the 317 survivors only 58 are left.

On Sunday morning August 2, 2010 a tri-athlete on a bicycle accidentally ran into a minivan that was turning into Burger King. He was taken to Methodist Hospital. There seems to have been some confusion with the flagger who was directing traffic for the 11.5 mile long bike ride. Also part of the triathlon was a swim in the downtown Indianapolis portion of the Central Canal and a 3.1 mile run.

On October 20, 2010 Pat McAfee, punter for the Indianapolis Colts, was drunk and took a dip in the Broad Ripple portion of the Central Canal that carries much of Indianapolis' water supply from the White River to the water filtration plant. He was the 4th Colt to be arrested this year due to alcohol. He was arrested about 5 a.m. His blood-alcohol content was nearly twice the limit for driving in Indiana. His suspension from participating in the November 1, 2010 home game cost him a week's pay of \$23,235.

Frank Timmers, CSI Director, Carmel, Indiana

## SAVE CANAL STRUCTURES BY USING THEM

The National Park Service has found a way to save the C & O Canal's 26 lockhouses by using them. During the first year of the "Canal Quarters" program 3 of these two-story, stone or brick homes with wooden floors and period furnishings were available for guests to spend the night and get in touch with history. For \$70-\$100 per guest per night, guests had a choice of staying in the Bethesda lockhouse that is air-conditioned, has running water and bath facilities like it would have been in the 1950s when U. S. Supreme Court Justice Wm. O. Douglas campaigned to save the canal; the Potomac lockhouse that has no running water, no heat and no bathroom like it would have been in the 1820s; or the Clear Spring lockhouse that has no running water or bath but has electricity like it would have had in the 1920s. Of course the most popular was the Bethesda lockhouse, but the entire program was quite successful housing 1,200 guests from 31 states.

Built in the 1820s, these lockhouses were used by the locktenders, who operated the lock gates passing canal boats loaded with passengers and freight up and down the Chesapeake and Ohio Canal until the canal closed in 1924. Many of the houses were inhabited until the 1970s when the National Park Service took over.

To ready a lockhouse for habitation costs between \$120,000 - \$150,000 for rehabilitation and \$25,000 for furnishings. This spring Lockhouse 10 at Cabin John and Lockhouse 28 at Point of Rocks will be ready for occupancy. Lockhouse 25 at Poolesville is expected to open in the fall. Plans are to eventually have a lockhouse open every 25-30 miles along the canal.

Guests are asked to clean up after themselves and remove trash. Volunteer quartermasters keep up the maintenance and do minor cleaning between guests. After making reservations, guests pick up their keys from a lockbox using an access code. This set-up has worked well so far and the entire program costs between \$5,000 - \$10,000 per month for the C & O Canal Trust, a non-profit organization, to operate.

Reservations may be made: [www.canalquarters.org](http://www.canalquarters.org)  
Chuck Huppert, CSI Director, Burtonsville, Maryland

## CSO CUYAHOGA VALLEY NATIONAL PARK TOUR

The Canal Society of Ohio toured the Cuyahoga Valley National Park from Rockside Road to Deep Cut on October 15-17, 2010. CSI members who participated were Scott Bieszczad, Tom & Diane Fledderjohann, John & Susan Hatton, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Kay Sheldon, and Larry Turner.

Brightly colored leaves and warm sunshine were appreciated by canawlers as they scrambled over canal era remains such as Lock 38 by the Canal Visitors Center near Brecksville, Ohio that was originally the Gleason House during the canal era; the Wilson Mill by Lock 37 that is still in use; the Frazee House that was a canal tavern; Brecksville Station; Boston Lock; and the Boston Store now a museum. Lunch was held at a G.A.R. Hall in peninsula before seeing other locks.

Later that day a couple of people got lost hiking to Deep Lock and Deep Lock quarry somewhat delaying the arrival in Boston. Deep lock was so named for its 12-17 foot lift. The quarry was a major shipping point for building stone going to Akron or Cleveland and for Berea Sandstone that produced an excellent grindstone.

At Boston a park ranger told about the C&O Canal running alongside the Boston Store while many canawlers enjoyed ice cream cones from a nearby store. Following his talk they viewed the excellent exhibit on building a canal boat. Some hands-on displays let visitors assemble the ribs on the boat on a model and place rope between the boards of the boats hull as caulking. Tools used in constructing the boat were also displayed. There was an interactive exhibit comparing the size of a canal boat to a riverboat, lake schooner and a laker.

On Friday night canawlers viewed slides of what they would see on Saturday. The speaker for the banquet on Saturday night shared a book he had written about the canal. Several canawlers stayed for the long Sunday hike to other canal remains.

## CANAWLERS AT REST

### JAMES CONWELL

b. November 22, 1786

d. May 10, 1849

### GEORGE GROVE SHOUP

b. November 11, 1810

d. July 7, 1853

By Robert F. Schmidt

Indiana's Whitewater Valley is filled with the history of our state and nation. From 1825-43 Brookville (pop. 3,000) was the home of four governors of Indiana in succession — James Ray, Noah Noble, David Wallace and Samuel Bigger. Connersville (pop. 15,000) was the home of Caleb B. Smith, U. S. Secretary of the Interior in the Lincoln administration. Laurel (pop. 580) also has a place on the national scene. Located about 11 miles south of Connersville along State Road 121, this sleepy little town is atop a hill overlooking the Whitewater Valley. All of these towns were on the Whitewater Canal.

The Treaty of Greenville in 1795 created a boundary between settlers and Indian territory. This line extended from Fort Recovery, Ohio, to just west of Richmond, Indiana, and on to where the Kentucky River pours its water into the Ohio River. Brookville, established in 1808 by Amos Butler and Jesse Thomas, was in the settler territory. Just west of the town is Boundary Hill, which was named for its location on the treaty line. The treaty delayed settlement to the valley west of this point for several years.

On September 30, 1809, at the Treaty of Fort Wayne, William Henry Harrison negotiated the so called "Twelve Mile Purchase," which extended settler territory further west to just outside of Cambridge City, Indiana, and followed in a diagonal line to the west of most of

the Whitewater River. In November 1810 following this treaty, Wayne and Franklin counties were created for the northern portion of Dearborn County.

With the valley opened to settlers, in 1815 Edward Toner established the small village of Somerset on the west side of the Whitewater River and built a tavern. At this point in 1816-18, Jacob Whetzel and his four sons blazed a 60-mile-long trail due west through the primeval forest to Waverly, located just south of Indianapolis on the White River without using any surveying instruments. Later when Whetzel's trace was actually surveyed, it was found to be off only 4 degrees from due west. Settlers used this route to western Indiana and regions beyond from 1818-1826. After that time other state roadways came into existence and the old trace was soon taken over by private landowners along the way.

In 1818, Abram B. Conwell, originally from Lewestown, Delaware, came to Connersville. That fall three of his brothers followed him into the region. James Conwell, a Methodist minister, located in Somerset; William Conwell settled at Cambridge City; and Isaac Conwell went to Liberty, Indiana. Each of the brothers became successful merchants in their respective communities.

James Conwell, also from Lewestown, was born on November 22, 1786. He had married Mary Hughes in 1809, but Mary died in Delaware in 1817. He then married his first cousin, Winifred Harris King, on August 10, 1818. Both James and Winifred moved to Somerset in 1820 and James opened up a store in his home while acting as a part-time minister of the gospel. He became convinced that a canal would be of great economic benefit to the valley and to himself as well.

In 1822-23 groups of citizens from six counties met at West Harrison, Indiana, to discuss the feasibility of constructing a canal along the Whitewater River. This was followed in 1824 by some local surveying. On January 21, 1826, the state of Indiana authorized The Whitewater Canal Company. That same year Congress authorized a federal survey and, in July, James Shriver led a team of surveyors up the Whitewater Valley. Shriver died while the survey was in process and his successor, Asa Moore, died shortly thereafter. This was not a good start and the chartered canal company was unsuccessful in launching the new company. In 1829 after doing a second survey, the federal surveyor, Colonel Howard Stansbury, reported that he felt the Whitewater canal was impractical.

In June of 1834 William Goodwin and Jesse L. Williams conducted still another survey with a favorable report. James Conwell calculated that their proposal for a Whitewater Canal would be very profitable. James be-



came the postmaster of Somerset in 1831 and in May 1832 had the town renamed Conwell Mills. He ran for State Representative in 1834 and soundly defeated canal opposition candidate C.W. Hutchen.

On January 16, 1836 the Indiana State legislature approved the Mammoth Internal Improvement Bill. Noah Nobel, the Governor who was from Brookville, signed the bill into law on January 27, 1836. James Conwell served in the Senate in 1836 and was a representative from Franklin County in 1840.

Anticipating the growth along the canal, James Conwell platted the area up the hill from Somerset in 1836. At first he was going to name it New Baltimore but later decided upon naming it Laurel after a town from his former state of Delaware. On July 26, 1837, Laurel officially became a town. Later on Somerset was absorbed into Laurel. This same year the two-story Laurel Academy was built and still stands today. Francis Asbury Conwell, James' eldest 25-year-old son, became the new town's first postmaster. On October 12, 1838, George Shoup became its second postmaster.

George Grove Shoup had come to Laurel in 1832 and married James Conwell's daughter, Jane, on May 16, 1833. On March 22, 1834, their first of nine children was born. The boy was named Francis Asbury Shoup after his uncle, Francis A. Conwell, Jane's brother. This was also a good Methodist name and greatly pleased his grandfather James.

Construction of the Whitewater Canal began at Brookville on September 12, 1836 with great celebration and by June 9, 1839 the first boat, "the Ben Franklin," traveled from Lawrenceburg to Brookville. It appeared that the hopes for a canal were about to be realized. Indiana's internal improvements suffered from a nationwide financial collapse. The state issued this stop order in November 1839: "That with the exception of the Wabash canal, from Lafayette to the State line, and the dams on other works yet to be preserved, the work at Lawrenceburg and bridges at Harrison, the public works be immediately suspended." Only 30 miles of the canal were completed by the state. Work came to a halt and the future looked dim.

Two years went by with nothing happening on the Whitewater Canal in Indiana, but by the summer of 1840 work had resumed in Ohio on the Cincinnati & Whitewater Canal. The people of the upper Whitewater Valley thought it was time to renew the efforts to extend their canal. Both James Conwell and his son-in-law, George Shoup, were instrumental in calling a meeting at Laurel on April 15, 1841. A resolution was passed to develop a plan to establish a company to complete the canal. George Shoup was one of the seven

members of this committee. James Conwell was selected as part of a five man committee to draft the articles of association.

In 1842 the legislature granted a charter for a new private company, the Whitewater Valley Canal Company. James Conwell, acting President, announced that the books would be opened on April 4, 1842, for stock subscriptions. George Shoup was part of the committee to create a barbeque celebration at Cambridge City on July 28, 1842. Crowds of between 7-15,000? people were there to hear speeches by James Raridan and Samuel Parker. The festive atmosphere was interrupted by a great storm that dispensed the crowd.

Work proceeded quickly from the partial diggings of 1839 and the canal reached Laurel on November 17, 1842. The "Native," a boat built in Cedar Grove, was brought to town by its builder and captain Stephen Coffin. The boat glided over smooth waters and the ladies and gentlemen were entertained by the Brookville band. When they left the next day at 11:00 a.m. they were entertained with speeches by George Shoup and John Farquhar. Another celebration was held at Connersville on June 21, 1845, when the "Patriot" commanded by Capt. Gayle Ford arrived.

By October 1845 the canal had finally reached Cambridge City. The final connection to Hagerstown was completed in 1847 by the Hagerstown Canal Company, another private company.

As stated before James Conwell was first married in 1809 to Mary Hughes in Delaware. They had four children, Elizabeth Ann, Francis Asbury, Jane and Mary Hughes Conwell. James' wife Mary died in 1817 and he then married Winifred Harris King, the daughter of his uncle, William King, on August 10, 1818. The family with children from age 1-8 traveled west arriving in Franklin county in 1820. He and Winifred later had 11 children. The youngest child was Frances (Fannie) Olivia, who was born on March 23, 1837.

James was a Methodist Episcopal minister, a merchant and canal promoter. His name will always be associated with Laurel. He died on May 10, 1849, and was buried in the Conwell Cemetery on his farm.

Winifred managed with her teenage family but by 1860 had moved in with her daughter, Fannie, who had married William H. Smith, a physician, on June 9, 1858. They moved to Rushville, Indiana a few years later where Winifred died on June 29, 1883.

George Grove Shoup

George Grove Shoup was born November 10,

1810, at Fairfield (Fairborn) OH, Bath Township near Dayton. He was the youngest of nine children of Samuel and Dorothy (Grove) Shoup. Seeking to make his fortune in the new west, he moved into the Laurel area in 1832 at age 22. He apparently began by working in the local mills and became very closely associated with the James Conwell family. In May of 1833 he married Jane Conwell, the daughter of James and Mary Conwell, and then in 1838 he followed Jane's brother, Francis, as the Postmaster of Laurel. He served in this capacity until 1849.

Living in Laurel George Shoup and the Conwells were huge supporters of canals for the Whitewater valley. Due to their investments and interest in the town it is obvious that they would do everything they could to promote the completion of the canal.

In 1841 Shoup was elected to complete the term of John A. Matson in the Indiana House of Representatives. He continued to be elected for two more terms serving until 1843. After the Whitewater Valley Canal Company had reached Laurel in November 1842, he became involved in boat ownership, mills and pork packing.

During the decade of the 1840s George Shoup was always involved with the canal and earned the respect of the citizens of the valley. The *Brookville American* on November 28, 1847 following a disastrous flood complained that the board of the canal was not taking decisive action. It said: "If the board were composed of such men as Samuel W Parker, Meredith Helm, George G. Shoup, Griffin Taylor, John D. Jones, Benjamin Conklin, James Rariden, James Wood, and R. Tyner, in four months from this date the richly laden boats would float down our valley - the laborer on the canal would receive the pay for his hire, and the public would feel assured that all was right."

It is interesting to note that in January of 1848 there were two factions in the election for the board - the John Newman ticket and the Samuel Parker ticket. George Shoup was on both tickets and won election to the board.

In the spring of 1849 George's father-in-law, James Conwell died. In October 1850 George went to Indianapolis as one of three delegates from Franklin County to attend the called Constitutional Convention to revise the state's governing document. There were a total of 150 delegates at this convention. Debate continued until February 10, 1851. One of the results was the provision to prevent the state from borrowing for capital improvement projects since the earlier projects had driven the state to the verge of bankruptcy. During the debates in Indianapolis an important event occurred

at the door of the State Capital - the selling of the Central Canal.

In January 1850 the legislature had authorized the sale of the Central Canal. The auction occurred on November 16, 1850. George Shoup, James Rariden, and John Newman, who were all members of the constitutional convention either left the meeting or it was recessed for a while, for they bid and bought the canal for \$2,425. On February 7, 1851 they transferred it to Francis Asbury Conwell, Shoup's brother-in-law, and some other investors. What the relationships and deals were we don't know. The title of the group was the Central Canal Manufacturing, Hydraulic and Water Works Company. They in turn passed it on and it eventually became the Indianapolis Water Company.

George Shoup returned to Laurel where he died on July 7, 1853, at age 42. His wife Jane lived seven more years, dying just prior to the census of 1860.

We have been unable to find the grave of James Conwell on his farm. We assume George Shoup was buried in Laurel where he died, but we don't know where his grave is located.

The influence that America's first Methodist Episcopal Bishop Francis Asbury (1745-1816) who worked in the Maryland/Delaware area, had on the Conwell family can be seen. James and Mary named their first son Francis Asbury Conwell and as we will see this name carries into the next generation. Two of their grandchildren went on to have lives of national interest and national significance.

### Famous Grandchildren of James and Mary Hughes Conwell

Their daughter, Jane Conwell, married George Groves Shoup, as noted above. Jane's sister, Mary Hughes Conwell, married Henry Dayton Smith. Each of these had offspring who excelled.

Francis Asbury Shoup  
The Brigadier General CSA

George Shoup and Jane Conwell's first son, Francis Asbury Shoup, was born on March 22, 1834, about a year after their marriage in May 1833. They named him after Jane's brother Francis Asbury Conwell. Francis Shoup grew up in Laurel at the time of the canal. His grandfather, James Conwell died in 1849 and his father George Shoup died in 1853. His mother Jane was only 39 when she became a widow and Francis was just 19.

Francis was the first cousin of Elisabeth Con-

well Smith (Willson). The two grew up together in Laurel but she was eight years younger having been born in April 1842.

In the early 1850's Francis attended Indiana Asbury for a time but soon received appointment to the United States Military at West Point. After graduation in 1855 he was assigned to the 1<sup>st</sup> Artillery and served in Key West Florida 1855-56. He later participated in hostilities with the Seminoles. He was transferred to Charleston and Fort Moultrie in 1858. Francis' mother died in the late 1850s leaving his siblings alone. He resigned his commission in January 1860 after returning to Indianapolis in 1858 to take care of them. He practiced law there and also became the leader for a troop of Indianapolis Zouave militia.

Zouave was the title given to certain infantry regiments in the French Army, normally serving in French North Africa between 1831 and 1962. The name was also adopted during the 19th century by units in other armies, especially volunteer regiments raised for service in the American Civil War. The characteristic zouave uniform included short open-fronted jackets, baggy trousers and often sashes and oriental headgear.

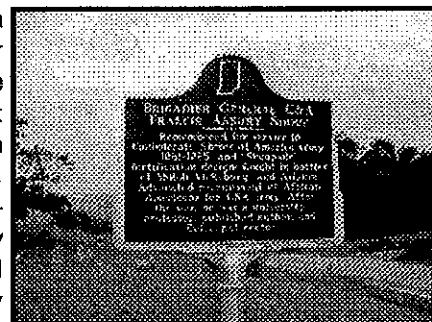
In the fall of 1860 Francis became convinced that the election of Abraham Lincoln would lead to war. He greatly feared abolitionism. He knew that he would be forced to serve in the military on one side or the other. Even though he had high prospects for his military career in the north, he moved south before South Carolina seceded. He attended the Secession Convention in Charleston in December 1860.

When Francis declared that he had "aristocratic inclinations and admiration for the South" those in the Indianapolis militia, who loved him as a friend, were shocked. They had given him a special set of revolvers with holsters and trappings believing that he would be an officer in the Union and always ride horses thus needing such a set. However, soon thereafter Francis moved to St. Augustine, Florida, where the Governor commissioned him a Lieutenant in the Confederate Army.

Francis A. Shoup participated in the Battle of Shiloh as chief of artillery under William Hardee. On September 12, 1862, the First Confederate Congress made him a brigadier general. He was captured at the Battle of Vicksburg, later paroled and fought again in the Battle of Atlanta serving in the Confederate Army. He was the designer of the "schoupade" design for fortifications along the Chattahoochee River. He advocated having blacks serve in the army. During the war he wrote texts on infantry and artillery drill. He also served as Chief of Staff for the commander of the Army of Tennessee, John Bell Hood.

After the war, Francis was ordained by the Protestant Episcopal Church in 1868 and wrote books about mathematics and metaphysics. He became a chaplain at the University of the South, in Sewanee, Tennessee, serving from 1869-71. On June 29, 1871, he was married to Esther Habersham Elliot of Beaufort, South Carolina. He continued to serve as a rector in Waterford, NY; Nashville, TN; Jackson, TN; and New Orleans, LA. In 1878 he received his Doctor of Divinity degree from the University of the South and taught there from 1883-96. Upon his death on September 4, 1896, in Columbia, Tennessee, he was buried in the cemetery of the University of the South in Sewanee located about 75 miles west of Chattanooga.

An Indiana State Format Marker was erected in the Conwell Cemetery at Laurel, Indiana, on October 21, 2006, honoring Francis Asbury Shoup, the only Confederate General from Indiana. Fifty people attended its dedication. One wonders how a young man born and raised in Indiana became a general in the southern army. His family was firmly planted in the north in the Quaker region of Indiana that opposed slavery. His family was clearly pro Union. He held a military position in Indianapolis and lived there with his family. They had to be sent to other relatives when he went south. Prior to the war he had spent only about five years in the south



**BRIGADIER GENERAL CSA  
FRANCIS ASBURY SHOUP**  
Born near present-day Laurel 1834;  
Attended Indiana Asbury University,  
Greencastle; Graduated 1855 from  
United States Military Academy  
at West Point; served in Federal  
army 1855-1860; resigned to  
pursue law career in Indianapolis  
circa 1860; Died 1896; buried  
at Sewanee University  
Cemetery, Tennessee.

Remembered for service in  
Confederate States of America army,  
1861-1865, and "Shoupade"  
Fortification design; fought in battles  
of Shiloh, Vicksburg, and Atlanta.  
Advocated recruitment of African  
Americans for CSA army. After  
the war, he was a university  
professor, published author, and  
Episcopal rector.

Elisabeth Conwell Smith Willson  
The Poetess

Mary Hughes Conwell was born March 6, 1817, in Seaford, Delaware, and moved with her father, James, and stepmother, Winifred, to Franklin county where she grew up. On March 15, 1836, at 19 she married Henry Dayton Smith, who was 21. They had 3

children, Mary Caroline born in 1837, James Albert born in 1840 and Elizabeth Conwell born April 26, 1842. Henry was listed as a notary in Franklin County in 1840, but little else is known about his occupation.



Elisabeth Conwell Smith Willson

Unfortunately a year after Elisabeth Conwell Smith was born, her father died suddenly in Laurel on June 28, 1843. Her mother struggled to keep the family together and four years later married Richard Howland Cullum on August 18, 1847. This was the only father 5-year-old Elizabeth ever knew.

Tragedy again struck when Elisabeth was 16. Her mother, Mary Hughes Conwell died on November 12, 1858. Elizabeth probably spent the next couple of years at the Laurel Academy finishing her education but by 1862 she had gone to the female academy in New Albany, which was to change her life.

Byron Forceythe Willson was born in Little Genesee, New York, on April 10, 1837. In about 1846 his parents, who were both teachers and very religious, emigrated to Maysville, Kentucky on a flatboat on the Ohio River. His mother died in 1856 and the family again moved west to New Albany, Indiana, in 1858 where his father became a lumber merchant. A spiritual excitement swept the area and many people believed they could communicate with the dead through a medium. Forceythe became very caught up in these beliefs and, after his father's death in 1859, he professed to be in communication with his father's spirit.



Byron Forceythe Willson

Forceythe was the oldest son and was the guardian for the other three living children. He attended Antioch College in Ohio and was under the supervision of Horace Mann. He also attended Harvard for a time. In about 1861 he had to leave the school and return back to New Albany because of a very severe attack of consumption (tuberculosis). The physicians thought he

was in the final stages of the disease but they were able to restore his health. He was able to obtain employment on the editorial board of the *Louisville Journal*, writing pro-Union articles.

In 1862 Forceythe met Elisabeth Smith when she was attending the local DePauw Academy for Women that had been established in 1852 by Washington C. DePauw. Since age 16 Elisabeth had been writing poems. It was through their common interest in poetry that they met and became romantically involved. Some of her poems can be found at Google Book, [1861 Ladies Repository DW Clark](#). Here is a sample of one that relates to her recently deceased mother.

Mother

Speak tenderly to me, sweet mother-saint,  
Let thy dear whispers voice the silent airs,  
O! press me to thy heart, for mine is faint  
With the long loss of mother-love and prayers.

Etc.

Fall noiselessly upon the twilight flower —  
Ah, they are withered flowers within my heart! —  
Sweet mother, come once more and bless the hours  
In thy dream presence sorrow must depart.

This same sort of sentimentality was very common for the period and can also be found in Willson's works as well as his belief in the communication with the dead. In the summer and fall of 1862 he produced a poem based on the final hours of a soldier who was fatally wounded at Shiloh in April of 1862. The poem entitled "The Old Sergeant" was published in the *Louisville Journal* on January 1, 1863. It is the transcript of a real person, a federal assistant-surgeon named Austin, with whom Willson was acquainted at New Albany, and a dying Sergeant named Robert Burton, who Austin had attended in his last hours. The entire works and some other comments can be found again on Google Book, [Byron Forceythe Willson, Piatt](#).

Here are a few lines from this famous poem:

The Old Sergeant

"Come a little nearer, Doctor, --thank you, -- let me take the cup:  
Draw your chair up, -- draw it closer, --just another little sup!  
Maybe you think I'm better; but I'm pretty well used up, --  
Doctor, you've done all you could do, but I'm just a-going up!  
Etc.

"And the same old palpitation came again in all its power,  
And I heard a Bugle sounding, as from some celestial Tower;  
And the same mysterious voice said: "It is the Eleventh hour!  
Orderly Sergeant --Robert Burton --It is the Eleventh hour!"  
Etc.

This poem is responsible for bringing the Willson's to national attention through a chain of events. The *Louisville Journal* was a pro-Union newspaper that was often read by President Lincoln. Having read the

poem, Lincoln was touched, and asked his friend Dr. Oliver Wendell Holmes Sr. if he knew the author. Holmes contacted the editor of the *Journal*, George D. Prentice, who identified Willson as the author.

Byron Forceythe Willson married Elisabeth Conwell Smith in Connersville, IN on September 16, 1863. The marriage took place at the home of her aunt and uncle Elizabeth Ann (Conwell) and Martin Updegraff. He and Elisabeth then moved to Cambridge, Massachusetts, to support his brother, August Everett Willson, future Governor of Kentucky, who was attending Harvard. They purchased a pleasant old mansion on the Mount Auburn road. This residence was originally the home of Governor Elbridge T. Gerry, the father of gerrymandering, and was later the home James Russell Lowell. Here he associated with Lowell, Ralph Waldo Emerson, Henry Wadsworth Longfellow and Oliver Wendell Holmes. It has been said the he was the only Indiana poet who came in close touch with the New England writers.

James Russell Lowell was the first editor in 1857 of the *Atlantic Monthly*, which published some of Willson's works. Dr. Holmes often read "The Old Sergeant" to his audiences and compared it favorably for human interest to Samuel Coleridge's "The Rime of the Ancient Mariner."

Elisabeth and Forceythe had a son "Little Dolfi," who died shortly after birth on June 1, 1864. Then, on October 13, 1864, Elisabeth, age 22, who was always in somewhat fragile health passed on. Forceythe grieved but felt that he was frequently in communication spiritually with her. In 1866 he published a small volume of her poetic works.

Forceythe went on to write several other war time poems such as "The Rhyme of the Master's Mate" and "In State." He published a small volume of his works in November of 1866 but none ever achieved the fame of "The Old Sergeant."

In the fall of 1866, at about the time he published his works, he was visiting New Albany, Indiana, when he suffered from a hemorrhage of the lungs. At times following this attack he was heard in communication with his dead wife. After about a month he recovered enough to travel to Alfred Center, New York, where his younger sister and brother were living with an aunt. There on February 2, 1867, he died. His body was then removed to Laurel, Indiana.

The two graves lie side by side in the Conwell Cemetery on the northwestern slope in Laurel. "Little Dolfi" is buried with his mother and commemorated on her stone. Her marker is a small obelisk of white marble. Forceythe's is a round-topped marble headstone. From



Little Dolfi  
June 1, 1864  
Elisabeth Conwell Willson  
Born  
April 26, 1842  
Died  
October 13, 1864

Byron Forceythe Willson  
Born  
Little Genessee N. Y.  
April 10, 1837  
Died N Alfred N.Y.  
Feb. 2, 1867

the top of the sloping graveyard you can see several miles north to the cornfields of the Whitewater Valley. These graves have a lovely situation, but the casual passer-by would not suspect that in them two poets and their son were sleeping.

To Each His Own

And part to meet on earth No More;  
We clasp each other to the heart,  
And part to meet on earth No More.  
There is a time for tears to start, --

For dews to fall and larks to soar:  
The Time for Tears, is when we part  
To meet upon the earth No More:  
The Time for Tears, is when we part  
To meet upon the earth No More.

Byron Forceythe Willson (1837-1867)

The Willsons' made a lasting impression on Oliver Wendell Holmes for after their death he made a visit to Laurel to visit the grave of his old friends. He wrote at one time about Forceythe saying: "He came among us as softly and silently as a bird drops into his nest. His striking personal appearance had attracted the attention of the scholars and poets who were his neighbors, long before they heard his name or condition. It was impossible to pass without noticing the tall and dark young man with long, curled locks and large, dreamy, almond-shaped eyes, who was often seen walking along the road that leads from the village of Old Cambridge to Mount Auburn." When visiting the Conwell Cemetery today and looking out into the Whitewater Valley, it looks very much like the time that Dr Holmes visited.



Coulter House, Southwest corner Conwell/Lafayette Streets in Laurel Indiana. This is where Oliver Wendell Holmes stopped for a drink on the way to the graves of Forceythe and Elisabeth Willson. Photo by Bob Schmidt

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Special thanks to the Harvard Library for providing pictures of the Willsons to the Laurel Library.

## TOMBSTONE DATES

By Charles (Chuck) Huppert

In the November 2010 *Hoosier Packet* I noted the comments about the birth and death of John Beard and his wife. If one subtracts 78 years 8 months and 23 days from John's tombstone inscribed death date (Sept. 27, 1874) you get January 4, 1795 as his date of birth. I wonder if Andrew Young, in his history of Wayne County, Indiana, made the same calculation when he stated that John Beard was born on that 1795 date. However, the point I want to make is that tombstones often report incorrect dates.

I have a case in point in my family. I had a first cousin who married Sarah Lincoln on August 2, 1826. His name was Aaron Grigsby. Sarah died 1½ years later in childbirth. I had often wondered if Aaron re-married.

When I researched the matter I found that Aaron had married Margaret Miller on September 12, 1830, and by her had a daughter. Aaron's tombstone, next to Sarah's in Lincoln State Park, indicates Aaron died in 1831. However, Aaron wrote a Will on February 10, 1833, on file in the Spencer County Clerk's Office, which would have been very difficult to do if he had died in 1831. In the Will he mentions his daughter.

In 1993, another cousin, Lynda (my wife) and I set out to discover this daughter's history. We found her tombstone in the old Wetherill Cemetery\* in Warrick County, Indiana. This daughter, Nancy Louisa Grigsby, had married Richard Wetherill and by him had nine children. She died in 1899 and her tombstone gives her birth date as March 22, 1834. It would have been equally difficult for Aaron to have known about a daughter who was born over a year after he wrote his Will. Furthermore, when Aaron wrote his Will in February 1833, he stated that he was, ". . . ill in health but sound in mind . . . ." He evidently knew he was dying, which probably precipitated the execution of the Will at the young age of about 32.

Considering the above and other evidence, I have concluded that Aaron Grigsby died in 1833, not in 1831 as indicated on his tombstone; and that his daughter was born in 1832, not in 1834 as indicated on her tombstone. This exercise causes me to distrust a tombstone date if there is any collateral evidence that the date may be other than represented.

\*My attempt in 1993 to locate the Wetherill Cemetery on June 5, 1993 may have resulted in failure. After an unsuccessful search for the cemetery stones for about an hour at the location all maps suggested they existed, my party decided to abandon the project. My cousin said before we left the area that she had felt the call of

nature and trudged off to a grove of secluded trees to do her business. All of a sudden my wife and I heard some sounds of excitement as we were summoned into the grove. There was the Wetherill Cemetery with its stones.

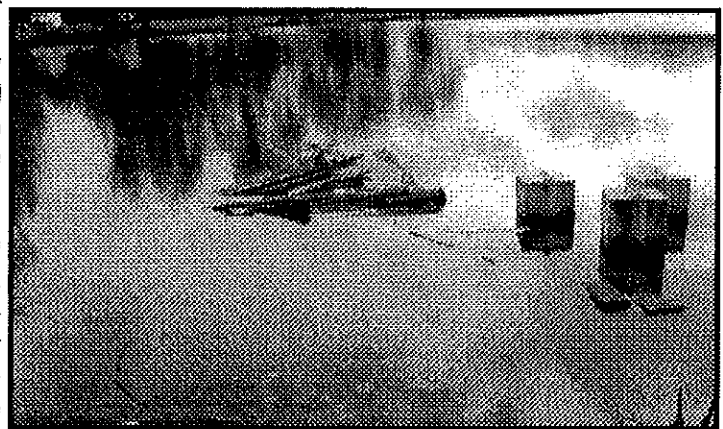
## STATUS QUO IN TERRE HAUTE

By Sandy Billing

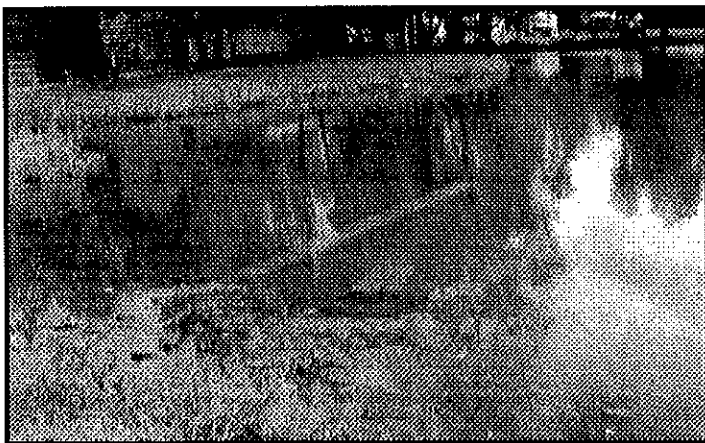
In September of 2007, workers building the Highway 641 Bypass in southern Vigo County uncovered a SURPRISE — the stone arch culvert #151 that was once a part of the Wabash & Erie Canal! Construction Stopped.

The state then hired Gray & Pape, Inc., a Cincinnati, Ohio based cultural resource management firm. That company was used to document all historical finds during construction projects in Indiana. Gray & Pape workers then photographed, measured and documented this great historical find. Blue number tags were put on all of the timbers to catalog them. Then a scale drawing of culvert #151 was numbered to show the location of each timber.

For the last 3 years, the timbers have been in their temporary "resting place" in Fowler Park Lake in southern Vigo County. The shallow north end of the lake has not allowed some of the timbers to stay completely submerged. The lack of rain during the summer of 2010 did not help the situation. Some boards were nailed down across the ends and tops of a few timbers to keep them together. Heavy concrete barricades were used to weigh down other timbers to keep them under water, but the ends still peeked out above the water.



These timbers will eventually be moved to Riley, Indiana at the site of stone lock #47. The original plan was to display the timbers as part of a new Vigo County park that focuses on the W&E Canal. Detailed planning of this new park is still on hold due to the continuing archeological digging and investigations being done at the



stone lock. Keith Ruble, the Superintendent of Vigo County Parks, said all questions are being referred to the Engineer of Vigo County, Jerry Netherlain. Due to the cuts in property taxes, the Vigo County Parks Department had to cut \$800,000 from its budget. Luckily, money from a grant is paying for the dig and report.



Keith Ruble and his crew have created a campfire ring at Fowler Park. Ten of the stone abutments from unearthed culvert #151 were taken out of storage and moved to the west side of the big log barn in the park's Pioneer Village. Maybe one day a sign could be placed there to tell the stones' story of the W&E Canal.

### *Found on o-Bay*

#### CANAL BOAT "HENRY CLAY"

Neil Sowards, CSI member from Ft. Wayne, recently found a one page, detailed stampless letter that was folded and written on December 11, 1843 that proves canal boats were locked down into the Ohio River to have their cargo loaded on steamboats or taken up river to unload their cargo. Davis & Smith, insurance agents in Portsmouth, Ohio wrote to George Kauffman, a prominent early merchant in Lancaster, Ohio explaining in detail how the canal boat HENRY CLAY arrived

the day before (December 10) with a load of flour. However, much of the cargo in the bottom of the vessel was wet, creating a rather substantial insurance loss. The boat captain claimed he was thrown on shore by a passing steamboat, causing the damage. However the writer disagrees, saying the boat was old and probably cracks from the ice or passing through the canal locks allowed water to enter.

#### OH WHAT A DAM!

John Geyer, CSI member from Hamilton, Ohio writes: "I enjoyed your article "Oh What a Dam!" in October's *The Hoosier Packet*. What a surprise I had the next morning to see a colored picture of the Grand Coulee Dam on the front page of our *Hamilton Journal News!*"

The article entitled "Friends Ride Their Bicycles 4,200 Miles Across The U.S." told how Tom Moffitt and Sandy Sanders spent nine weeks from mid-June to August with 40 cyclists traveling from Seattle, Washington to Gloucester, Massachusetts while taking part in Cycle America. On day 4 they were at the Grand Coulee Dam. After dipping their tires into the Pacific Ocean, they saw other amazing sites such as Mount Rushmore, the Needles Highway, Spearfish Canyon and the Badlands before reaching the Atlantic Ocean.

#### MAUMEE VALLEY HERITAGE CORRIDOR

The Maumee Valley Heritage Corridor (MVHC) held its annual meeting at Nazareth Hall in Grand Rapids, Ohio on November 7, 2010. Speaker for the afternoon was Joan H. Young showing a fast-paced slide show about the North Country National Scenic Trail. The trail, which begins in the "vast plains of North Dakota, runs along the glacier-carved lakes of Minnesota, Wisconsin and Michigan, through the historic countryside of Ohio and the forests of Pennsylvania, and ends in the grandeur of the Adirondack Mountains in upstate New York...will be the longest hiking trail in North America...when completed." According to the MVHC *Heritage News*, "In the Maumee Valley, the trail mainly uses the towpaths of the Miami & Erie Canal, the Wabash & Erie Canal and the abandoned railroad bed of the Wabash Cannonball Trail....it meanders along banks of the Auglaize and Maumee Rivers, on trails maintained by the Buckeye Trail Association and Northwest Ohio Rails-to-Trails Association. The stretch between Defiance and the Toledo Metroparks trail system is nearly complete....After leaving the river, the trail heads north through the Maumee State Forest to the Wabash Cannonball, heads west and then leaves the Valley on its way to northern Michigan."



## MVHC BILL INTRODUCED

Ohio congresswoman Marcy Kaptur has introduced H. R. 6040, the Maumee Valley National Heritage Area Act, to Congress for review by the House Committee on Natural Resources. If the bill is approved, the Maumee Valley will join 49 other designated National Heritage Areas. A National Heritage Area is "a place designated by Congress where natural, cultural, historical and scenic resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity, shaped by geography."

Detailed in the Act are eight findings worth national recognition — Valley's role in transforming U.S. from wilderness to a Nation (crucible of an emerging nation as Native American tribes and confederations, France, Britain, colonial militias, and U.S. armies vied for control of the valley); Strategic outposts along Maumee River at Ft. Wayne, Ft. Defiance, Ft. Winchester, Ft. Miamis, and Fallen Timbers Battlefield; Presence of humans for 12,000 years; Kekionga (one of nations largest Native American villages at Maumee headwaters); Abundance of natural resources, including 347 streams that supplied water to the second longest canal in the world (Miami Wabash & Erie from Toledo to Evansville) and 1.3 Trillion gallons of water a year to Lake Erie; Maumee River the largest river flowing into the Great Lakes; Some of the richest farmland in the world; and Home of Oak Openings (Nature Conservancy's list of Last Great Places on Earth for its numerous endangered species.)

## STEAMBOAT AUTHOR

By Gerald Huislander

While at the River Discovery Center in Paducah, Kentucky on the "Rappites, Riverboats, Pirates" tour it brought to mind my meeting with an author who wrote about steamboats. I could not remember his name. I've read most of his books and thought you'd probably enjoy the ones about river boating. His name finally came to me — Richard P. Bissell.

I once lived in Dubuque, Iowa and worked for Deere & Company building tractors, specifically the model M. (It was a small utility type, but, after I left, a crawler version was built.) I was dating a girl whose sister had a boy friend who did construction work where he became acquainted with Richard P. Bissell. One New Year's Eve we were invited to Bissell's home and went there for perhaps an hour. That was the extent of my experience with Bissell.

The Bissell family had a garment factory and apparently were well to do. Richard owned a stern wheel steamboat. After graduating at Harvard, he returned to

Dubuque and the factory, but he did work on the riverboats and wrote several books about working on the river. He wrote one called *7½ Cents* about a strike at the factory. It was the story for the musical "Pajama Game." He wrote another, *Say Darling*, about life on a houseboat based loosely on the other half of that New Year's Eve foursome who married and lived on the river in a houseboat. It was the plot for a movie which I have not seen.

## LITTLE RIVER WETLANDS ACQUISITIONS

In September 2010, Little River Wetlands (LRW) acquired 11 acres of mature forested wetland adjacent to its Eagle Marsh property. Eagle Marsh now encompasses 716 acres and is bounded on all sides by developed land (north of Engle Road), Fox Island County Park, or wetlands and other parcels owned by National Serv-All. It plans to extend the trails into this new woods area this year.

LRW is partnering with ACRES Land Trust to acquire its first preserve in Huntington County. They signed agreements to purchase a 51-acre property at the Forks of the Wabash and lease an additional seven acres at the junction of the Little River and the Wabash River last fall. Nine of the acres purchased are north of the Little River and have remnants of the Wabash and Erie Canal. This acreage will allow access to the rest of the property by crossing the Little River.

Older growth forest, younger native trees and shallow-water wetlands with trees, shrubs, grasses and rushes can be found on this purchase, which is a haven for native wildlife. Native Americans once met at the confluence of these rivers, voyagers canoed the waters, and the Little River portage between the St. Marys and Wabash Rivers was crossed.

## Speakers Bureau

Bob Schmidt, CSI president, spoke about Indiana's canals to 30 members of the DeKalb County Historical Society at their annual banquet in Ashley, Indiana on November 20, 2010. He told how the Wabash & Erie Canal gave impetus to the settlement of DeKalb County even though it did not pass through the county. Farmers had to transport their crops to the canal at Ft. Wayne and turn them over to forwarding commissioners for delivery to the east. He told how the canal towpaths eventually were used by the interurban and later electric companies. Many questions from the audience were answered during the 55 minutes presentation.

Craig Berndt talked about a canal photo he had taken following Bob's presentation and wondered if Bob could help locate where it was taken. The next day CSI headquarters received this E-mail from Craig:

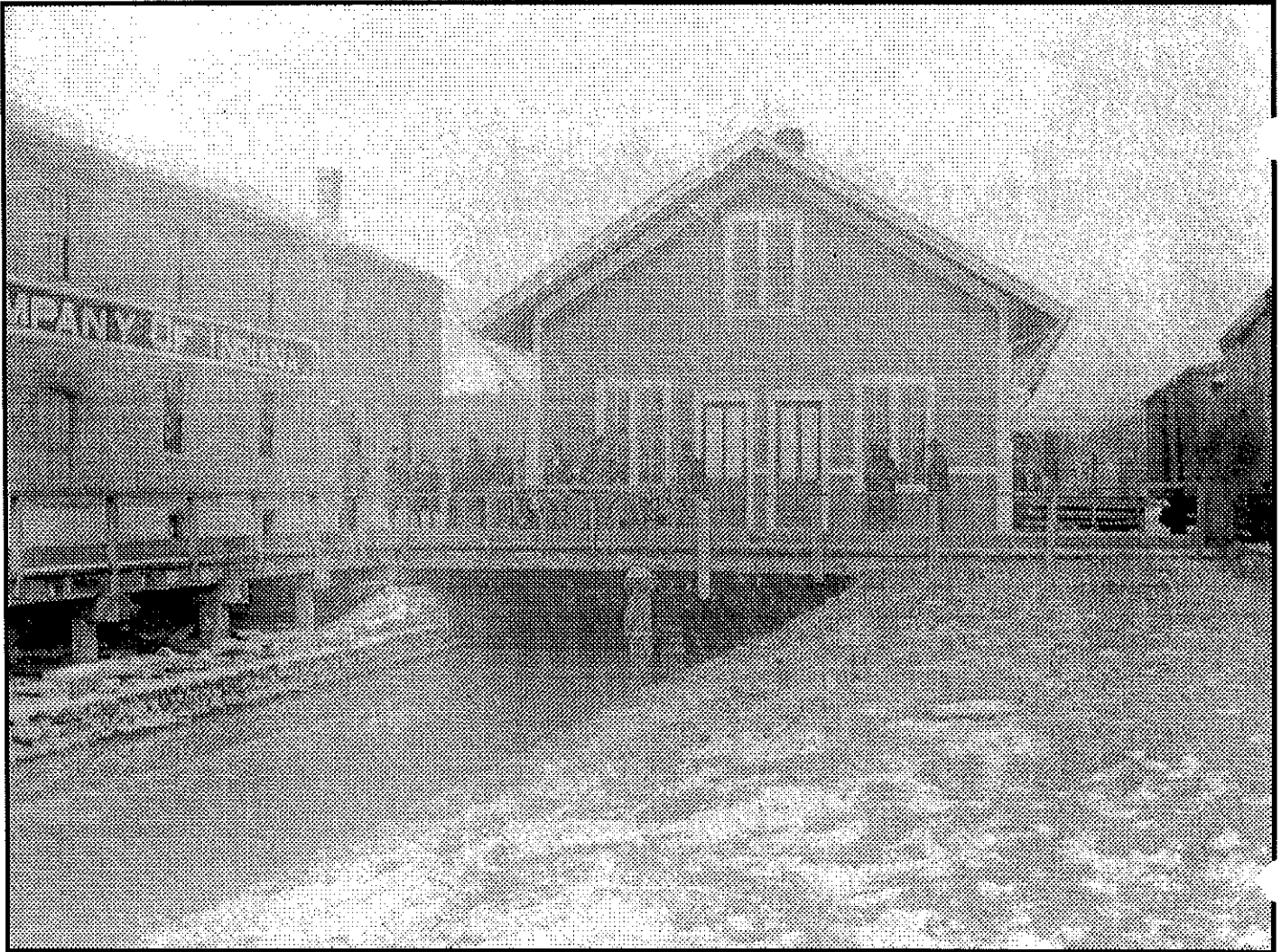
Sanborn are not parallel. I looked at the Sanborns from 1890 to 1957 and none show the brick building at left. Where else might this have been taken in Ft. Wayne (New Haven)?

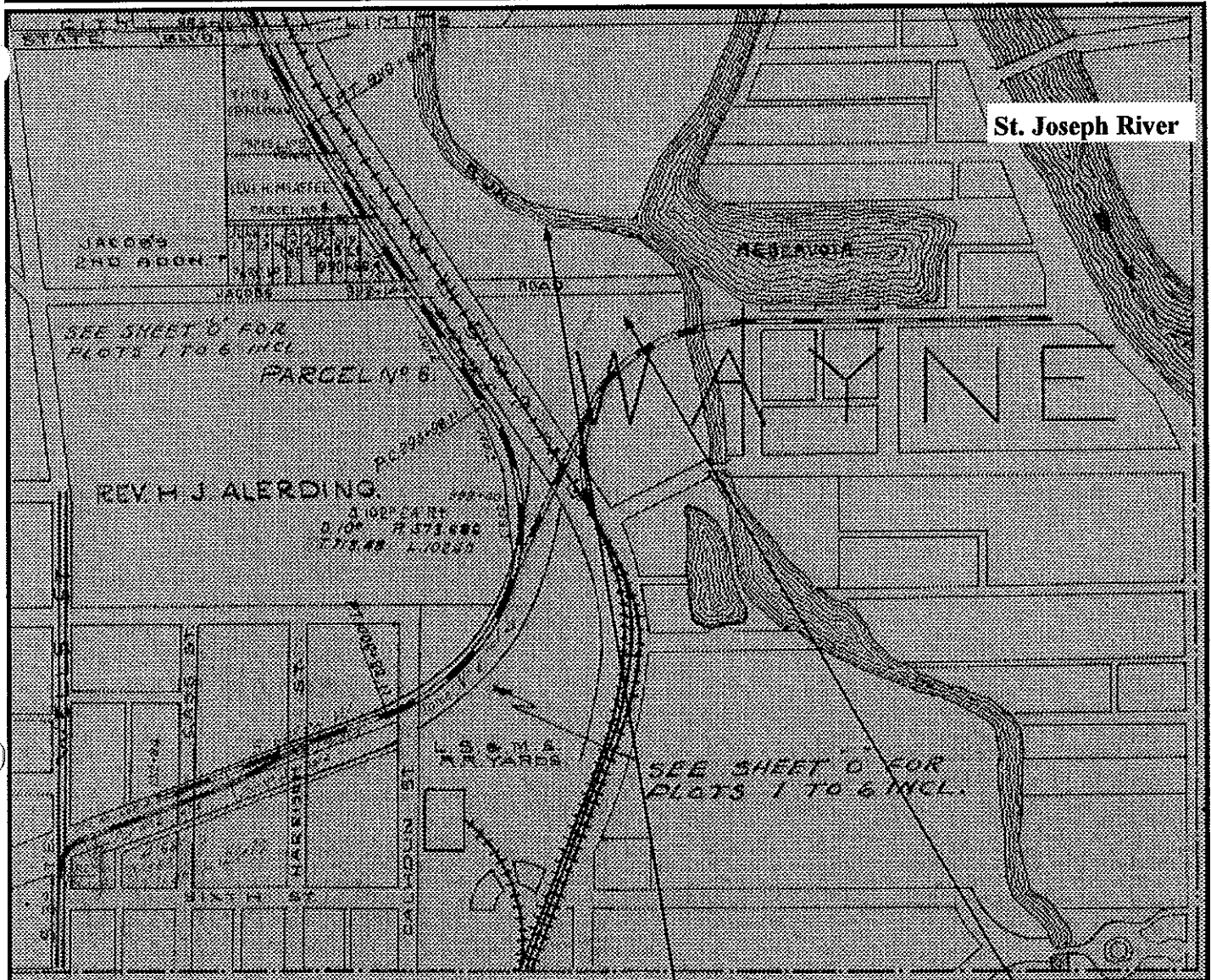
"I'm a former US Navy officer and a current river rat. I was officer of the deck (vessel master) on a Navy destroyer on a trip up the canal to Amsterdam, Holland, in 1982. We were stuffed into a lock with a huge cargo ship and two smaller vessels at one point. They rarely do that on the Ohio River, and, so far for me on my pontoon trips, only if it is another pleasure boat. Every time except one, I've been alone in the locks on my pontoon.

I also enclosed a scan of one of the track maps for the Toledo & Chicago Interurban Railway Co., which was the subject of my interurban book. This map was prepared in 1908-1909. The T&C purchased a section of the former feeder canal for its track to Wells St. Someone drew in pencil the route of the former feeder canal from the reservoir to the west side of the railroad track. A successor to the T&C built a power house at the NW corner of Spy Run Ave. and Elizabeth, where the big letter E is in the word WAYNE on the map."

Attached is the photo I mentioned, showing the Nickel Plate RR freight house over the canal. Someone wrote on the back that it is Ft. Wayne. I also attached the 1902 Sanborn map showing the NKP freight house west of Harrison on the south side of the track. It had loading platforms on both sides of the building. Those elements are consistent with the photo. However, the brick building on the left in the photo appears to be parallel to the freight house, whereas the buildings on the

Can you help identify the location of this freight house that sits over the canal? The Sanborn map is not shown on this or the next page due to poor quality. The Ft. Wayne map with the feeder canal penciled in is shown on the next page.





**SPY RUN CREEK ST. JOSEPH FEEDER CANAL  
ROUTE OF FEEDER CANAL THROUGH FORT WAYNE, INDIANA**

**EVIDENCE WHITEWATER CANAL WAS OPEN  
TO LAWRENCEBURG AFTER 1847**

*Lawrenceburg Independent Press*  
November 1, 1850 Water Power

**WATER POWER.**

The canal is now in fine boating condition, and Lewis & Eichelberger are well supplied with wheat and have abundance of water to grind with.

We would suggest to our citizens or to any one who has capital, and wishes to invest it in manufactories, that there is an eligible site for a mill of any description, on the location formerly occupied by Messrs. Lewis & Eichelberger's Flouring Mill and Gregg's Oil

Mill. — There is good water power running waste there. The site is convenient to the landing and the business part of the city, and affirms inducements to manufacturers rarely to be met with. It has been a source of wonder to us, and many others, for a long time, why it is, that these mills have never been rebuilt.

*Lawrenceburg Independent Press*  
January 12, 1853

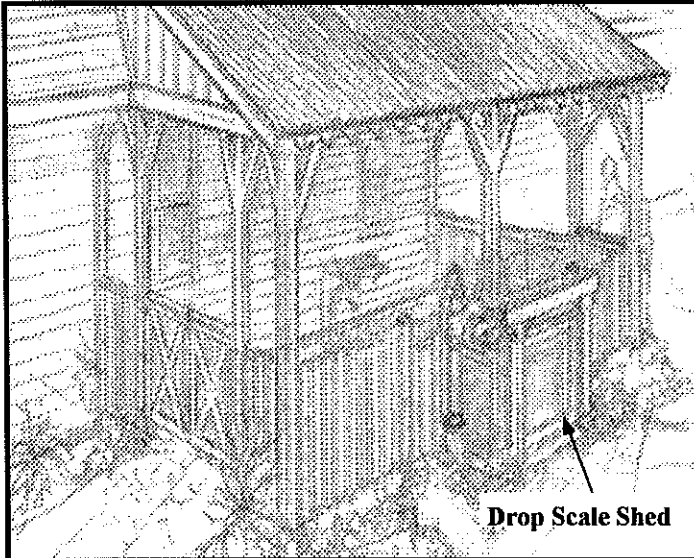
**CANAL PACKET BOAT  
MILL BOY.**

CAPT. SAMUEL CRAFT, will continue to run as a weekly packet from Lawrenceburgh to Connersville. For freight or passage apply to L. B. Lewis & Bro., Lawrenceburg, or to Lewis & Bro. Connersville.  
Chuck Whiting, CSI Vice-President, Lawrenceburg, Indiana

## NEWS FROM DELPHI

### Exciting Interactive Project Begins!

By Dan McCain



Drop Scale Shed

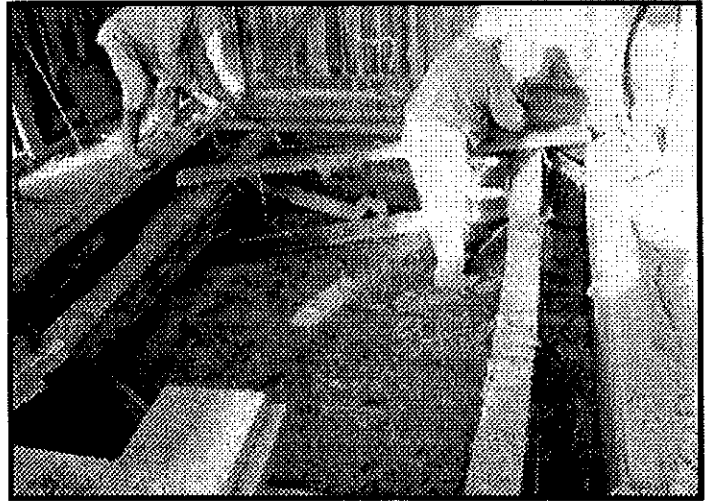
Coming to Canal Park Annex will be a completed "platform scale" and authentic covering structure, adjacent to the Canal Boat Warehouse. It will replicate what would have been used for measuring weight in the 1850s...like limestone products produced nearby at the lime kiln (just completed), livestock, and other goods. They could all be scaled as they were coming or going on the canal.

This post/beam structure will be built by the M-W-F volunteer crew in the next six months as a "lean-to" shed on the new warehouse building to illustrate a means of measuring shipping weight. Visiting school

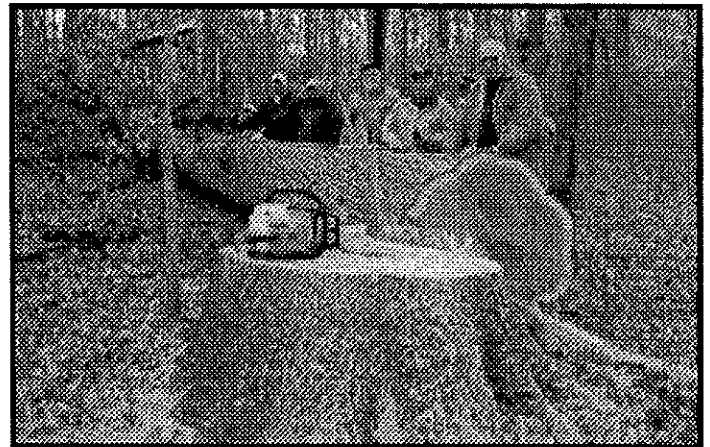


classes who visit this site can have the whole class weighed together to show how cargo was measured.

The scale was on the Michigantown farm of Ernest Avery in Clinton County. Avery offered this historic platform and the building. When volunteers looked closely at the shed it was not feasible to move, but the scale was intact and could be restored.



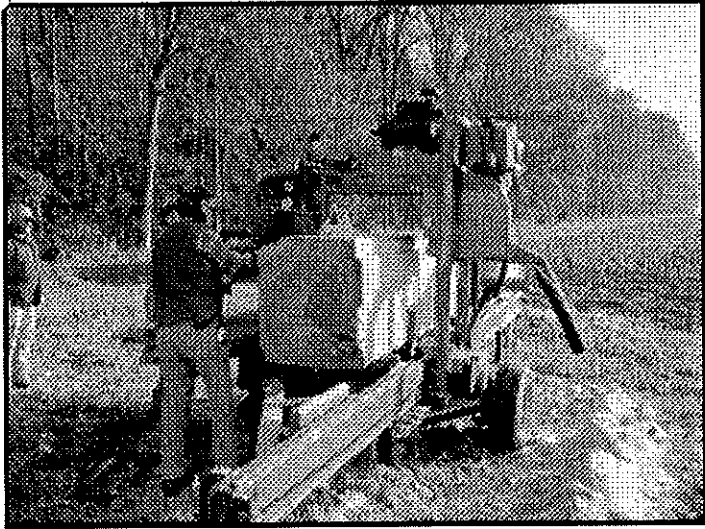
All the wooden platform and metal parts were brought back to Canal Park, allowing us to duplicate the entire platform frame and decking with new timbers and planks. All metal parts appear to have been fashioned by a blacksmith in the 1800s and are still in good condition.



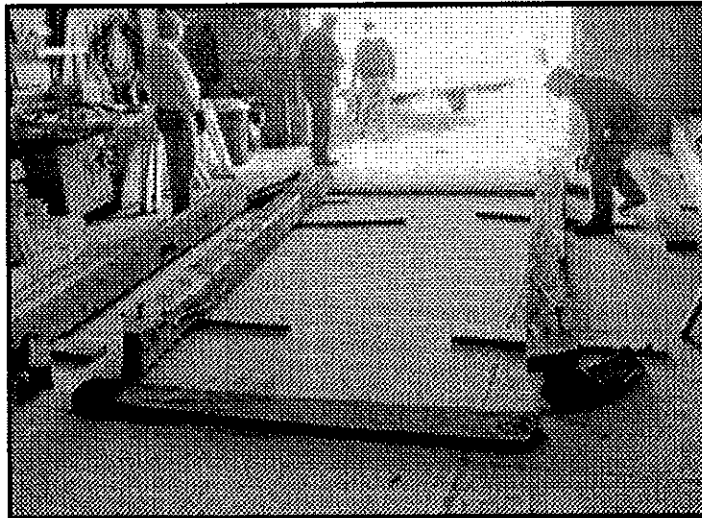
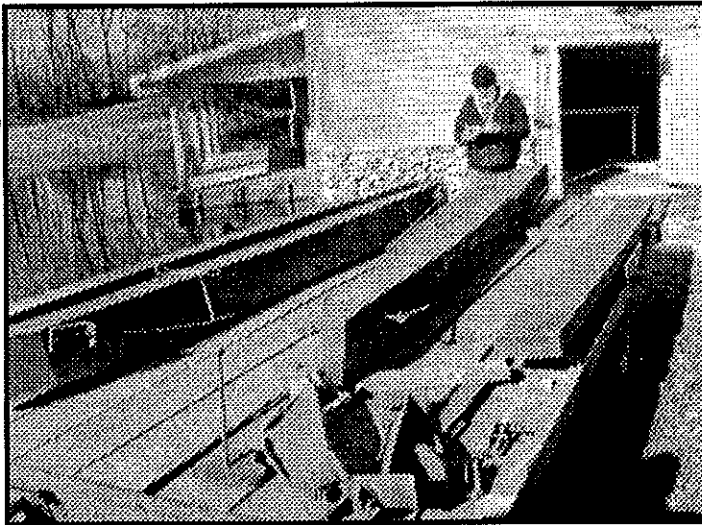
The next process in the restoration of the scale house was to acquire White Oak for the posts, beams, siding and flooring. This huge tree measuring 42 inches at the cut end provided lumber. It came from the same forest that supplied the Harley Lime Kilns with wood for fuel back in the 1880s. That kiln site is the same land where the scale house will be built.

Sawyer Rollin Graybill worked with the Canal volunteers to make the dimension lumber needed for the post beam building and scale platform. White Oak is one

of the best long lasting sources of hardwood for structures like the scale house.



Al Auffart, the volunteer "taskmaster," inventories the old scale timbers that will be replaced. Note some of the metal materials in the foreground. They were fashioned from iron by a blacksmith.



In the first step of restoration, the M-W-F crew begins replicating the platform scale frame in Canal Park's barn. While it is not so cool in the fall, this phase will be completed at this barn. Later in the winter, the posts and beams will be fitted with mortise and tenon joints inside Ed Gruber's barn west of Delphi. The volunteers love working there where warmth is supplied by a pot-belly stove.

### 20th Annual Old Fashioned Christmas at The Canal

On December 11, 2010 from 10 a.m. to 4 p.m., and December 12, 2010 from 1 p.m. to 4 p.m. Carroll County Wabash and Erie Canal, Inc. held its 20th Annual Old Fashioned Christmas in the Wabash & Erie Canal Park at 1030 N. Washington Street in Delphi.

The Open House included:

- Craft demonstrations of hand-made 1800s-era crafts, including wooden toys, quilting and embroidered work, soaps, corn husk wreaths and more!
- Apple dumplings with ice cream and cookies.
- Music and entertainment, from trombones to the Christian Church Choir.
- The restored and furnished 1844 Reed Case House.
- A large display of wooden articles and toys in the Kuns' log cabin.
- Photos taken in the pedal serry that was decorated in Christmas finery.
- A Sunday afternoon ride in the beautiful horse-drawn carriage.
- A visit from Santa on both afternoons

Many visitors took the opportunity to walk the trails before enjoying the hot apple dumplings and coffee. The two-day event put everyone in the Christmas spirit.

### WELCOME NEW MEMBERS

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

Grossnickle, Peggy	Warsaw, IN	gift
Himes, Page	Warsaw, IN	gift
McCallen, Bryan	Wabash, IN	gift
McCallen, Robert R. III	Wabash, IN	gift

*Welcome Aboard!*

**FROM TIMES PAST**

*Fort Wayne Times & People's Press*  
December 27, 1845

**CANAL MEETING.** At a large and respectable meeting of the citizens of the counties of Jay, Adams, and Well, held at the Church in New Corydon on Saturday, Nov. 16th 1845, David McDonald, of Adams, was called to the chair and Almon Case, of Wells, appointed secretary. The objects of the meeting having been explained, on motion of T. Wilson, a committee of five was appointed to draft resolutions expressive of the sense of the meeting. T. Wilson, Wm. Vance, A. G. Jones, Samuel Hall, and Joseph Logan, were appointed said committee and reported the following resolutions, which after some discussion were unanimously adopted.

**WHEREAS,** The people of the counties represented in this meeting are without a market for their produce, or on account of bad roads are suffering inconveniencies as to market, and, also, for the want of durable water power for milling, &c: and believing that there is plenty of water in the Reservoir in Mercer county, Ohio, a part of which is made up from the waters which Nature gave us, but which have been converted by Ohio to its own use; and as the valley of the Wabash presents advantages for the location of a canal, sufficient to induce the people to undertake its construction.

In view of these facts this meeting therefore

*Resolve,* 1. That we, the citizens of the above counties, will use all honorable means for the location of a canal from Celina, Mercer county, Ohio, down the Wabash valley to Huntington, thereby uniting the Miami and Wabash & Erie canals.

2. That as we must depend on the Reservoir for water to supply this canal we petition the Legislature of our own State to make enquiry of the Legislature of Ohio as to the probability of obtaining that supply of water, and also whether they would unite with us in the construction of this improvement either as a State work or by a charter to a company.

3. That as Ohio had turned the waters of the Wabash into that Reservoir, thereby taking from us that which Nature gave us, we feel some liberty in asking this favor of them.

4. That this meeting appoint a committee of three to correspond with the Chief Engineer on the Miami canal, and also with the Board of Public Works if necessary to ascertain the quantity of water that could be obtained, and such other information as may tend to forward this work; also that this committee make report of their proceedings at as early a day as possible to our Legislature, and they are hereby empowered to call another meeting at Bluffton whenever the interest of the cause may demand.

On motion the meeting appointed T. Wilson of

Jay, Wm. Vance of Adams, and I.A. Dean of Wells, said committee. The meeting then appointed a committee of three in each county to circulate petitions and forward them to the Legislature. On motion

*Resolved,* That our Senators and Representatives from this part of the State are requested to do all in their power to forward this work.

*Resolved,* That the Editors of the Fort Wayne Sentinel, Fort Wayne Times & People's Press, and St. Mary's Sentinel be requested to publish these proceedings.

On motion the meeting adjourned to meet in Bluffton on the call of the corresponding committee.  
DAVID McDONALD, Chr'm.  
ALMON CASE, Sect.

*Fort Wayne Times & People's Press*  
January 17, 1846

**Butler's Bill.** — We are indebted to our Senator, Mr. Rockhill, for a copy of "A bill to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville," known as Butler's Bill. The bill is very lengthy, and complex in its provisions; and is calculated, in the opinion of those who have examined it, to give undue advantages to the creditors of the State. We have had an opportunity of giving it only a very cursory perusal, but from that, we are not favorably impressed with its provisions. We believe it will meet with little favor in this part of the State from any party. In support of this opinion, we need only remark that it surrenders the control of the Wabash & Erie canal into the hands of the New York brokers and speculators who hold our State bonds — many of them purchased at twenty cents on the dollar. The bill has, probably, received a final action before this time, as the Legislature adjourns on Monday next, and we cannot but hope that it has been rejected; for, even if right, a measure of its magnitude and vital importance should not be adopted without being canvassed before the people, and giving them an opportunity of being heard upon it. We shall speak of this matter hereafter.

*Fort Wayne Times & People's Press*  
January 24, 1846

**Butler's Bill.** — We understand that this bill has passed, and become a law, but in a greatly modified form. We were in hopes it would come to hand in time for today's paper, but in this are disappointed. We shall lay the act, as passed, before our readers at the first opportunity. It is a matter of vastly more importance than all others that have occupied the attention of the Legislature at its late session. In the meantime, as we are uninformed as to the details of the act, we shall not venture an opinion upon its propriety.

*Fort Wayne Times & People's Press*  
January 24, 1846

Canal Superintendent. — The Legislature did one

righteous thing before it adjourned; and that was the election of Stearns Fisher, Esq. as Superintendent of the Wabash & Erie Canal, over the late notoriously incompetent incumbent, Mr. Lucas. We felt morally certain that he would be rejected, but we had hardly ventured to hope that the place would be filled by Mr. Fisher. Mr. Lucas, we have no doubt, is an excellent man and good citizen; but he is a narrow-minded, bitter, bigoted politician, and as unacquainted with the operations of a canal as a child, as all his proceedings show. We learn that the total ignorance displayed in his late report has been the source of unbounded merriment at the capitol during the winter. He has much to answer to his conscience for his utter disregard of the welfare of the county, in draining the canal for several weeks, during the heat of last summer, and scattering disease and death, broadcast, through the whole of its length. The thousands who have suffered by that act, will be glad to hear that its author has been supplanted.

One fact will exhibit the feelings of Mr. Lucas as a politician. At Wabash there had always been a wasteway, that discharged a quantity of surplus water across the fields of Col. Hanna, and drove a little mill, which was a great convenience to the neighborhood. —When the power devolved upon Mr. Lucas, he shut up the old way, and opened a new one about eighty rods above, turning the water into the river where it was useless. —Col Hanna is an influential Whig. Such acts of petty party malice are unworthy a public officer.

The people are, of course, indebted to the votes of several democrats for his removal. We have not yet learned who they are, but have no doubt, from his character for stern integrity, that our Senator was one of them. If so, the act will meet with the hearty approval of his constituents.

*Fort Wayne Times & People's Press*  
January 24, 1846

Butler's Bill. — The Wabash (Terre-Haute) Express of the 14th inst., holds the following language in reference to this bill:

The Canal bill, as connected with the State debt, from our latest dates from the Capitol, has not yet been acted upon. It was anticipated that on yesterday or today, that it would be brought forward and disposed of. We have heard that a letter is in town, saying the bill has 45 friends in the House, and that 48 are necessary to carry it through. —May Heaven send the other three, and may every member that votes against it, never finger another cent of the people's money, or have another token of their friendly regard. Let them be anathematized for at least a quarter of a century, Hang the repudiators at least a minute or two, until they are brought to their senses.

*Fort Wayne Times & People's Press*  
January 24, 1846

Public Debt. — The State Sentinel of the 15th inst. Says: It will be perceived by the report of our Legislative proceedings in the House of Representatives, that the bill to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie canal to Evansville, was, late on yesterday evening, ordered to be engrossed for a third reading, by a vote of ayes 57, noes 28. The House has been wholly occupied in this discussion of this bill for the past two days, on an amendment referring the bill, if passed, to the people for confirmation. On yesterday afternoon, it was ascertained that this amendment would be adopted, when another proposition was agreed to by Mr. Butler, which he would not consent to before, relieving the plighted faith of the State altogether from one half of our public debt, on which we are not paying interest, and looking alone to the canal for its payment. Our outstanding bonds are to be taken up, and new five per cent bonds to be issued for one half the debt, and canal certificates for the other half. A number of members voted against the bill solely on the ground that it was not referred to the people for confirmation.

*Dawson's Daily Times.* Fort Wayne  
July 7, 1859

Glimpses Then and Now. — On the 18th Jan. 1833, the citizens of the town of Fort Wayne, feeling the need of a newspaper, agreed among themselves to set the project on feet, intending to secure the services of Thomas Tigar and Samuel V. B. Noel as printers and editors; accordingly Henry Rudisill drew up, in his own hand, the following, which we copy from the original, furnished us by Henry J. Rudisill, the only surviving son:

"We the undersigned, agree to become surety for the amount of Five Hundred Dols. to be applied to the purchase of a Press, to be established in Fort Wayne, Allen Co, Indiana, by Tigar & Noel. It is understood that this is to be intended for the purchase of a Press to be established in this place and no other purpose whatever; and we the undersigned, to hold the press, if the said Tigar & Noel should fail to pay it within the year. Jan'y 18, 1833

Henry Rudisill, security for	50d	50 dol.
Francis Comparet, " "		50 do.
A. Hamilton, 50 d's		fifty dollars
W. G. & G. W Ewing, security	50d	Fifty Dollars
L. G. Thompson, Security	50	fifty dols.
Joseph Holman, "	50	
John Spencer, " "	50	fifty dollars.

This paper it appears was never published, but Mr. Tigar, now editor of the Sentinel, purchased the press and material on which the Indiana State Journal was published by Douglas and McGuire, prior to Nov. 1831; at Indianapolis, a paper of dimensions a fraction of an inch less than our daily paper, 21 x 28 inches — the Indiana Journal having been enlarged, requiring a larger press, chases, rules, &c. The office material was

hauled from Indianapolis here, through a wilderness, some time in the spring of that year, and under the editorial and proprietary control of Thomas Tigar and Samuel V. B. Noel, (oldest son of Smallwood Noel, who still lives at our city.) the latter afterwards editor of the Indiana Journal at Indianapolis. The first paper called the Ft. Wayne Sentinel was issued on the 6th July, 1833, and the first article set up, as appears from a complete bound file, kept by Joseph Morgan, which file is before us, was the immortal Declaration of Independence and the first editorial is the proceeding of the citizen's celebration of the 4th, and the regular and volunteer toasts. The celebration took place in the Court House square, the Declaration read by Wm. M. McCarty elected last winter to the United States Senate of Indiana, but rejected. Mr. M. was then located here as an attorney at law. The oration was pronounced by Hugh McCulloch, who was then also a young practicing attorney at this place. The significant toast given on that occasion as local to the place, was:

*The Wabash and Erie Canal — the grand contemplated thoroughfare of commerce — Another great work that binds the splendid era of prosperity to the fortunes of a free and grateful people.*

Two years after that date, the canal was opened to Huntington, and the event celebrated by an excursion 4th July, 1835. In 1837 opened to Logansport, in 1841 to Lafayette; and in 1843 to Toledo on which event was celebrated at this place in a manner truly great. Distinguished men from all parts were here, and Gen. Lewis Cass presented the oration. The estimation in which the canal was then held as an artery of commerce present and prospective is evidenced by the following sentiment:

*The union of the waters of the Wabash and Lake Erie, by the Wabash and Erie Canal, we now celebrate as a great and glorious achievement —lasting gratitude and honor are due to the Congress of 1827, for their generous grant of land, for its construction, and to the States of Ohio and Indiana for their energy and enterprise in consummating the great work.*

How this then great — the pioneer work of the west, has performed its work, the country's history will tell in detail. Suffice for us to say it performed it well; but the rapid advance of our people in all that pertains to improvement has brought a web of railways into, across and through our State, until the canal is nearly for the present dried up, and even the commerce of our lakes and navigable rivers seriously affected.

But we come back to the Fort Wayne Sentinel and look at its face in 1833. It contains many curious things considered with reference to the present. W. G. and G. W. Ewing were selling dry goods and groceries, hardware, canaler's goods &c., S. Hanna & Co. were in the same business, increased by the commission and forwarding business down the Maumee river. Lewis G. Thompson was selling drugs and doctoring, and his

competitor, Benjamin Cushman, both long since dead. Smallwood Noel, acting as magistrate. Hugh McCulloch. Thos. Johnson, D. H. Colerick, Henry Cooper, Chas. V. Ewing, Wm. M. McCarty practicing attorneys. Samuel Edsall, now Gen. Edsall, and Hugh Hanna, now of Wabash, Ind, alias Bishop Hanna, were carrying on the carpenter and house joiner business, each on his own book, having dissolved a partnership in January of that year. Col. J. H. McMahan was landlord at the Washington Hall, S. W. \_\_\_ at Columbia and Barr streets, Lucien P. Ferry, in the same business on the N. E. corner of same street, in the Eagle Tavern. Francis Comparet and Alexis Coquillard in the goods business, Indian traders. John B. Dubois, John Edsall, Philo Rumsey & W. H. Henderson, tailors, Joseph G. Boggs, school teacher, Henry Rudisill, postmaster. The *northern* mail was carried via Niles, Michigan Territory, to Chicago, twice a week; *eastern* via Maumee once per week; *western* via Logansport, twice per week; *southern* via Piqua, O., twice per week, and *south-western* via Winchester, once a week. Thomas Pritchard, now a heavy merchant of Portland, Oregon, painter, glazier and paper hanger. Henry Work, Nathan Farrand & Co., boot and shoemakers and tanners, shop facing the printing office, the office was then in the Masonic Hall, on the spot where Hill & Orbison's business house stands, at east end of Columbia street, and the tannery exactly opposite south. John Spencer, receiver of public moneys, Robert Brackenridge, register. Allen Hamilton, clerk, &c. These are as they appear on the face of the paper. This paper, the Sentinel, continued to be published by Tigar & Noel, or Tigar, till about 1837, but was very irregular in its appearance, when G. W. Wood purchased it and making it a Whig paper, continued with it till the spring of 1840, when he sold out to I. D. G. Nelson, who changed it to the Democratic organ, continued it for a while, say one year and then sold it back to Thomas Tigar, who has owned it ever since. Thus we have in brief, the history of the Fort Wayne Sentinel, grown to a size about 26 x 39 inches, and maintaining many of its peculiar mechanical features till this day.

In this connection it may not be inappropriate to say that late in the summer of 1840 Mr. Wood purchased another office and established the Fort Wayne Times —a Whig paper —in the conductorship of which he continued till the fall of the year 1842 when he passed it into the hands of Henry W. Jones, now of Westport, Missouri, who continued till the end of 1844. But in March 1844 Mr. Wood began a campaign paper called the People's Press, and continued it through the Presidential canvass, when it was merged in the Times, and the paper called The Fort Wayne Times and People's Press. This Mr. Wood continued on until March 1848, when he sold to T. N. Hood and W. H. Withers, who continued it till 31st August 1849, when Mr. Wood purchased Mr. Withers's interest and with Mr. Hood continued until 7th September 1853, when Mr. Wood



leased it to our self and T. N. Hood for one year, by whom it was carried on for that time. In the mean time we purchased it of G. W. Wood, and after the expiration of our term with Mr. Hood, 1st September 1854, continued it in our own name till the present, having dropped the title in part, viz. People's Pres, and adopted the Fort Wayne Weekly Times on the 16th of July, when we began the Fort Wayne Daily Times, which we continued till 16th July 1856, and then suspended it till 1st February, 1859, when we began our present daily.

Other papers have sprung up in the meantime viz. The True Democrat by R. C. F. Rayhouser, in 1852, which continued only a few months, and the Plow Boy, an agricultural paper not over two years old when it died. The Democrat was turned into the Laurel Wreath, a literary paper, Thos. Cook editor, and continued till sold out to D. W. Burroughs in 1854, who started the Standard, a weekly paper of abolition politics; and who began a daily called the Daily Standard, in Nov. 1854, both of which he continued till March 1856, when he sold out to Dagberry — R. D. Turner — who turned it into a locofoco weekly, called the Fort Wayne Jeffersonian, which continued till March 1858 in a sickly condition and died — dead to the great joy of that party. In the winter of 1855-6 another literary paper called the Summit City Journal began under the patronage of the Young Mens' Literary Association of Ft. Wayne, lasted about three months and discontinued. In July 1856 a campaign paper called the Fort Wayne Journal began by Hood and Kimball continued till the close of the Presidential canvass and discontinued. In May 1858 began the Fort Wayne Weekly Republican by P. P. Bailey, who also started Jan 1, 1859 a daily called the Ft. Wayne Daily Republican, which is yet alive — edited by Mr. Bailey and Republican in politics. Two German papers have existed here. One began in 1856 called the Fort Wayne Democrat by Mr. Engler, and continued once-in-awhile, till the summer of 1858, when the Indiana Staats Zeitung began by Mr. Neubert, which continues. The Evening Transcript was a little daily began about the 1st of January last by Cosgrove and Latham, which lasted about one month and discontinued. The Indiana Free Mason, a monthly printed by R. C. F. Rayhouser, and edited by Sol. D. Bayless, began January 1859, which yet is published.

Thus we have thrown together a few facts concerning newspaperdom in Fort Wayne and some other matters of some momentary interest to some of our readers.

## NATE'S CANAL BOAT

When the Hedekin House was torn down in April 1969 to make room for Fort Wayne's Civic Theatre and Business Complex, Nate and Aleda Tagmeyer knew they wanted a piece of it. Charter members of CSI they knew the old hotel had housed many travelers on the Wabash & Erie Canal that passed behind the business buildings on the north side of Columbia Street. They visited the site the Sunday following its demolition and picked up two 3 x 5 ft. pieces of wood.

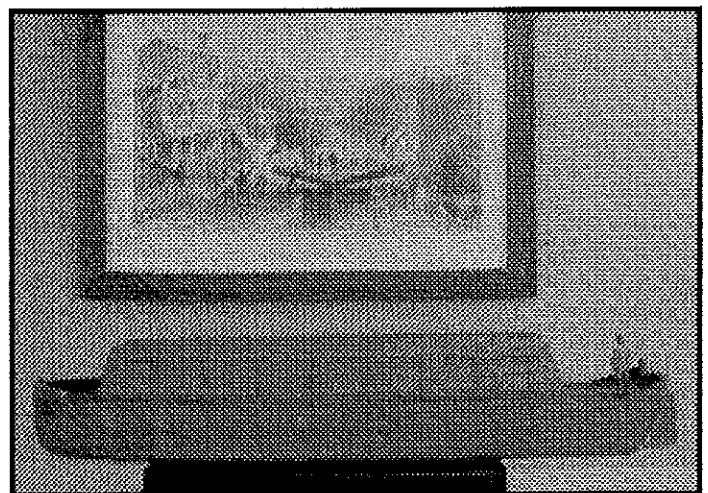
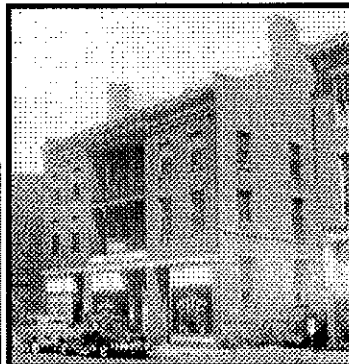
Nate, the artist who has furnished canal illustrations for CSI's publications and designed most of its tour logos, placed the two pieces on top of each other on a shelf. When his brother saw them he said they looked like a canal boat. Was Nate ever surprised since he was planning to carve a boat from them. He eventually began the carving working on and off for several years. People would ask if he had the boat finished and Aleda said she thought it might never be

done in her life time. When finally completed, Nate had carved a wonderful canal packet or passenger boat that Aleda used when giving programs about the canal. The nail holes remain in the wood. It is 25 inches long built on the scale of 3/8" per foot.

In November 2010 the Tagmeyer's, who are almost 90 years old, moved to an assisted living community, and a new home was needed for the boat. It now sits atop a row of filing cabinets at CSI headquarters where members can view it. We greatly appreciate this boat and Nate's many other contributions of art work.

Tagmeyers new address: Nate & Aleda Tagmeyer,  
2002 Heritage Park Dr. Apt. 24, Ft. Wayne, Indiana 46805

Former Hedekin House erected east side of Barr street between Columbia and Main 1843-44 by Michael Hedekin. 1946 picture courtesy of Allen County Community Album



## MICHAEL HEDEKIN AND THE HEDEKIN HOUSE

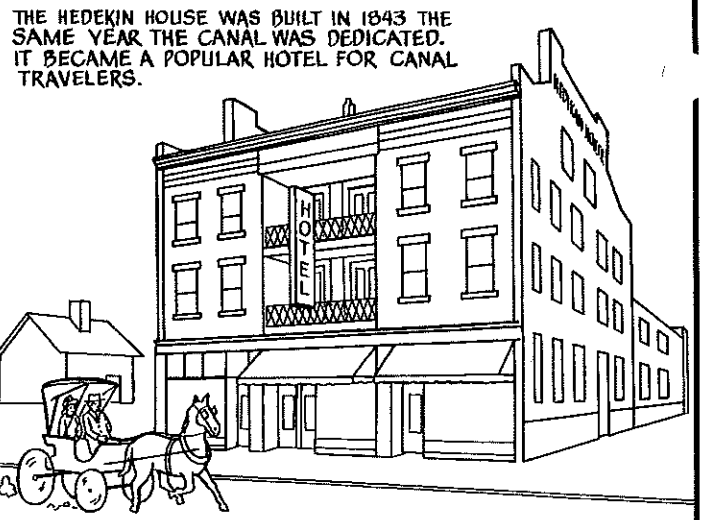
Just as the Vinton House built in 1847-48 served Whitewater Canal and National Road travelers in Cambridge City, Indiana, the Hedekin House built in 1843-33 in Fort Wayne accommodated canal travelers. It was located on the east side of Barr Street between Columbia and Main Streets just a block from the hustle and bustle of the Wabash & Erie Canal. It was the foremost tavern and inn in Fort Wayne during the canal era.

In the *Columbia Street Story* by Roy M. Bates and Kenneth B. Keller it is noted that Michael Hedekin came to Fort Wayne from County Westmeath, Ireland early in 1834 and "by June of that year had opened a general store on the southeast corner of Barr and Columbia streets." When this business prospered he built the Hedekin House beside it nine years later.

The Hedekin House was a three-story brick structure with balconies. The second floor balcony hosted many early prominent leaders. The hotel had thirty-four guest rooms each of which had a knotted rope to escape fire. The first floor was used for business and had a wide staircase that took visitors up to the second floor lobby. To the front of the second floor were two large rooms. The basement kitchen had a spit large enough to roast a side of beef.

Michael Hedekin died in 1872 at the age of seventy-nine. In 1876 Avery Freeman Jr. took over the management of the hotel. The Hedekin House remained in his estate until 1921 when it was purchased by Lloyd Hursh. Before then it had had other lessors including J. Johnson, J. J. Knox, J. C. Gaylord, Ely Kerns, H. J. Mills, Mr. Wolf, Avery Freeman, Mr. Denison, Edward Purcell and Jacob Swaidner. It eventually became better known as the Home Hotel, a fitting name as it housed many permanent residents and pensioners. It had deteriorated into a flop house by the time Hursh purchased it, but the building itself had remarkably stood up over time.

Roscoe Hursh, Lloyd's son, became interested in the historic structure in 1953 and, using his skill and imagination, began its restoration. As deteriorating buildings on Columbia Street were demolished, he collected the vintage trims and stockpiled them in case he might need them to maintain the hotel. He refurbished the iron railings on both the second and third floor balconies. He was restoring fireplaces that had been walled over through the years when he unexpectedly died. The hotel looked better than it had for years and his wife, Pauline, continued to manage it until 1962. After 124 years of service the old Hedekin House fell via a



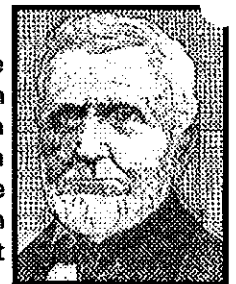
THE HEDEKIN HOUSE WAS BUILT IN 1843 THE SAME YEAR THE CANAL WAS DEDICATED. IT BECAME A POPULAR HOTEL FOR CANAL TRAVELERS.

Nate Tagmeyer drew this picture of the Hedekin House for a coloring book that he made about the canal.

wrecker's ball in April 1969 to make way for the Civic Theatre.

In the booklet *As I Remember* that was prepared by the staff of the Allen County Fort Wayne Public Library in 1960, old residents reminisced about the town's early taverns. Winifred Randall told about the Hedekin House as follows:

"It was the year 1843 — the year of the completion of the Wabash & Erie Canal that Michael Hedekin built the Hedekin House. He chose a site within a stone's throw of the docks of the Wabash & Erie Canal on ground which had formerly been a part of the Old Fort Site.



Michael Hedekin  
1793-1872

"Mr. Hedekin was quick to see the possibilities of trade from the canal nine years after he had arrived in Fort Wayne from Ireland [1834].

"On the occasion of the opening of the hotel, a grand military ball was held — one of the memorable social events of the period. The "Silver Grays," a crack Detroit military organization, were in attendance. Calvin Anderson was the first landlord. The hotel proved to be the place of entertainment for many of the great ante-bellum days. Beginning with Mr. Anderson's management in 1846, the place was notable for the absence of a bar or the sale of liquor.

"April 15, 1861, three days after the fearful news of the firing on Fort Sumter, Franklin P. Randah, Mayor of Fort Wayne, called a mass meeting at the He-

dekin Hall, adjoining the Hedekin House on the north. A committee composed of Hugh McCulloch, A[lford] P. Edgerton, Samuel Hanna, Hugh B. Reed, Joseph Brackenridge, Pliny Hoagland and Lott S. Bayless, was appointed to prepare the following resolutions: 'In the present crisis of our national affairs, there should be but one party in the State of Indiana, and that party should stand pledged before the country to uphold and sustain, by all the means in its power, the national administration — enforcing obedience to the laws preserving personal property and vindicating the honor of the flag.'

"In 1856, Samuel E. Curtis established a private banking business here with a capital of \$25,000 in silver. He safeguarded the sum by dividing it into equal portions to be placed in separate wooden boxes, stored in a room at the Hedekin House and guarded day and night while the banking rooms on the east side of Calhoun Street north of Columbia, were being prepared for occupancy. [There were 25 wooden boxes each containing 1,000 silver dollars.]

"A very good picture of the Hedekin House will be found in Robert Grafton's Mural entitled 'The Wabash & Erie Canal,' which is [was] displayed in the north end of the lobby of the Fort Wayne National Bank, and depicts a lively, colorful scene of the 'forties' in Fort Wayne at the beginning of the transportation period. In the foreground are men and women in their quaint dress on the dock of the canal where a packet had just tied up."

In Charles M. Comparet's reminiscence of November 1928 he talks about the hotels during and after the canals era saying:

"The Hedekin House at the time was a fine hotel, all of the eastern trade stopping there. The other hotels in the city were the Kime House on the corner of Wayne and Clay Streets, the Old Fort Hotel on Lafayette and Main Street — a farmer hotel [frequented by farmers when they had business in town]. There was the Exchange Hotel on Main Street between Calhoun and Harrison Street; then the Rockhill House on Broadway. Others were the Ross House on West Main Street, the Union House on Main Street, the Mayer House on Wayne Street and Calhoun, the McKinnie Hotel at the Pennsylvania Depot, the Phillips House on the corner of Lafayette and Columbia Street."

Julia Stapleford wrote notes to Mrs. Perry A Randall in which she told about Michael Hedekin, the builder of the inn. They follow:

"A remarkable old gentleman was Michael Hedekin. He had by his first wife three children, two daughters and a son. One daughter [Julia] married Mr. McDou-

gall who kept a carpet store on Columbia Street between Barr and Clinton, and had two children Charles and Katherine. His second wife had no children and they adopted Patrick Daugherty, my uncle.

"Mrs. Hedekin died and Mr. Hedekin gave Uncle Patrick to the Orpahns' Home at Vincennes. From the palatial home of the Hedekins where he was given every care, he was taken from the Orphans' Home and bound out to a Frenchman, a farmer with a big family.

"After mother and father were married — Henry Baker and Mary Daugherty —she kept worrying for her little brother and it went on for a number of years and mother could not locate the boy. Mr. Hedekin did not know and finally Mr. Hedekin passed away.

"Then father, feeling to comfort mother, said he recalled Omig [Ochmig] Bird telling him that Mr. Hedekin had told him that the boy had been bound out to a farmer, so he instructed Mr. Bird to watch for the boy when he was making his trips through the country to purchase timber. Mr. Bird was a timber buyer and my father had a sawmill with his brothers.

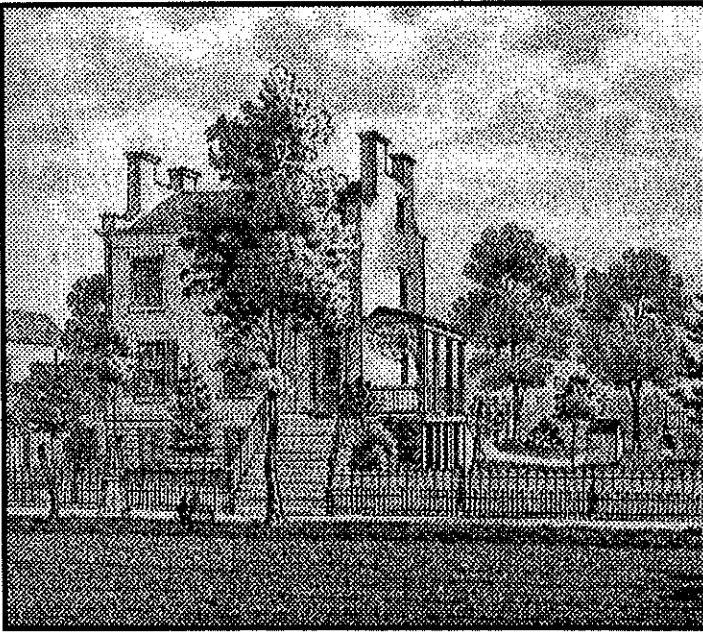
"One day Mr. Bird came to my father and said 'Henry, I have found your boy. Your wife had reason to worry. The little fellow plows ten acres of corn and is half fed and he has never felt a bed but has slept on the straw and under old rags, washes the diapers for the small children, has no clothes.'

"He instructed father how to get him. Father left the house without telling my mother where he was going. He said, 'I am going away now and may not be home tonight.' He went to the Frenchman, hiring a carriage to take him to this farm. As my father went toward the house the boy was coming in from the field with an old pair of pants torn almost to the waist, bare-footed, peaked-looking as though half-starved. Father said to him, 'What is you name?' He stopped and looked at my father. 'My name is Patrick.' 'What is your other name?' He said 'I do not know my mother's name.'

"About this time the old farmer made his appearance, reached out his hand and wanted to shake hands with my father. Father would not accept his hand but turned and looking at the boy, asked, 'Is this boy bound to you to live with you until he is twenty-one?' He said, 'Yes Sir. What is it your business?' My father then said, 'He is my brother-in-law. I have a good home and am ready to keep him and I am taking him home with me.'

"The other man said, 'You cannot do it.'

My father took the little boy by the shoulder and said, 'Patrick, get your clothes on. I am taking you to



Michael Hedekin lived at 95 East Main Street in Fort Wayne on the grounds of the old council house.  
1876 Atlas of the State of Indiana by Baskin & Forster

pany's agents. In reality the canal workers appear to have fared the worst from being paid in scrip, but some of the more clever laborers used the opportunity to their own advantage. Michael Hedekin, one of the Irish workers at Fort Wayne, bought the scrip at attractive discounts and, although he came to Fort Wayne in 1834 a poor man, by 1843-44 he was able to construct the Hedekin House, one of Fort Wayne's best hotels."

In the *History of Fort Wayne & Allen County, Indiana 1790-2005* edited John D. Beatty it says:

"Several Catholics who arrived in Fort Wayne during the early canal era became successful businessmen. One of these was Michael Hedekin. Born in 1793 in County Westmeath, he married Rebecca Pau, a native of Ohio, and arrived in Fort Wayne penniless in 1834. Through hard work and successful investing, he built a three-story brick hotel on the east side of Barr Street, south of Columbia Street between 1843 and 1844. Known as the Hedekin House, it became a local landmark, especially after Hedekin opened the first floor as a tavern in 1846 and hired Calvin Anderson as its proprietor. Hedekin also opened a general store in Antwerp, Ohio. When he died in 1872, he was buried from the Cathedral and was considered a wealthy man. His hotel remained standing well into the twentieth century."

In *Valley of the Upper Maumee River* published in 1889 says:

"The Hedekin House is a notable monument of early days, and was, when built, excelled in its size and appointments by none in the northwest. Thomas B. Hedekin, son of Michael, who was not a year old when his father came, established a grocery in 1848, which he managed for twenty years. Maurice Cody...was born in County Cork, Ireland...Mr. Cory engaged in cutting stove wood and other odd jobs [after arriving in Ft. Wayne in 1834] until 1839, when he became a clerk in the pioneer store of Michael Hedekin, with whom he was associated for four years. In 1841 he was interested with Mr. Hedekin in a store one mile east of Antwerp, Ohio, where he lived eleven months...."

As seen through these reminiscences and short articles, Michael Hedekin and the Hedekin House played an important role in the early development of Fort Wayne. The Canal Society of



Aleda & Nate Tagmeyer in 1999

Indiana now has a piece of history from this old hotel in the form of a packet boat carved by Nate Tagmeyer.

your sister.'

"The boy answered, 'I have no other clothes.'

At that my father said to the man. 'It is time you are taking care of your own children. I will take care of this little boy.'

"There were words between them. Father said, 'I will take law that you are not taking care of him.'

"Then father said to Patrick, 'Come along and get into the buggy.'

"The Frenchman tried to get the boy out of the buggy but father resisted saying now the boy would have a home."

In Charles R. Poinsett's *Fort Wayne During the Canal Era 1828-1855* he talks about canal workers being paid in scrip, which we usually think of as cheating them. However, Poinsett says, "It has been stated that many merchants along the canal line were ruined because they had accepted the scrip at par value. There is no evidence to indicate that this was the case among the more experienced merchants at Fort Wayne. According to an account by A. D. Comporet, the establishment owned by his father and Peter Kiser was very careful in accepting scrip. Other firms such as that of Allen Hamilton also knew its real value and when possible used it to pay off their debts for canal lands. The Ewings bought 'White Dog' from the canal workers through the com-