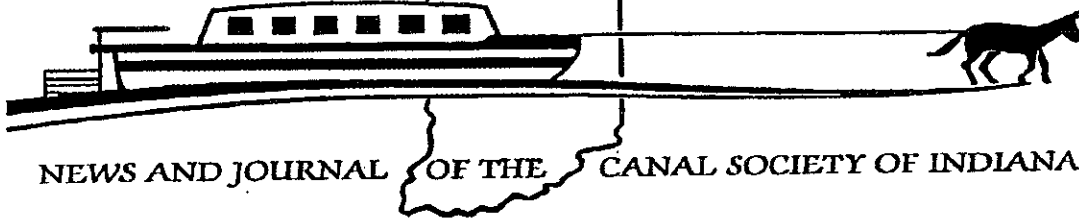


THE
HOOSIER-PACKET

ISSN 1545-421



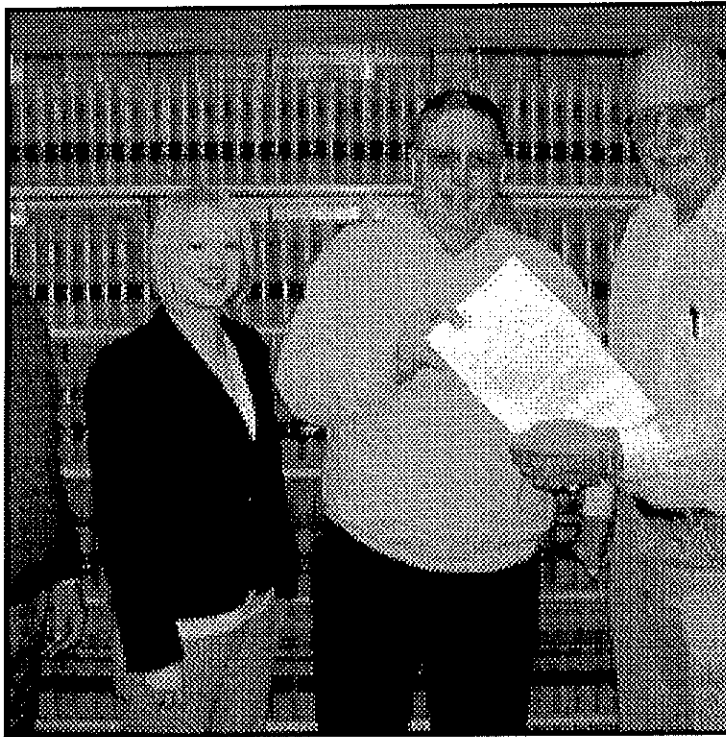
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 10 NO. 3

P.O. BOX 10808 FORT WAYNE, IN 46854

MARCH 2011

LAND DONATED



Attorney Abigail Huffer, of Delphi, stands beside Paul Brandenburg of Indianapolis as he presents the deed for part of his land southwest of Delphi to Carroll County Wabash & Erie Canal Board President Dan McCain. To her left is Mayor Randy Strasser.

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BRANDENBURGS DONATE LAND TO DELPHI'S CANAL HOLDINGS

By Dan McCain

At the close of 2010 Paul and Margarete Brandenburg, Canal Society of Indiana members from Indianapolis and former residents of Delphi, donated land to Carroll County Wabash & Erie Canal, Inc. This land is adjacent to the Interurban Trail and located a mile southwest of Delphi. It comprises 2+ acres. It lays adjacent to Indiana Highway 25 and next to land already owned by the City's Water Filtration plant and remaining farm land owned by the Brandenburgs.

THE HOOSIER PACKET – MARCH 2011

Plans are being projected by the Canal Association and Mayor Randy Strasser to enhance this land for the betterment of visitors entering Delphi. Next spring's Project W.E.E.D. (Wabash & Erie EARTH DAY) will focus on cleanup, development and beautification of this highway roadside north of Deer Creek and nearby Trailhead Park – a public entrance to the Delphi Historic Trails system.

Assisting with the land transfer was local attorney Abigail Huffer, who performed these services as a donation. She follows her late father, attorney Jim Huffer's interest in the Canal operations as he had been quite involved with pro-bono services earlier along with other members of their Delphi firm of Obear, Overholser, Huffer and Rider.

This gift of land follows a long legacy of donations that community landowners have bestowed upon the Canal Association since its incorporation in 1974. In all a total of nearly 150 acres of land, mostly in linear parkways, has been acquired "one piece at a time" through donations. These parcels follow the Wabash & Erie Canal towpath and other streams comprising the 10 miles of historic trails.

Three miles of the old Wabash & Erie Canal with one mile completely renovated and re-watered now serve as the heart of the Association's infrastructure. The ten miles of Delphi Historic Trails were developed by Canal Association volunteers over the years. Much of this land was then donated by the association to the City of Delphi and leased back for 99 years thus capturing the land's value as a local match for trail

The culmination of these many land donations has resulted in a fine addition to the Carroll County community and has caught the eyes of thousands of visitors who now come throughout the year to enjoy the many trail and canal park activities.



The addition of a replica operational Canal Boat, *the Delphi*, has brought many more visitors. The Canal Interpretive Center galleries are free to the public and are open every day from 1-4 pm.

For boat ride information call 765.564.2870 while our Interpretive Center is open:
Sundays through Fridays – 1:00 pm to 4:00 pm
Saturdays – 10:00 am to 4:00 pm

CANAL SOCIETY OF INDIANA

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THE INLAND WATERWAY IN MICHIGAN

Article and photos by Sue Simerman

During the third week of July 2010, my husband, Steve, and I drove north from Indiana to Michigan partly to be in some cooler temperatures as well as to go as far as the Soo Locks at Sault Ste. Marie in the Upper Peninsula. We went to Cheboygan, Michigan, which is southeast of Mackinaw City on Lake Huron, to see the Cheboygan River Lock. The marina was at the mouth of the river and the entrance to Lake Huron. There, on the west side of the river, was a nice beach park. On the east side was the Coast Guard Station. This used to be the home of the ice cutter "Mackinaw." This boat is now restored and at Mackinaw City as a tourist attraction.

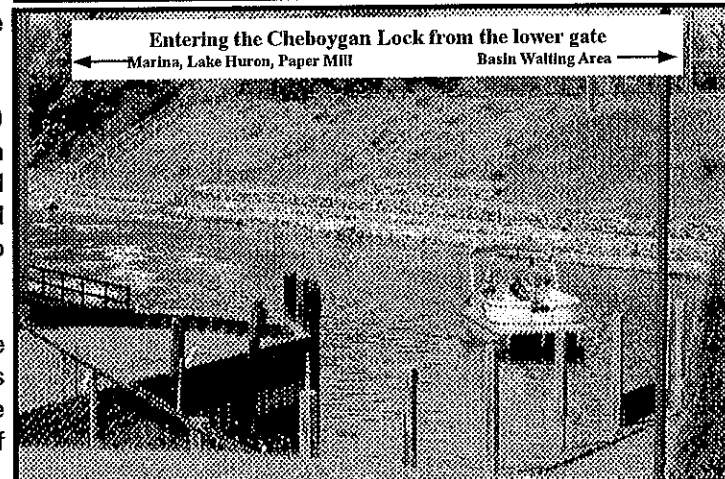
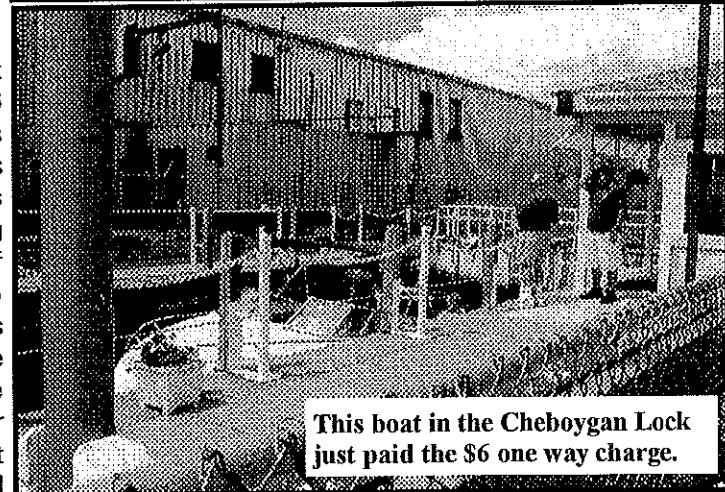
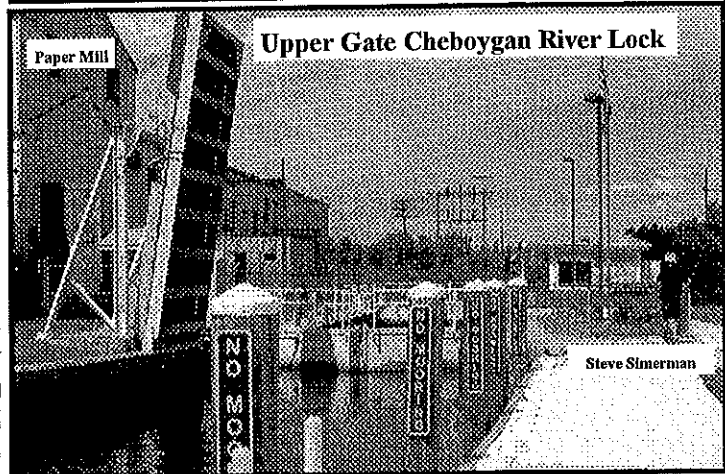
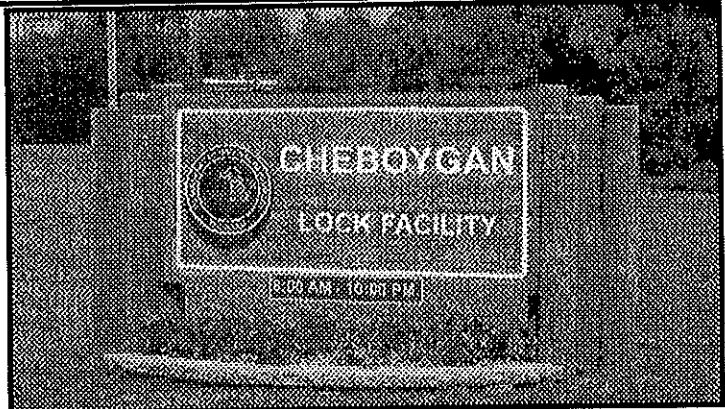
CHEBOYGAN LOCK

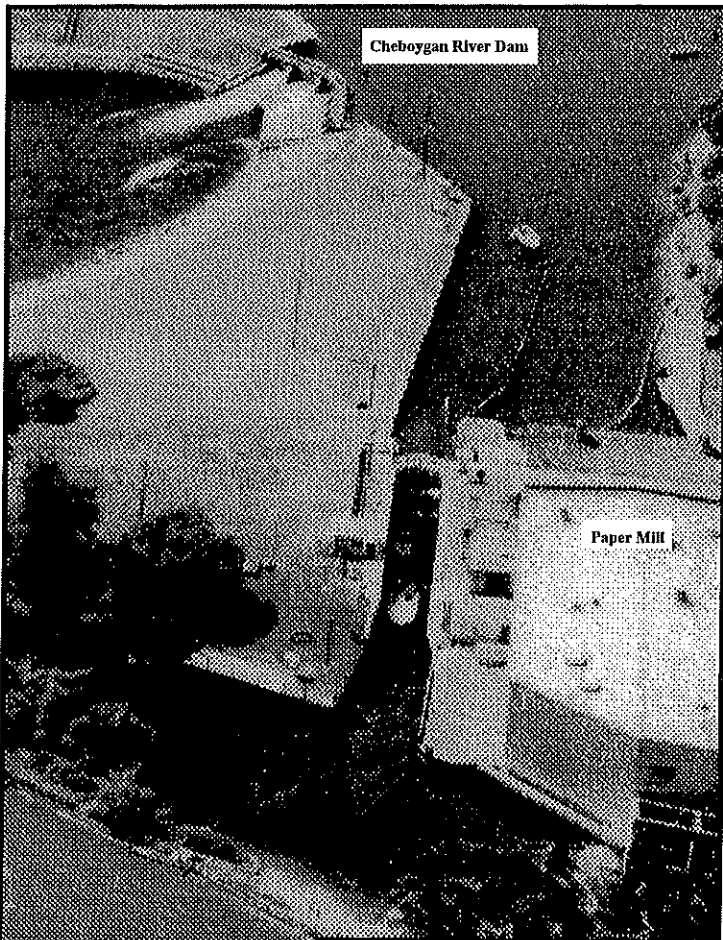
To reach Cheboygan Lock we used North M-27 along the river to E. Lincoln Avenue, turning right we parked in the fairly new grounds along the river and by the dam. The dam area was restored in 1987 according to the brochure from the lock tender, but since not all brochures are up to date on their information, I believe at much more recent work has been done as well.

We had been there a number of years ago and it looks just as nice and kept up as before. They charge \$6 for a one way passage through the lock. The lock sits behind the Great Lakes Tissue Paper Company. Water is taken in on the upside, just before the lock, and water is released from the mill on the lower end. Boaters entering the lock from the lower side have to navigate some of this churning water. The lock has a height of about 15 feet and is 75 feet long and 17 feet wide. This lock has a friendly feel to it and the tender and his assistant are willing to answer questions when they aren't busy. We noticed that some of the boaters were going through for the first time and were not quite sure how close to get to the lock before they stopped. Several had motorized rubber boats that definitely were not going out on Lake Huron.

The Cheboygan Lock and Dam was built in 1869 and rebuilt in 1927. The waterway became busy with large commercial vessels. Boats carried lumber and steamships carried passengers. Today the route is used mostly for recreation. The lock is open from April 15th to October 20th.

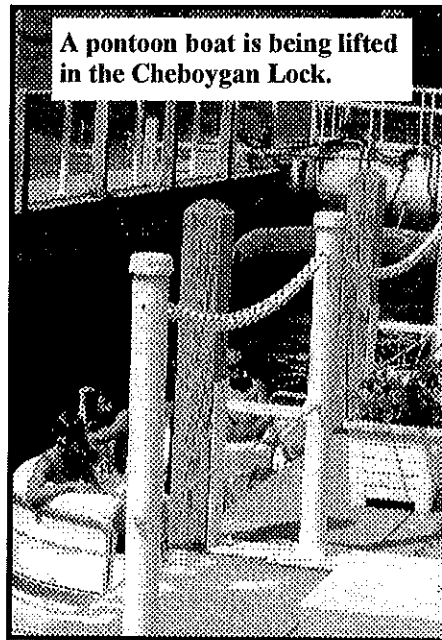
The Cheboygan Lock and Dam is part of the Inland Waterway with 38 miles of interconnecting rivers and lakes, which begin at Crooked Lake near Lake Michigan, and has 150 miles of shoreline. The Corps of



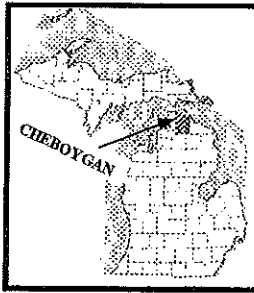


Cheboygan River Dam

Paper Mill



A pontoon boat is being lifted in the Cheboygan Lock.



river entrances on the large lake, especially if it became foggy. The channel of the route has channel markers and also has flashing lights at river entrances.

ALANSON LOCK

Alanson is at M-68 and U. S. 31 on the Crooked River and has a small lock with two signs. One says "Crooked River Lock" constructed by the Corps of Engineers and the other says "Alanson Lock." This lock is operated by the state of Michigan as is the Cheboygan Lock. The Soo Locks are operated by the federal government.

The lock is south of M-68

Aerial View of Cheboygan Lock

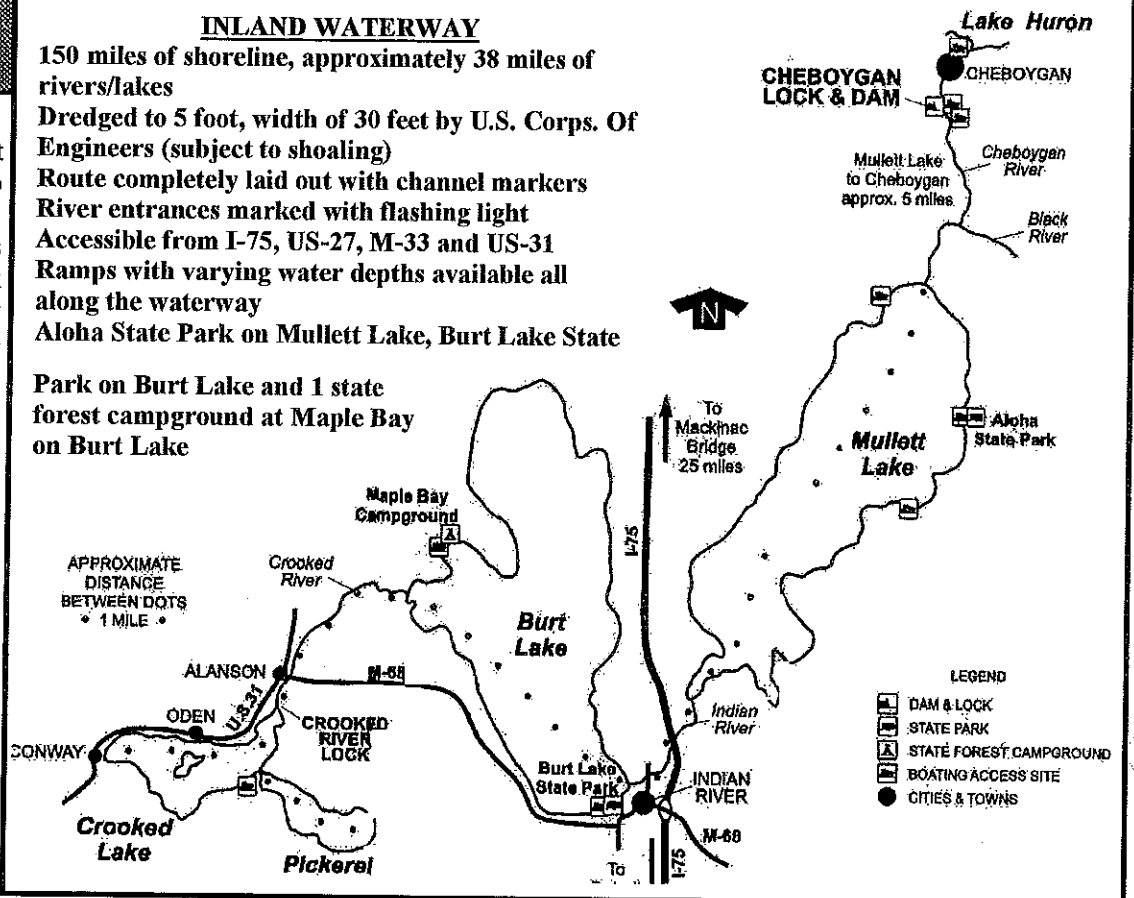
Engineers keep it dredged to 5 feet deep with a width of 30 feet. When looking at this route you have to ask yourself about whether a canal would be feasible to connect the two Great Lakes. It is also obvious that the straits of Mackinac are not very far away for making this connection.

The last time we were visiting this area we drove along Indian River (connects Mullett Lake and Burt Lake) to the state park at Burt Lake. At that time I wondered how anyone could find the

INLAND WATERWAY

- 150 miles of shoreline, approximately 38 miles of rivers/lakes
- Dredged to 5 foot, width of 30 feet by U.S. Corps. Of Engineers (subject to shoaling)
- Route completely laid out with channel markers
- River entrances marked with flashing light
- Accessible from I-75, US-27, M-33 and US-31
- Ramps with varying water depths available all along the waterway
- Aloha State Park on Mullett Lake, Burt Lake State Park on Burt Lake

Park on Burt Lake and 1 state forest campground at Maple Bay on Burt Lake

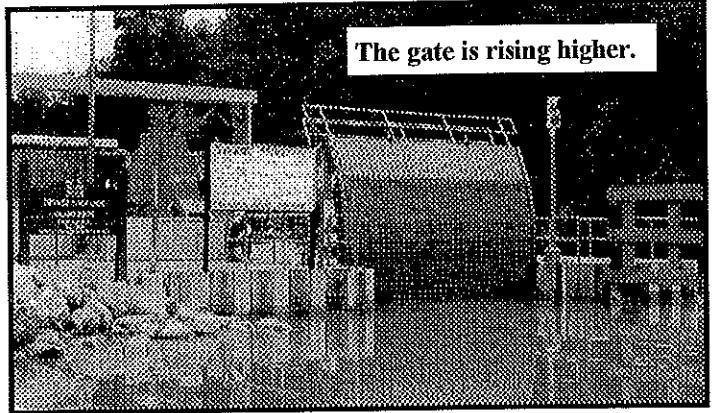


and east of Hwy. 31. It has a very limited parking space at is near a wildlife preserve. Crooked Lake has a water level drop between 0 feet to 2 feet into Crooked River. During our visit it was 18 inches and the lock was being heavily used on this week day by boats and pontoons.

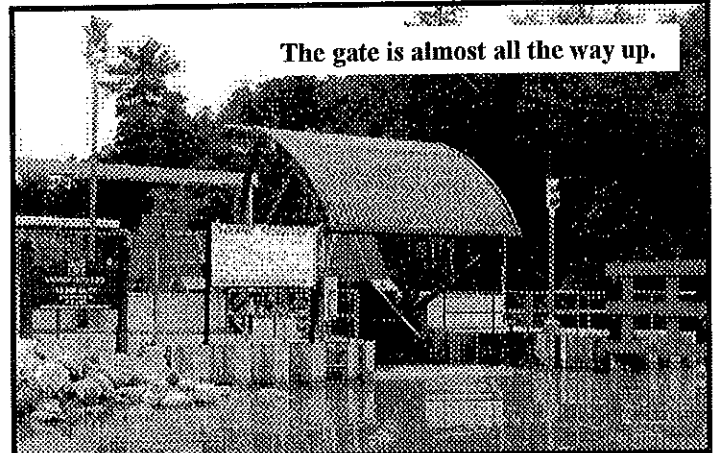
The facility is behind a chain link fence and the lock keeper cannot be seen. This lock carries the nickname "Clam Shell Lock." The gates look like tainter gates that are used on some dams. The gate rises up and is overhead when the boats exit. Water can drip off the gate onto the boaters as they leave. Being only a lift between lakes of 18 inches, the lockage is fairly quick. We saw three boats and a pontoon go through at the same time heading toward Crooked Lake. There is a marina on the north side of Alanson and should have boats available for rent. I would like to make plans some day to come back and go through this cute little lock.

Does anyone know of a shorter lift on a U.S. Canal than that at Alanson Lock?

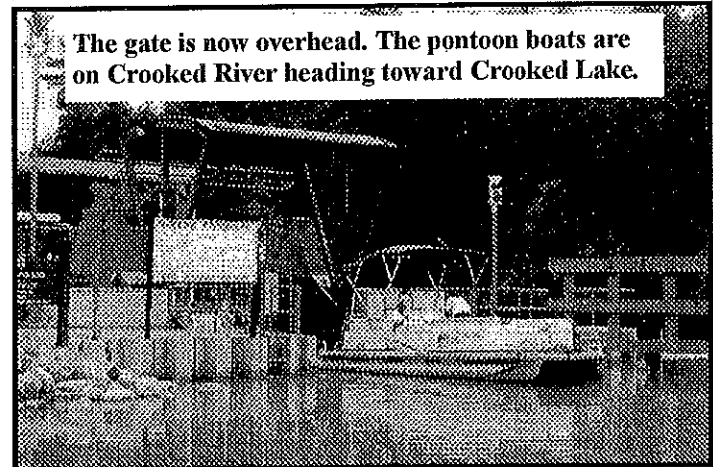
Sue Simerman, a CSI Director and CSI Secretary, is from Ossian, Indiana.



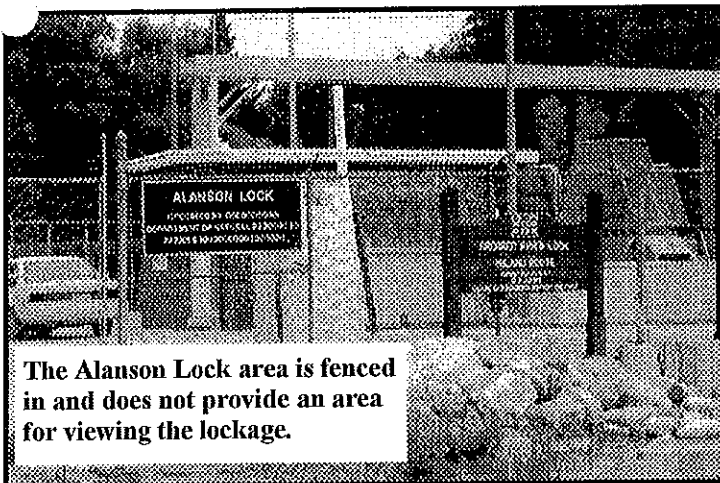
The gate is rising higher.



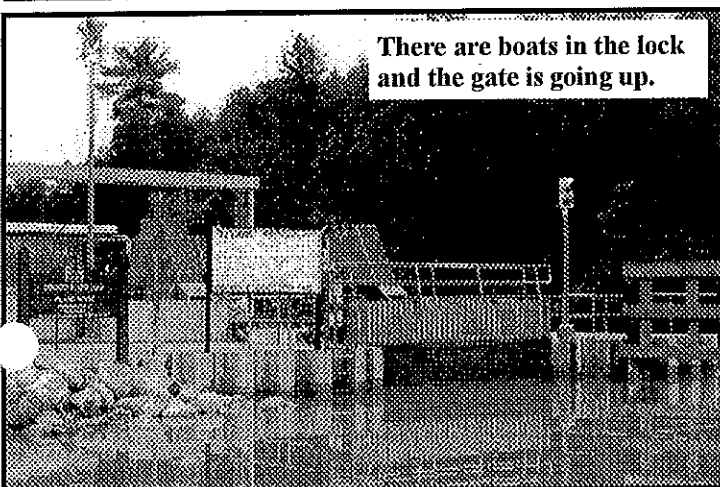
The gate is almost all the way up.



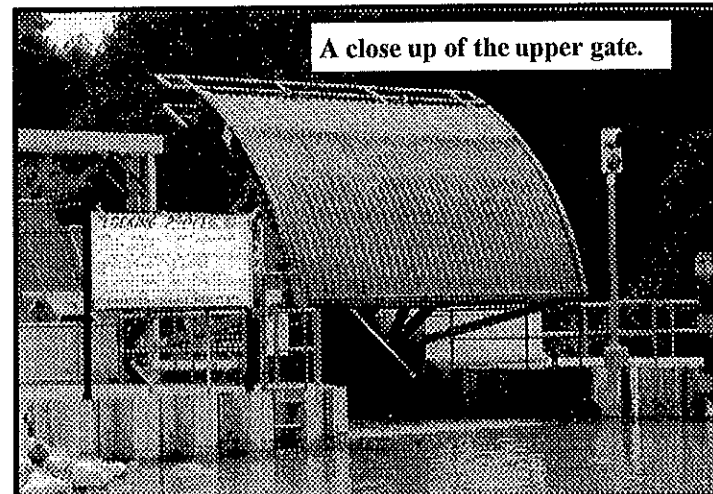
The gate is now overhead. The pontoon boats are on Crooked River heading toward Crooked Lake.



The Alanson Lock area is fenced in and does not provide an area for viewing the lockage.



There are boats in the lock and the gate is going up.



A close up of the upper gate.

IMPROVED TRANSPORTATION CREATED RAPID GROWTH

What was backwoods Indiana in the 1820s-30s grew rapidly in the areas in which transportation was improved. Towns were platted along the transportation routes and earlier settlements increased tremendously in population. One such place so changed was Fort Wayne, Indiana.

The *Fort Wayne Journal-Gazette* ran the article below on Sunday, September 16, 1934 concerning the importance of transportation to the city. Similar articles could be written about what transportation did for other Indiana cities.

"Rapid Rise of Fort Wayne Based on Transportation: The Enterprise of Pre-Civil War Settlers Gave City a Canal and Railroads to Lead the Town Out of the Wilderness.

"Write the history of Fort Wayne and you write the history of its transportation. The one is inseparable with the other.

"By plane, by truck, by automobile and by rail, Fort Wayne has grown with transportation. Without it, we should be, as in 1830, a thriving farming community alone. With it, we maintain a growth as steady and as certain as the development of traffic itself.

"Fort Wayne's far-sighted pioneers, inspired by unselfish love for a community hacked out of a wilderness, saw in this outpost a metropolis of the middle west, built on water, on rails and on highways. Geographical position they enjoyed; communication they needed.

"It was not by accident, but by the tireless efforts of such men as Judge Hanna, Hugh McCulloch and other public-spirited citizens in the early days of Fort Wayne that the necessary links were projected to bring this 'out-of-the-way' community in close link with every important city between the Mississippi and the Atlantic.

"It is an epic with which every resident should be familiar.

"It took 26 years for Fort Wayne to recognize the necessity of organization for the betterment of its fast-increasing population. The era of civil growth began in the year 1822 when John T. Barr and James McCorkle arrived with the establishment of a federal land office here.

"Barr and McCorkle purchased the 'original' plat

of the city. It provided for eight streets — Calhoun, Clinton and Barr running north and south, and Water, Columbia, Main, Berry and Wayne running east and west. The streets remain as in the original plat, except Water is now known as Superior street, and the boundaries of the village may thereby be identified.

"The northeast quarter of Indiana was, at that time, a part of Randolph county, but in 1823 Allen county was marked out and a county government was created. The city was incorporated as a town in 1829 with a population of approximately 300.

Beginning of the Canal

"It was even before Fort Wayne was incorporated for governmental purposes that a few leading citizens had inaugurated a movement for the construction of the Wabash and Erie canal to link Lake Erie to the Ohio river through Indiana. [It was first to link Lake Erie with the Wabash River and was later extended to the Ohio River] Judge Samuel Hanna and David Burr, ambitious that Fort Wayne win recognition to which its geographical position entitled it, were early leaders in the fight to have the project surveyed. The survey was undertaken, finally, and completed in 1826.

"Washington's birthday in 1832 was selected as the most auspicious occasion for the beginning of the monumental task of digging a channel from the Ohio [the Wabash] to Lake Erie. Thus at that time the first shovel of earth was turned to mark the opening of a project that carried every form of vicissitude and disheartening obstacles before it reached its completion. There were difficulties in supplying the seemingly endless demand for money, and the state legislature at times seemed none too cordial toward the enterprise.

"For several years the project was involved in doubt and gloom, but Judge Hanna, who from the inception of the enterprise to its completion was its animating spirit and saving genius, rose superior to all obstacles.

Completed July 4, 1843

"After 11 years, the canal was completed [Lafayette, Indiana to Toledo, Ohio] and was formally dedicated on July 4, Independence day, in one of the most impressive historic demonstration in our history. The orator was Gen. Lewis Cass of Michigan, and people came from Detroit, Toledo, Cleveland, Cincinnati and far parts of the country to attend the exercises. They joined in acclaiming the project as a pioneer endeavor to encourage and secure, through Fort Wayne, the development of the northwest territory.

"With the opening of the canal and the consequent great increase in shipping, Fort Wayne grew rapidly in population and prosperity. Judge Hanna had done his job well. Industry quickly recognized this central located, easily accessible little community as a center of trade. Commercially, Fort Wayne's future was solidly secure in 1843. Only three years before, the federal census had given our population as 2,080. With the anticipation of the canal, leading citizens promptly decided that the growing community in the 'wilderness' should be a city. Thus in 1943 Fort Wayne will celebrate its centennial as an incorporated city.

"The feeling of importance of prominent citizens in obtaining a city franchise was justified. The census of 1850 showed Fort Wayne with a population of 4,882 — they called them 'souls' then. Thus the first stage in our history of transportation had been reached. The canal — the railroads to displace stages — the automobiles and the air planes.

Era of Railroads

"Back along the Hudson river, asthmatic iron horses connected New York city with Albany and the lakes. It was a great method of transportation — a marvelous chance for Vanderbilt, Daniel Drew, Jay Gould and Jim Fiske to reap a harvest out of modern travel. Fort Wayne was not to be outdone, but from no purely individual selfish motives.

"Again Judge Hanna led the movement of public-spirited citizens to go ahead of barge travel in favor of the iron rails. In his work he was strengthened by Hugh McCulloch — later to become Abraham Lincoln's secretary of the treasury, Jesse L. Williams, Joseph K. Edgerton and others.

"Thus in 1850 the Ohio & Indiana railroad, from Crestline [Ohio] to Fort Wayne, was contracted for construction. Financial troubles, mingled with other obstacles, beset the venture, but the work was completed in five years, in 1855, notwithstanding. It proved to be merely the forerunner of American's greatest rail trunk lines.

"The Pennsylvania & Ohio from Pittsburgh to Crestline had been completed meanwhile, and the new line became the link to The Gateway to the West. The Fort Wayne & Chicago railroad followed soon after; but the three railroad systems, one in purpose but divided in management, encountered enough difficulties to dishearten the hardiest promoter. In the face of every conceivable difficulty, Judge Hanna engineered during the financial panic of 1857 the consolidation of the three railroad systems, and the completion of its construction.

More Railroads

"Soon followed the building of what is now the Wabash Railroad system. It arrived as the Toledo, Wabash & Western, from Toledo to Lafayette, [Indiana] later to St. Louis. The next 10 years brought about the Grand Rapids & Indiana (now part of the Pennsylvania system) from Cincinnati to Mackinac straits — an enterprise made possible through the perseverance and energies of Fort Wayne men.

"Shortly after, Fort Wayne was to have two other roads — the Fort Wayne, Jackson & Saginaw (now New York Central lines), and the Fort Wayne, Cincinnati & Louisville railroads, which later became the — Lake Erie system and is now a part of the Nickel Plate. The last railroad project of importance to Fort Wayne was the original Nickel Plate line — the New York, Chicago & St. Louis railroad, which linked Buffalo with Chicago and St. Louis by way of Fort Wayne. It is now the trunk line of the Nickel Plate.

"Fort Wayne thus began in 1850 its rapid rise into a position of prominence in all America through her transportation facilities, a position which it continues to hold. The impetus given the growth of the town was reflected in the population figures from 1850 to 1890. The growth was from 10,388 to 35,393. An agricultural and trading community had developed into an important manufacturing and jobbing center. Few cities possessed the far-flung transportation facilities — the old canal gone, but three great east-west trunk lines and the important north-south roads here to take its place.

Electric Lines Arrive

"As in steam railroading, Fort Wayne was among the first cities to benefit by the electric interurban traffic. The closing of the Nineteenth century brought its first interurban link — a line between Huntington and Fort Wayne. The line was then extended to Lafayette and in a few years establishment of trolley travel to Lima, Bluffton and Garrett, gave this city the Northern Indiana center of electric rail traffic, linking us to nearly every important city in the middle west.

"Advent of the automobile slowly changed the complexion of travel. Steam railroads reduced traffic, and many interurban electric lines have been discontinued.

From the standpoint of transportation facilities, however, the natural advantages of Fort Wayne in its geographical position caused no let-down in progress. As in 1850, Fort Wayne rapidly grew in importance as a highway center. Great national and state highways, supplemented by improved and hard-surfaced county and

township roads, make Fort Wayne without superior in automobile routes.

"Far-reaching highway freight truck lines have grown into tremendous commercial importance to supplement railroads in speedy freight shipping. The great Wade Motor Service with a fleet of 36 trucks carries many millions of pounds of freight between Fort Wayne and Chicago. The Toledo-Fort Wayne Trucking company carried more millions to Detroit. Toledo and intermediate points. Large terminals vying with railroad freight stations have been constructed; and, as usual, Fort Wayne progresses with this newer development in transportation.

"Even in its manufactories, this city has an important part in travel. Large gasoline tank companies and their products the world-over to supply every type of gasoline-motivated vehicle.

"And now the International Harvester Company of America, largest exclusive truck factory in the world, employs thousands to keep freight amove on rubber.

"The history of Fort Wayne — from the Erie canal to the newest interurban bus line — is a history of transportation. Travel started its growth, and the advantages of travel will continue to make it important to America."

RILEY LOCK 47 PARK UPDATE

Accidental Discoveries president, Jeff Plunkett, was approved for a state permit for the second phase of archaeological investigation at Lock #47 at Riley, Indiana by the Indiana Division of Historic Preservation and Archaeology in early November 2010. The first part of the this dig was done through January 2011 and then was continued in the spring of 2011 with the final report due in July 2011. Tests plots will show what is around the lock and how it operated. These tests will help determine the lock's historical significance and whether it will be interpreted in the proposed park as a simple interpretive site "as is" or as a reconstructed replica of the lock. A public hearing will be held once the report has been completed. It is hoped that by the spring of 2012 a determination of the type of park will be made and construction can begin.

The first state funding for the park was received by Vigo County in 2002. The county had to pay \$80,000 as a match for a \$400,000 grant to fund phase one of the archeological study. (\$480,000)

In 2006 another \$400,000 grant from the Indiana Department of Transportation was received. The county had to pay a \$100,000 match. (\$500,000)

In 2009 the county was awarded \$500,000. It had to pay a match of \$150,000. (\$650,000)
Total (\$1,630,000)

Of the approximate \$1.2 million funds, the park After the study the project will have about \$750,000 left for construction. The study has consumed the rest.

What remains of the lock that is known at present is a 100 ft. long wall that is 12 to 14 feet tall with half of it buried below silt on the east side. There is evidence of oak timber cribbing. On the west side there may have been a tumble and a turnaround basin. What was thought to possibly have been a locktender's house is more likely to have been a squatter's house of the 1940s.

Lock 41 was one of the very few cut stone locks on the 468-mile-long Wabash & Erie Canal, which was built from 1832-53. Most of the canal's locks were built of timber.

Sam Liggett, CSI member, Terre Haute, IN

STATE LINE MONUMENT TO BE PROTECTED

By Charles Whiting, Jr.

Early in 1837 a joint commission of the States of Indiana and Ohio authorized the retracement and monumentation of the South part of the State Line. The Commission hired Nathaniel Squibb of Hartford, Indiana for the job. Squibb started about 4 miles north of the Ohio River and followed Israel Ludlow's original line. He set two large monuments, one near the mouth of the Great Miami River and the second about three miles North of the first one. This monument is a tapered cylindrical shaft of fine grained sandstone nine feet long and 5,000 pounds. On October 11, 1929, the Daughters of the American Revolution attached a bronze tablet to the monument. In 1915 another monument was set at the Northwest corner of the State of Ohio. These three monuments are believed to be the only authoritative monuments on the Indiana-Ohio state line.

The monument 4 miles North of the Ohio River is on the North side of U.S. 50 and the East side of State Line Road. It was on the right bank of the White-water Canal where it crossed the State line according to an article by C. H. Wessler.*

On Monday, November 8, 2010, a joint meeting was held in Cleves, Ohio about the State Line Monument. Attending were officials from the States of Indiana and Ohio, Counties of Dearborn and Franklin, IN and Hamilton, OH. The monument has been knocked over twice in the last six months and six times since 2001. (November 2001, August 2005, June 2006, April 2008, May 2010, and August 2010) The meeting was to discuss and find a remedy to the constant damages and

resetting.

A traffic light was placed at the intersection due to the many accidents and one death there. Traffic lined up at the red light prevents trucks from swinging wide to miss the monument. After the monument stood straight for 160 years, now it is abused often by eighteen wheelers.

Several options were discussed on how to remedy this monument preservation. One smart young man, Duane Fuchs, a Dearborn County resident working for the Hamilton County Engineer's Office, came UP with the idea of putting a turn lane behind the monument. Attendees from both states and both counties thought this was a good idea. Negotiations are underway to obtain the required property.

* "History of State Line Markers Is Given By C. H. Wesler" from Dearborn Historical Society files, probably from the Lawrenceburg newspaper, no date on clipping

Editor's note — Charlie Wesler, a Lawrenceburg native who now makes his home at Batesville, has done considerable research concerning the early marking of the Indiana-Ohio State Line between Lawrenceburg and Elizabethtown. Mr. Wesler enjoys a reputation as a historian, and is credited with beginning the restoration of the Whitewater Canal project. His notes on the state Line marker follow.)

The actual line was run by Israel Ludlow and two assistants in the year, 1798. At this time two free stone monuments were set, the one on the bank of the Ohio, the other where the (survey) line intersects the road from Elizabethtown to Lawrenceburg. This state line was retraced in the years 1809 through 1812, and the question dropped until 1816.

When William Harris, of Indiana, was appointed surveyor general of the United States, the governors of Indiana and Ohio met in Lawrenceburg in 1837. The question of the exact location of the state line came up and the two governors appointed John A. Watson and M. T. Williams [Micajah T. Williams was the brother of Jesse L. Williams, who was chief engineer for all of Indiana's canals] as commissioners, to locate the exact spot on the Ohio where the boundary began.

These men met in November with a surveyor, Nathan L. Squibb, and they began to locate, with the help of the field notes of Israel Ludlow, made in 1798. The men made their report to the proper authorities, which are not given in detail, but are incorporated in other surveys.

In 1891, the governor of Ohio requested the U. S. Coast and Geodetic Survey to examine the line and see if it was in error. By this time the monument placed at the junction of the Great Miami with the Ohio River had disappeared, but the remaining marker a few miles north was used as a starting point. This examination proved that it was not a true meridian. Considerable variation of the line was shown, sometimes beginning to the east,

then curving to the west. This was caused by the compass needle then in use. The line never has been officially marked along the whole line.

In 1929, the inscription on the marker near Lawrenceburg was renewed and a commemoration bronze tablet was attached by the Col. Archibald Lochry chapter, Daughters of the American Revolution (Indiana) Historical Collection, 1933). One of the stone monuments mentioned was placed on the west bank at the Great Miami River at the junction with the Ohio, the other on the right bank of the Whitewater Canal, where it crossed the state line.

In a report of T. C. Mendenhall, superintendent of the U.S. Coast and Geodetic Survey, in compliance with instructions, he states: "I went to Holton, Ind. and conferred with assistant Mr. Mossman in regard to boundary line monuments and mark[er]s which he had examined near the south end of the line.

"This information follows: The initial stone of the survey set at the mouth of the Big Miami River to mark the south end of the line, was covered by deposits from the overflow of the river. Sometime between 1855 and 1860 it was unearthed by the Ohio & Mississippi engineers after digging 10 or 15 feet below the surface of the ground. Since that time it has been lost.

"On the pike leading to Lawrenceburg (now U. S. 50) a mile southwest of Elizabethtown, O. at the state line crossing is a large round stone. Two feet in diameter at the base, it stands eight feet above the ground. It tapers to 14 inches near the top, then terminates into a conical cap, the entire monument being one stone.

This stone was covered with handbills, but the date 1837 was exposed. This marker is for the purpose of longitude station Elizabethtown."

L.M. Squibb in his aforementioned report said that he and a Cincinnati surveyor named Guest, on November 21, 1837 completed a survey and marked the same as originally made by Israel Ludlow, deputy surveyor of the U.S. in October, 1798. Your commission further reports that on November 27, 1838 they erected on said line at the point named and marked "B" two monuments of solid free stone, 9 feet in length, each resting three feet below the surface of the ground, on a square block of free stone, imbedded in a cubic yard of broken stone to protect them from freezing.

[The print in the following was incorrectly set so it doesn't make sense. It is talking about the O. & M. railroad.]

Addenda: The bottoms monument was covered with earth from M. raised their tracks, using ground to time until 1921, when the O. & from the nearby bottoms, when the steam shovel unearthed it. Since then the flood waters have covered it with mud.

(Editor's note: Mr Wesler and Harry Watts, of Lawrenceburg, walked over the bottoms area this fall in search of the covered "boundary stone" without success.)

CANAWLERS AT REST

JOHN HANSON FARQUHAR

b. Dec. 20, 1818

d. Oct. 2, 1873

By Robert F. & Carolyn I. Schmidt

Many an Indiana politician began their career working in some manner with the canals of Indiana. John Hanson Farquhar followed a similar path. He was born in Union Bridge, Carroll County, Maryland on December 20, 1818. His father was William P. Farquhar. Either his family was Quaker or he was raised in a Quaker community for he relayed later in life that, as a youth, he had helped a slave woman escape to the North. In 1833, when John was 15 years old, the Farquhars, like Quaker families, moved to Richmond, Indiana.

John arrived in Richmond at the time that plans were being made once again for a Whitewater canal. The prior survey in the 1820's begun by U.S. government engineer Colonel Shriver, who died on the job that was completed by Colonel Stansbury had concluded that due to the rapid fall of the river and narrow banks that a canal was impractical. The legislature had authorized another survey of the valley in February 1834. John and Simpson Torbet were able to sign on as assistant engineers under the chief engineers, William Goodin, and Jesse Lynch Williams. This group surveyed and located a canal route from the mouth of Nettle Creek in Wayne County to Lawrenceburg, Indiana on the Ohio River. This survey concluded that a canal was practical along the Whitewater River.

In January 1836, Governor Noah Noble, signed the Mammoth Internal Improvement Bill, which included \$1.4 million for the Whitewater Canal and an extension to reach the Central Canal. Groundbreaking occurred on September 13, 1836 and work commenced immediately between Lawrenceburg and Brookville. Simpson Torbet, who had come from Mauch-Chunk, Pennsylvania, probably with some canal experience, now became the resi-

dent engineer for the project. Stephen Wright, later replaced Torbet, but John Farquhar continued on as an assistant to the new resident engineer of the works. George W. Julian of Centerville at this time worked as a rod man on a survey crew. Later Julian became quite a popular Hoosier figure and served with Farquhar in the US Congress.

The Indiana legislature authorized a survey for a Richmond & Brookville canal in January 27, 1837 with the survey to be completed in the next summer. This canal was to intersect the Whitewater canal at Brookville. Colonel Simpson Torbet was again hired to be the chief engineer. Torbet called on his old friend, John H. Farquhar, to join him as one of the assistant engineers.

The Richmond & Brookville Canal was to be 33 ¼ miles long with 5 dams and 31 locks. The route was completely documented and in Colonel Torbet's January 5, 1838 report he stated, "It would be the channel through which all the trade of one of the most populous, fertile and wealthy regions of the western country would pass. Richmond, situated at the head of navigation, with its vast water power, extensive capital, and enterprising inhabitants, might become the Pittsburg of Indiana." As a precursor of things to come, Colonel Torbet died just a few weeks later on March 23, 1838. Subscriptions for stock were begun in April 1839 and by September work was underway on several isolated sections. The private company was extremely undercapitalized and, with the financial panic at that time, the work ceased by 1840. By order of the legislature all work on the state-owned Whitewater canal also ceased in November 1839.

With the Richmond & Brookville Canal collapsed and his good friend, Colonel Simpson Torbet dead, John Farquhar moved from Richmond to Brookville, where he studied the law. Soon he became involved in politics and as a Whig was nominated for the position of assistant secretary of the senate. The senate elected him to serve in this position from 1841-43 with principal secretary Douglas Maguire, an early Indianapolis newspaper editor/printer. After 16 ballots and a ratification motion by Milton Stapp, Farquhar was elected as the Principal Clerk of the Indiana House in 1844.

New life in the Whitewater Canal occurred in 1842 when a charter was issued by the legislature for the Whitewater Valley Canal Company. On July 28 a grand celebration was held at Cambridge City. A crowd or around 7,000 attended the barbecue on Capital Hill east of town. James Rariden of Centerville was the presiding officer and Samuel W. Parker of Connersville, the speaker of the day. Ground was broken but, after about 15 minutes into Parker's speech, it was interrupted when a great storm sent everyone scurrying for cover.

By November 17, 1842, the canal had been completed to Laurel. John Farquhar was on the first boat, "The Native," which departed his hometown Brookville with the Brookville band and reached Laurel later in the day. On board the party of dignitaries was entertained by speeches from John Farquhar and George Shoup. During the period from 1840s-50s John continued in his law practice in Brookville. In 1844 he was a delegate to the national Whig convention that nominated Henry Clay for president.

As a result of the 1850 census Indiana gained 1 congressional seat and Fayette County, represented by Samuel W. Parker, became part of the 5th District. With the realignment of districts, in 1852, John Farquhar decided to run for Congress in the 4th District. John was a Whig and his Democrat opponent was James H. Lane. Lane was the son of Amos Lane, the first speaker of the Indiana House. James served as an officer in the Mexican War and was serving as lieutenant governor of Indiana at the time when Joseph A. Wright was governor. Even with Lane's credentials, John Farquhar received 7,789 votes to Lane's 8,783. Lane served one term, moved on to Kansas and became a United States senator in that state.

John remained very active in politics and was also a delegate to the Whig Convention of June 1852 that nominated Winfield Scott, General of the Mexican War, to oppose Franklin Pierce in the fall election. Scott was anti-slavery and Pierce received the support of the south. Both Whig candidates, Farquhar and Scott, lost their bids for their office.

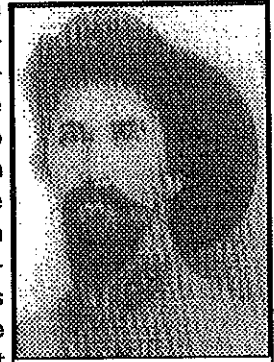
On May 5, 1857 John Farquhar age 38 married Frances "Fannie" Mary Turner (1832-1922) age 19 of Brookville. Their first child, Eleanora "Nora," was born in 1858 in Brookville.

Again in 1860 John became a delegate to the Whig Convention at the "Wigwam" in Chicago. The convention supported Abraham Lincoln.

In May of 1861, just a month after the firing on Fort Sumter, John was commissioned as Captain serving as a recruiting and dispersing agent working under General John S. Simonson. He was stationed in Indianapolis. One of the units he recruited was the 19th Indiana that went to the eastern battlefield and was part of the Iron Brigade. John also helped in the recruiting of the 28th Indiana Colored Regiment. The 28th played a key role in the "battle of the crater" at Petersburg, Virginia on July 30, 1864.

From the early start of the war groups of southern sympathizers were active throughout Indiana. There were acts of violence, killings and attempts to take the

life of Governor Oliver P. Morton. These threats were particularly prevalent in the southern counties of Indiana. In the summer of 1863 as John Hunt Morgan moved into Indiana there was fear that the "Knights of the Golden Circle," or the "Sons of Liberty" as they were later called, would provide armed support for Morgan. Governor Morton appointed John Farquhar as a brigadier general of the state militia. John traveled to Evansville to protect the southern Indiana border from Confederate forces. Later, after the Morgan threat was gone, Farquhar participated in an investigation into acts of violence in Brown County. He resigned his commission on August 9, 1864 in order to run for Congress. (See Freedman's speech pp. 3-4)



Brigadier-General John Hunt Morgan

Indiana's congressional and state elections were held on October 11, 1864 before the presidential election on November 8th. Sherman had just captured Atlanta in September and Governor Morton had taken action against Copperhead leaders. He arrested Lambdin P. Milligan of Huntington and others. These events gave the Republicans and Farquhar, the boost they needed to sweep the election. The very popular incumbent congressman, William S. Holman, the Democrat was defeated. Farquhar served only one term from 1865-67 and then Holman resumed the seat for the 4th congressional district. Holman was a lawyer, had just served 3 terms in Congress and had participated in the state constitutional convention of 1850.



Lambdin P. Milligan

On April 14, 1865, John Wilkes Booth assassinated President Abraham Lincoln at the Ford Theater in Washington, D.C. In a lengthy funeral procession, Lincoln's body was transferred back to Springfield, Illinois. When the funeral train reached Richmond Indiana, a delegation from Indianapolis, including Governor Morton, federal office holders, military officials and a host of others accompanied the body to Indianapolis arriving on April 30th 1865. John Farquhar was among this list of dignitaries.

As Congressman and ex-military officer, Farquhar also spoke at the statehouse in welcoming home ceremonies for returning troops from the war. He was invited to speak before the Convention of Freedman on January 7, 1867 in Washington. In his speech he told

ADDRESS OF
HON. JOHN H.
FARQUHAR
AT THE
1867 NEW YEAR'S
FESTIVAL TO THE
FREEDMEN AT
ARLINGTON HEIGHTS
NEAR WASHINGTON
D.C.

My friends, I know not for what purpose my old friend the Rev. B. F. Morris invited me here to participate in these festivities, unless it was to humiliate me by contrasts in your presence. After the very able, eloquent, and thrilling address of the distinguished gentleman, (Dr. Sunderland,) whose reputation is as boundless as our continent and deserved as it is soul-inspiring, I should be destitute of proper self-appreciation if I did not feel embarrassment in attempting to entertain you, even but for a few moments. The occasion, therefore, warrants, and will, I trust, admit on my part, without subjecting me to the charge of egotism, some personal allusions and explanations. I was born in the adjoining State of Maryland, but, thank God, under the auspices of *Friends*, who taught me to *hate* slavery and *love* liberty. The broad prairies and fertile valleys of the West, among whose people for thirty-odd years I have lived, have not abated "one jot or tittle" of those early impressions. One of the most pleasing reminiscences of my life is a successful effort, when but a youth, in the very centre of slavery's hot-bed, and within sixty miles of yonder city, the capital of this great nation, I piloted the footsteps of a poor slave girl, fleeing from an inhuman master to one of those "eagle's nests of freedom" so eloquently described by your distinguished guest, Dr. Sunderland. No interest has ever induced me to swerve from the early teachings of those plain, sincere, honest, philanthropic ancestors. I have, on all occasions and under all circumstances, been the humble *advocate* of freedom and *denunciator* of slavery. The only vote of my life, involving the interests of freedmen, to which exception may be taken, was that cast against the District franchise bill of the first session of the Thirty-Ninth Congress. No act of my life was more *unselfish* or *consistent* with what I believed to be my solemn *duty of the hour*. I regarded the measure as *right per se*, but *premature*, and its adoption at that time as fatal to the success of the great Union party, on which depended the destiny of the Republic, the cause of the freedmen, and per-

manent elevation of your race. What was the insignificant privilege of voting for a "mayor and common Council" of the city of Washington compared with the permanent success of the *men and measures* that represent the three hundred thousand martyrs whose bodies moulder and bones bleach on Southern battlefields, and who willingly died that you and I and their posterity might be free? When that measure came up at the present session, I was absent from the House; but when it comes back from the other end of the avenue, with the edict "I forbid" overriding the expressed voice of the people's representatives, God being my helper, my feeble voice and vote shall bear testimony to the right and acknowledgment of your great services in the hour of the nation's extremity.

It was my good fortune to muster into the United States service the first company of colored recruits organized in the State of Indiana, and I am glad to bear testimony to their gallantry, heroism, and devotion to the cause of freedom and the Union. Under their intrepid leader, the gallant Colonel Charlie Russell, the 28th regiment United States colored troops did noble and invaluable service in the Army of the James. It was at this critical period of the rebellion that you successfully demonstrated, amidst the smoke and carnage of battle, that, as a *race*, you "had rights that white men were bound to respect." Without the aid of the *two hundred thousand* strong arms and stalwart forms of colored soldiers, who threw themselves into the breach at the most opportune moment, God alone knows whether we could have assembled thus peaceably here today, under the protecting folds of that old flag, the banner of "beauty and glory," which now "in triumph waves o'er the land of the free and the home of the brave." The distinguished gentleman who preceded me has alluded in very complimentary terms to the Chief Justice of the United States and his associates of the minority of the court, and their opinion in the *Milligan treason conspiracy case from Indiana*,* my own State. It is not my purpose to pluck one flower from the wreath that adorns the brow of Mr. Chase, or detract in the least from the just merits of that venerated court. But when I see the majority of the court traveling *dehors* the record before them to fulminate a judicial *bull*, calculated, if not designed, to bolster up and give character to an abortive effort of a faithless Executive to destroy the great party that made him and saved the nation, it would be criminal in me to seal my lips and smother the emotions that loom up from the perusal of their opinion, when discharging

from just punishment men convicted of the highest crime against God and humanity. If the *dictum* of the court and its logical sequences prevail, I am ready to vote an immediate adjournment of the Thirty-Ninth Congress, and temporarily turn over the country and those newly made citizens to the untried mercy of Andrew Johnson and the Supreme Court of the United States, and go again to the sovereign people on the issue joined, confident of a triumph unequalled in the history of the Republic. The opinion to which I refer was delivered by a distinguished member of the court, who was born across the Potomac on the Eastern Shore of Maryland, in a densely populated slave district, but has resided for *thirty* years in the great West, and long enough, we hoped, to throw off the antiquated, fossilized, slavery-begotten, and God-Forbidden notions of State Sovereignty. It has, however, become an adage in the West, that a man born in Maryland or Virginia of the "first families" is so imbued with the false theories growing out of and connected with human slavery, that he becomes judicially blind to every principle of modern progression, and utterly unfitted for official position.

While I am not prepared to judge him by that rule, and concede his eminent personal worth, I cannot but deplore the tendency of his judicial mind in those obsolete grooves that are outstripped by the spirit of the age and just demands of a common humanity.

The court (says Justice Davis) "has judicial knowledge that in Indiana the Federal authority was always unopposed and its courts open. It needed no bayonets to protect it, and required no military aid to execute its judgments."

While Milligan, Bowles, and Horsey were arrested and held for trial, as having "conspired against the Government, afforded aid and comfort to rebels, and incited the people to insurrection," Grant was pressing Lee within his fortifications at Richmond, and Sherman was driving back the rebel hordes preparatory to his grand march to the sea. Every soldier that could be spared was sent to the front. The hospitals were depopulated, and guns furnished the invalids, to swell the numbers of the grand forward movement on which hung the hopes of the people and the life of the Republic. Thus stripped of all military force, there was scarcely a "corporal's guard," from the Pennsylvania line to the borders of Arkansas, to protect our homes from *murderers* and *guerrillas*. At Indianapolis, Chicago, Columbus, and Johnson's Island there were about *thirty thousand* rebel prisoners, "fat and sleek" from the full army

ration dealt out in mercy by the loyal hands of a too lenient but merciful people. "The Knights of the Golden Circle" and "Sons of Liberty" were organized all over Indiana, and said to be armed and equipped for offensive movements. It was a daily occurrence to seize arms and ammunition *in transitu* from the East to their various posts in Indiana; and at Indianapolis large lots of small-arms were captured, marked "hymn-books and Sabbath-school tracts," for distribution among the initiated. The *military* arrest of prominent members of these treasonable orders disclosed their designs, and that arms were to be placed in the hands of the rebel prisoners, and on a given day turned loose on the defenseless inhabitants of Indiana, Illinois, and Ohio. What would have been the result, in this our defenseless condition if we had relied on the *civil process* alone to have arrested and tried these conspirators? Our fathers, brothers, and sons, apprised of the fact that thirty thousand armed rebels were to be turned loose to devastate, lay waste, and destroy their homes and families, no power on earth could have held them, and *Grant* and *Sherman* would have been *shorn* of that *strength of numbers* which secured their final victories.

It was with a full knowledge of all these facts, and that the "Sons of Liberty" were arming and drilling for the uprising, that *our grand* and greatest Roman of them all, the distinguished Secretary of War, Edwin M. Stanton, at his headquarters in yonder city, assumed the responsibility, ordered their arrest by the military, and trial by court-martial just in time to prevent the uprising, and thereby saved our defenseless people from the horrors of civil war, and the Union from inevitable destruction. All *honor* and *glory* to the man who risked everything for our common safety. With all these facts before them, and the smoke of battle removed, the court insists that it "had judicial knowledge that the Federal authority was always unopposed and its courts open; and that it needed no bayonets to protect it and required no military aid to execute its judgments in Indiana."

To my certain knowledge the *civil process* in Indiana had to be enforced by the military arm. They "whipped the devil around the stump," by procuring military arrests, and then turned the parties over to the civil authorities for trial. If the courts were open in Indiana, it was because Indiana was a *military district* under *martial law*, and the courts protected by national bayonets in the strong arms of loyal men.

There was no declaration of war by the Congress of the United

States against a foreign power, a state of the Union, or people thereof, in the absence of power in the civil arm of the Government to enforce its laws, the military were employed to suppress insurrection and crush out rebellion. The Congress authorized the President to suspend the writ of *habeas corpus*, not in Virginia and South Carolina alone, but in Indiana and every other state of the Union.

The writ was suspended accordingly, and the paramount necessity of saving the threatened life of the nation dictates and justified arrests in both *loyal* and *disloyal* States. The great mistake is in recognizing the obsolete and fatal theory of State sovereignty, to the exclusion of our common nationality. It was not a rebellion of States against each other, but of the people who were citizens of certain States against the sovereign power and authority of the National Government, to which they owed superior allegiance. No matter where they resided and what profession they made, if they were "conspiring against the Government, giving aid and comfort to rebels," or "exciting the people to insurrections," they thereby became a part of that insurrection and amenable to the military authorities employed to suppress and destroy it, and subject to the same modes of punishment as if captured, with arms in their hands, in the ranks of the rebel army. No township, county, or State lines could determine the jurisdiction of the military authority to deal with the rebellion; its jurisdiction was coextensive with and encompassed the whole Union. As well might it be urged that a military court could not take jurisdiction of cases in the State of Tennessee because the loyal citizens thereof, east of a given line, maintained open court, while rebellion ruled with bloody hand in every other part. Milligan and his co-conspirators were charged with official connection and co-operation with a secret military organization which was armed, equipped, and drilled to co-operate with a rebel army then in the field, to release and turn loose, in the midst of unarmed loyal people, thirty thousand rebel prisoners, to lay

waste our fair fields, and devastate our homes. They were actually in rebellion against the National Government, and subject to its military jurisdiction. But it is said that "there was no war in Indiana, and the civil court needed no bayonets to protect it, and required no military aid to execute its judgments." On the 9th day of July, 1863, the rebel general, John Morgan, crossed the Ohio river below Louisville, Kentucky, into the State of Indiana,** with *thirty-five hundred* mounted rebels, and swept like a besom of destruction over her fair fields, burning the railroad depots, capturing her horses and provisions, robbing her citizens, and shooting them down wherever they resisted his onward march. By authority of the Governor of Indiana and President of the United States, as commander-in-chief of the army and navy over fifty thousand of the gallant men of the State were organized and mustered into the service to resist the invasion of that rebel horde; and yet we are told that there was no "war in Indiana, or need for bayonets to protect the civil court, nor military aid to execute its judgments." If those venerable-looking gentlemen in their black gowns will go with me to the green hills which overlook the old town of Corydon, the first capital of our State, I will point them to the grave-stones of the gallant men of Indiana who fell in battle defending their and my homes from the ruthless acts of an invading army. Our troops, though extemporized, threw themselves on his front and rear, annoying, but unable to capture him, drove him out of the State into Ohio, and across that noble State to within fifteen miles of the Pennsylvania line, when he was headed and compelled to accept battle, and was captured with his whole army and equipments by the combined troops of Indiana, Ohio, and the United States. For six weeks I followed the track of that invading army, collecting and disposing of its *debris*, by order of the United States military authorities; and yet this grave court assures the country that it "has judicial knowledge that there was no war in Indiana, and that the court was always open, needing no bayonets to protect

it, and no military aid to execute its judgments."

No sane man dares deny that if the military force maintained in Indiana and on her border had been withdrawn, in ten days we would have been overrun by rebel hordes, utterly ignoring all civil courts and their processes; and yet our grave court informs us "that it needed no bayonets to protect it, and required no military aid to execute its judgments in Indiana." The courts were only open by the grace of the military commanders, and while the distinguished justice who delivered the opinion of the court asserts "that the court had judicial knowledge that the Federal authority was always unopposed and its courts open in Indiana" he was doubtless oblivious of the fact that a word from their commander to a file of the "boys in blue" would have changed the judicial *status* and rendered military courts-martial indispensable to life, liberty, and property within the State of Indiana. If John Morgan, by authority of the rebel "belligerents," made war on the United States within the State of Indiana in July, 1863, and we by our strong arms drove him from our borders, and held those rebel "belligerents" at bay continuously until and during the trial and conviction of Milligan and his co-conspirators, there was no cessation of that war, and the military courts had ample and complete jurisdiction to try, convict, and execute the criminals. It is a singular fact, that no case found its way to the Supreme Court in proper form to elicit its opinion during the four long years of bloody rebellion through which we so triumphantly passed; that rebels and their sympathizers were repeatedly tried, convicted, and punished, and the most defiant advocate of our "erring brethren," Clement L. Vallandigham, of Ohio, was tried, convicted, and sentenced by a military commission, and banished by order of the Executive, as commander-in-chief of the army, from within the national lines, and into the camp of its hostile enemies. Did the thunder of our cannon and tread of the loyal millions warn the *courts* and *people* that there was, as there necessarily is,

pending such struggles for the life of a great Republic, a power of self-preservation even *higher* than the written letter of its organic law? I fear that there is wanting with the majority of the court that comprehensive and elevated judicial judgment requisite to the full development of the moral power and grandeur displayed by a people resolved to save their national life at all hazards. The *dictum* of the majority of the court has swept away all military power to protect and shield you as a race from the ruthless hands of your old oppressors, and soon may follow other decisions, declaring the *Freedmen's Bureau*, *civil rights bill*, and the *test oath* all unconstitutional, null and void, *ab initio*. As I look over this mixed audience, and contrast this day and occasion with the past history of our country, and congratulate the freedmen before me that they are citizens of this great Republic and equal before the law with all other citizens, I am humiliated that there is imminent danger of abandonment of those great principles securing these joint rights, by the sacrifice of over three hundred thousand of the brave and good men of the Republic. We had confidence in time of war that this our court would not be found wanting in time of peace. In times gone by we said, "Wait a little while, and the wheels of time will purify and make safe this our city of refuge." But how long, oh God, how long yet shall it be until truth and righteousness prevail throughout the land? There is yet hope and promise for you in the fact that God reigns and protects those who love and serve Him. This is a Government of the people, before whose fiat *courts* and *rulers* bow in humble submission. With them we entrust your cause — the cause of humanity — confident in the triumph of the right. I exhort you to study the duties of "American citizens," and in the light of the Christian examples which daily surround you practice them. Strive to improve and elevate your race, that in time you and your posterity may say to these kind friends, we have done nothing to humiliate you, who were our friends and patrons in the dark days of our adversity.

John Morgan and his band crossed the Ohio River from Kentucky into Indiana at Mauckport, Indiana, on July 8, 1863. He crossed the Whitewater Canal and Whitewater River at West Harrison, Indiana, on July 13, 1863. He burned the bridge at West Harrison before proceeding into the State of Ohio. His five-day raid in Indiana destroyed \$500,000 worth of property. He was captured July 26 near Salineville, Ohio, and imprisoned at Columbus, but dug his way out four months later. He was killed in action at Greenville, Tennessee, on September 4, 1864. *Indiana: A Guide to the Hoosier State, 1941.*

Ex Parte Milligan. In 1864, in a trial before a military court in Indianapolis, several of the State's leading citizens were proven to be leaders in the Knights of the Golden Circle, called the Order of Americad Knights in Indiana. One of the surprises of the trial was the release of Horace Heffren, a Salem attorney, who was Deputy Grand Commander of the order. Heffren turned State's evidence and appeared as a witness for the Government, revealing that Dr. William A. Bowles, of French Lick, was the military leader of the order; that plans had been made to kidnap Governor Oliver P. Morton, who was to be held as a hostage; and that an insurrection had been planned for August 16, 1864. Several leaders were convicted of treason and sentenced to death, but were later freed by the United States Supreme Court. This court said that he should not have been tried by military commission but rather by a trial jury overturning his earlier conviction. *Indiana: A Guide to the Hoosier State, 1941.*

Milligan's home was along the Wabash & Erie Canal in Huntington, Indiana. On October 5, 1864, a train was secretly backed up from Indianapolis to just outside his home. Soldiers circled his home at 11 p.m., arrested him at 3 a.m. without affidavit or warrant, and took him to Indianapolis for trial.

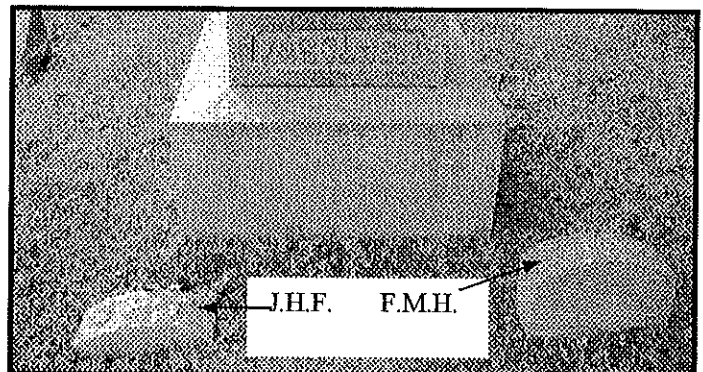
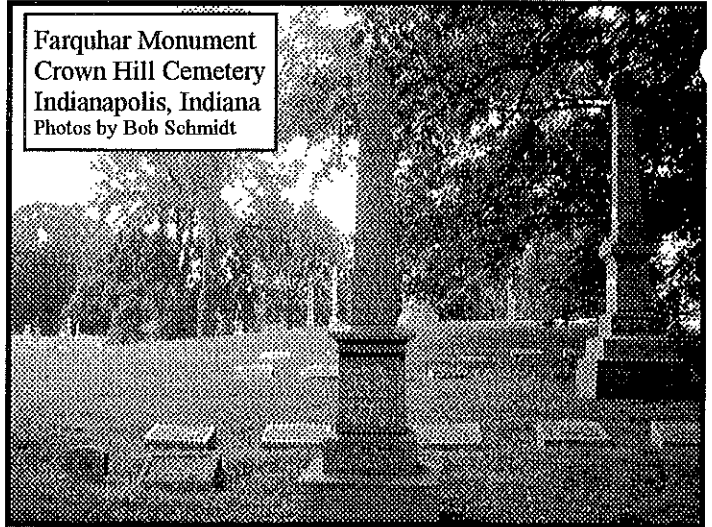
how he had always supported freedom for the blacks since his youth in Maryland. He also talked of his role in the recruitment of black troops for the war and their meritorious service to the Union. Most of his presentation was in defense of Governor Morton's action against Milligan and others. The Supreme Court on December 16, 1864 had overturned their conviction by a military court. Farquhar outlined the threat poised to the state of Indiana by the conspirator's treasonous actions and armed rebellious plans. He warned that if the courts could act in this manner, letting the guilty free, they could also take away the rights of the freedman blacks.

In December of 1865, John and Fannie Farquhar welcomed a new member to their family. A baby girl, Anna (1865-?), was born in Brookville, where John still maintained his home. She was later educated in Indianapolis, moved to Boston after her fathers death, studied music and eventually became a recognized author. In 1900 she married Ralph Wilhelm Bergengren (1871-?) of Boston, a newspaper editorial writer. Another daughter, Caroline (1870-1938), married Frederic Lee Seixas (1868-1964). Their older daughter, Eleanora "Nora" (1858-1940) married Eugene Gano Hay (1853-1933), a lawyer and Minnesota legislator. Caroline, Eleanora and their husbands are all buried with the Farquhars at Crown Hill.

Around 1870, the Farquhar family moved to Indianapolis where John became president of the Meridian National Bank. Prior to that move he was president of the Brookville National Bank in Brookville, Indiana. During the years of the Civil War, Farquhar had worked in Indianapolis with Colonel Conrad Baker, who was the assistant provost marshal general for Indiana. They both reported to General John S. Simonson. In 1864 Governor Oliver P. Morton was again elected governor of the state of Indiana and Conrad Baker of Evansville was his lieutenant governor. Morton suffered a slight stroke and went to Europe to recover. Baker assumed responsibility of the governorship. Morton returned, in better health, and ran for the Senate in 1867. He won and then resigned his governorship to Baker. Baker then ran for his own term, was elected and served from 1868-73. During this time Norman Eddy, a Democrat from South Bend, was elected to be secretary of state, but died on January 28, 1872 before his term was completed. Governor Baker remembered his old Republican friend, John Farquhar, and appointed him to be secretary of state. John served two years from 1872 to early 1873. In the fall of 1872 he did not seek another term. He was followed in office by another Republican, William W. Curry, a Unitarian minister/politician from New Albany.

Shortly after his term ended John Farquhar died on October 2, 1873. He is buried with his wife and family at Crown Hill Cemetery.

Farquhar Monument
Crown Hill Cemetery
Indianapolis, Indiana
Photos by Bob Schmidt



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GIFTS TO ARCHIVES

The Canal Society of Indiana is collecting information, photographs, etc. about canals. We thank these CSI members who have contributed the following to the CSI archives:

- Linn Loomis: Five folios and 2011 Calendar
- Inequality of two O&E Canal Locks - restoration or lack thereof
- Newspaper article 1902 Fire at Garver's Market
- Photos taken after fire at Garver's Market
- Views of Mississippi River & East St. Louis taken from James B. Eads Bridge
- Photos of St. Louis Gateway Arch
- ivate Tagmeyer: Carved packet boat model
- David Trainer: *Five Forts* by John Ankenbruck

Voice of the Turtle by Chris Schenkel

Chuck Whiting: "George Dunn's Dream: Building the Lawrenceburg & Upper Mississippi Railroad" by John H. White, Jr.

VAN WERT, OHIO

Registration deadline
March 11,
2011

\$85 per
member

\$90 per
non-member

Checks to:
Canal Society of
Indiana,
PO Box 10808,
Ft. Wayne, IN
46854-0808

FROM TIMES PAST

Dawson's Fort Wayne Daily Times
April 13, 1859

CITY HOTEL
FRED. VOLGERT, Proprietor.
FORT WAYNE, IN

East End of Columbia Street, on Canal Basin
The Proprietor is pleased to say to his old customers and to the public that he has returned to this City, and opened

NEW HOUSE,

In the Rail Road Building at the East end of Columbia Street, near Comporet, Hubbell & Co.'s Warehouse, where he hopes to receive a good patronage.

His table will doubtless satisfy his guests, and his beds and rooms are of the best kind.

His STABLE is not excelled in the City, and his Hostler is of the most careful kind, and always provided with a full granary. Charges in suit the times.

Dawson's Fort Wayne Daily Times
August 13, 1859

WABASH AND ERIE CANAL. — An excellent editorial is found in the *People's Friend* of the 6th inst, a paper published at Covington, Ind, which article it may be well for our people to read.

It begins by alluding to the canal as the first of the Internal Improvements of the State — conceived by the wisest of our earliest statesmen — then to the invaluable character of the valley through which it passes — then to the late danger of its then becoming unused and useless from certain causes, and then to the act of the Legislature authorizing private Companies to organize and rescue it from insultation, &c. &c.

The editor then proceeds to say:

"Under this view of the case, a company was organized, and upon certain conditions leased the Canal to the Trustees, from the Ohio State line to Terre Haute on the Wabash; (the terms to us are immaterial,) and upon the organization of the company under such lease, the Hon. A P. Edgerton of Defiance, Ohio, well and favorably known as a late member of Congress from the North-Western District of Ohio, was selected as Superintendent of the Canal between the above named points. Mr. Edgerton has already set actively in motion all the elements necessary to an efficient repair of the work, and we learn the Canal is already placed in a healthy state down as far as Attica. At Shawnee Creek between here and Attica, where the freshets more than a year ago washed out the feeder dam, and greatly injured the feeder embankments, and which was of absolute necessity to the Canal below; but which under the old dispensation had been suffered to go un-repaired to the immense injury of all the Canal below, is now under the

management of Mr. Edgerton, being energetically prosecuted to a complete repair.

We feel confident of seeing this good old work in a prosperous condition, that these men who have ventured so much of their means to sustain a work which has from year to year for the last five or six years been a source of loss to those to whom the State had transferred it, and under whose management (the State being entrusted in the selection of its best wisdom to control it) if "reports" are true, was a leading concern. We hope the present lessees success (this we wished to the lessors) for the most obvious reasons — First, the old ditch is the very vitals of all the country on both sides of the river from Attica to Terre Haute. Without it we would be placed in a worse condition than when our farmers were forced to wagon their surplus to the Southern end of the Canal at Lafayette — then the tolls thence to Toledo were regulated by public legislation, competition in trade and transportation gave to the farmers fair and reasonable prices, and his only complaint was, the inconvenience, labor and toil to get to market. We say to our farmers, our produce men, and to our merchants, that it is a duty to ourselves, to the people in other portions of the State, but especially in the Wabash Valley, to encourage the present undertaking of the lessees of the Canal, for in the event of a failure to sustain the Canal, we all at once become the victims of an unrestrained monopoly in the shape of Railroad Companies for the transportation of all the surplus produce of this fertile Valley. And mark our work, when that time comes, which we hope not to see, we shall all feel the iron heel of the soulless Railroad Companies, crushing our energies by exactions of the most exorbitant character, in the shape of freight.

We say it is our duty to the people of other portions of the State, that we should sustain this work, for this reason: it is now the only work in which the State has even a remote interest, and it has the capacity to transport your surplus cheaper than can be done by Railroads without loss to the roads. Then while we give support to the Canal, we keep the otherwise controlled avarice of Railroads in check. The influence of the Canal while kept up, will exercise a healthful and beneficial influence to the people all over the State, against the combined action of Railroad Companies to extort from their hard earning exorbitant carrying rates."

Dawson's Fort Wayne Daily Times
August 15, 1859

A Success — The patent canal navigating propeller, a model of which was described in the *Commercial* some time since, has proved a success. The propeller is built separate, to fit into the stern of a canal boat, like a wedge, and while urging that one forward, tows several loaded boats. The patent is owned by Mr. Bryant, engineer of the Western Transportation Company. Yesterday the invention was tested, and proved entirely

satisfactory. The propeller started for New York pushing boat, into whose concave stern it fitted like a wedge, rowing another, and making great speed. It is expected that this invention will prove the most facile means of canal navigation. *Buffalo Commercial*

Dawson's Fort Wayne Daily Times
August 26, 1859

COMPARET HUBBELL & CO.
FORWARDING & COMMISSION
MERCHANTS
FORT WAYNE, IND.

We Receive, Store and Forward Goods by the
PITTSBURGH FORT WAYNE & CHICAGO

The
TOLEDO & WABASH RAILROADS, AND
BY THE WABASH & ERIE CANAL

And deal in all Kinds of
PRODUCE,
SALT,
FISH,
NAILS
PORT, BEEF,
FLOUR,
GLASS,
COAL,
&c. &c.

WE ARE ALSO AGENT FOR FAIRBANKS
CELEBRATED SCALES,
OUR WARE HOUSE IS WELL LOCATED ON
The Canal Basin,
At the East end of Columbia Street.

Dawson's Fort Wayne Daily Times
September 1, 1859

The embankment of each side of the Pivot Bridge is being removed, and the road will be in order for passing by next Saturday morning. The bridge will ordinarily remain ready for crossing; boatmen being required to draw it aside and close it again in passing; or liable to fine for every failure so to do.

Dawson's Fort Wayne Daily Times
September 1, 1859

PROF BANNISTER'S ACCOUNT of the Ascension from Fort Wayne. — On Tuesday, Aug. 30, 11 A. M., I started from Fort Wayne, with as good a breeze as ever cheered the heart of an aerial navigator, traveling in a south-easterly direction at the height of one mile from the surface. The cheering of the citizens and the report of the cannon were plainly heard. In ten minutes the 18,000 feet of gas with which the balloon had been charged, had expanded until the globe was stretched to its utmost capacity; the atmosphere was very genial, and the breeze was bearing me strong at the rate of a mile a minute.

I now took a bird's-eye view of the city, which

for beauty certainly surpass any prospect I ever beheld. Beneath me was the dense moving mass of people, who had honored my ascension with their presence. The houses appeared of Lilliputian dimensions; the canal seemed like a long narrow stream of molten silver not more than a foot in width. The winding St. Joseph's river and the St. Mary's, with their sandy beaches and grassy banks, and the groves of trees that skirt each side — like the rank and file of opposing soldiery drawn up for battle; the junction of these rivers, where they intermingle their stream and flow along peacefully in the calm Maumee — while the sunbeams, held by their united waters, sparkled like diamonds on the rippling waves; the country spotted with green meadows and brown fields, alternating, with the regularity of a checkerboard, while here and there a little village presented itself to view; the beautiful lakes of every imaginable shape; the tamarack groves, and the vast, green, oceans of prairie; all these must be seen as I saw them, before you can gain a conception of the fairy like beauty of the view that lay patent to my vision.

At 11:30 I passed a village, supposed to be Antwerp. Here I changed my course a little more to the south. At 12 I passed Defiance, lying 15 miles to the north of me — heard a dinner horn; would have liked to have been with them. At minutes past 12 o'clock I passed the Ohio Canal. Delphos and a number of villages along the line of the canal presented themselves. I now partook of the watermelon sent up with ice — a delicious feast. I could distinctly hear the barking of dogs, cackling of fowls, which, mingled with other sounds, made a strange "concatenation of vocal harmonies."

Ten minutes past 1 o'clock I passed a train of cars on the P. Ft. W. D. R. R. At that moment I saw a heavy cloud approaching — anticipate a squall. The balloon was drawn toward it, and I entered, remaining within it some ten minutes. After three several discharges of ballast, I shot a mile above the cloud, with the rapidity of a rocket. The sunbeams beat with concentrated force upon the balloon, producing intense heat; the globe, before full, was now fearfully expanded, and the gas rushed out of the neck of the balloon with a hissing noise like that produced by the escape of steam through the valve of an engine. After running at that altitude five minutes, the balloon began to descend, being wafted along ten miles in six minutes. I was now compelled, reluctantly to come to the ground, not having ballast enough to offset the loss of gas. Up to this time, I had every prospect of a successful trip, and was confidently expecting to make, during the day, at least four hundred miles. I was crossing a belt of woods; another forest lay before me and an extensive marsh was between Must I, at the risk of my life and the destruction of the balloon descend among the trees, or could I reach the marsh? Time was precious — the balloon was nearing the tree tops; I could not even pass to the belt be-

yond; so out went all the ballast, that the balloon might be kept above until I reached the marsh. My calculations were correct, and, as I wished, I escaped the forest, and struck the edge of the marsh. —The balloon was now collapsing from the lack of gas; the wind, by its force, turned the opposing side of the balloon into a cup. The side presented a large surface for the wind to act upon. The car struck the earth and the ground being too yielding to hold the grappling hooks, the balloon scud along before the wind at fast horse speed —the grappling irons plowing up the turf behind me, while the car, which had turned sideways, dragged along the ground for about two miles, by which time I had let out a sufficient quantity of gas from the globe to make the balloon heavy enough to remain upon the surface. I had now landed in Hogerwk Marsh, within twenty-five yards of the railroad track, having accomplished including my various tackings, over one hundred miles of ballooning.

A train was passing by and I called for assistance; some of the hands on the section had been looking with wonder on the balloon for some time an when they heard my voice, one broke out with the expression, "Land of Goshen! is there a man it in?" The balloon was now taken up, placed on the freight train, and in the company of the gentlemanly conductor, Mr. Blaisdell, I traveled to till [until] we were overtaken by the passenger train; when I changed and went to Crestline, where, of course, the fatigue induced by the trip, placed me in fine order for sleeping. On the next day, Wednesday 31st, I returned to Ft. Wayne.

In conclusion, I must tender my thanks to the citizens for the kindness extended toward me during my stay in Fort Wayne, — to the enterprising committee whose indefatigable exertions enabled me to make the trip, — to the press, especially the gentlemanly editor of the TIMES, and the social Local. A better quality of gas never was furnished a balloonist that I obtained from the works in Fort Wayne.

Gentlemen, I thank you all, and pleasant memories will gather around, as I think of your city and the many who honored me with their friendship, and may I hope by their esteem. Yours truly, Wm. D. Bannister.

Dawson's Fort Wayne Daily Times
September 2, 1859

Bannister's balloon ascension at Fort Wayne, day before yesterday, was successful as an ascension, but a humbug upon the people who to the number of thousands took the (rail) cars at various points to arrive in season to witness it. The cars from either direction do not arrive till after 12 o'clock, noon; yet he "soared away" about half past ten a.m. Supt. Burroughs learned the state of the case here, and immediately telegraphed to all point this side of Peru, Ind, to make known the facts and refund the money to those who applied for it. Thousands of dollars were immediately paid back —besides the people were disappointed. To be sure, no bills

were printed stating the hour for the ascension, still it was published that the regular trains would carry for half fare, and it was known they did not arrive till half past 12 m. *Toledo Times and Herald, Sept. 1st.*

Our contemporary should always know where of he write. It there was any humbugging of those to arrive by the Wabash R. R., the *Herald* will just lay it at its author at Toledo, as there is just where he properly belongs. The statement that "the cars from either direction do not arrive till after 12 o'clock noon" is incorrect. The Pittsburg Road, advised in every respect like the Wabash Road, in order to conform to the pre-expressed purpose of the balloon committee [had made arrangements for the change in schedule.]

Dawson's Fort Wayne Daily Times
September 12, 1859

THE CANAL. — The Evansville Journal says the Canal is in good order from that city to Toledo, — in better condition than it ever has been. The whole cost of repairs to the Lower Division of the Canal has been about \$12,000; most of the work has been done at nearly half the estimates made for it by the Trustees. The leaks along the whole line have been thoroughly and effectually stopped, and a heavy waste of water thereby prevented.

Dawson's Fort Wayne Daily Times
September 30, 1859

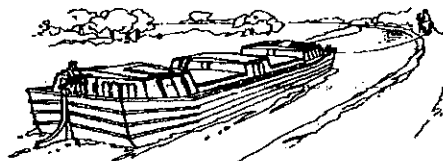
The Pivot Bridge, crossing the canal at the foot of Calhoun street, is now completely finished, and is in passing order. If the City Council will now pass an ordinance protecting it, and compelling the hands on boats to close it after passing through, it will be a very good arrangement. As it is, it reflects a great deal of honor on the projectors, and is an improvement of which the city may well be proud.

Dawson's Fort Wayne Daily Times
September 30, 1859

The W. & E. Canal bank near Attica, Indiana, was cut on Friday, Aug. 26th, and the reason seems to be, that the Canal Company had failed to keep a certain bridge in repair. A very common cause.

Dawson's Fort Wayne Daily Times
October 22, 1860

We understand that the canal has done a very fair business this season, and there is no good reason why it may not be made useful and profitable under proper management.



**JOHN & LYNN BOWER
DISTINGUISHED HOOSIERS**

In 2011, John Bower and Lynn Bower, CSI members from Bloomington, Indiana were each honored as Distinguished Hoosiers by Governor Mitchell E. Daniels, Jr. Their nomination for this prestigious distinction was offered by Indiana State Representative, Peggy Welch.

The Distinguished Hoosier Award is one of the highest tributes given out by the State of Indiana to its citizens. It is solely granted at the discretion of the governor to Hoosiers who have uniquely brought admiration and respect to the state through their character and accomplishments. The Bowers received their Distinguished Hoosier Awards for their exceptional on-going dedication for artfully preserving on film, and in books, Indiana's vanishing historical heritage.

In pursuit of their deeply felt shared commit-

ment, John and Lynn Bower have crisscrossed the state driving 100,000 miles. Together, they have visited each city and town on Indiana's official highway map -2,099 localities in all - seeking out aging buildings and objects. John, who is the photographer of the pair, uses traditional black-and-white film to best capture the moody, forsaken essence of his subject matter. As he shoots, Lynn seeks out possible additional shots, and interview locals for background information. Together, the two write all their books' essays and articles. It is Lynn, an artist, who chooses which images are to be included, lays out all the pages, and designs the covers.

Exhibits of John's photographs have been hung in museums, galleries, and many other venues throughout Indiana. To further increase awareness of the under-appreciated, forlorn visual treasures they have discovered with fellow Hoosiers, the Bowers have also given over 100 PowerPoint presentations at libraries, museums, historical societies, and civic organizations.

HIP HIP HOORAY!

CONTRIBUTIONS TO CSI FOR 2011

We thank the following members for contributing beyond the \$25 single/family dues level thus helping fund our projects.

\$25 MEMBERSHIP LEVEL

Paul Brandenburg (corporate match)

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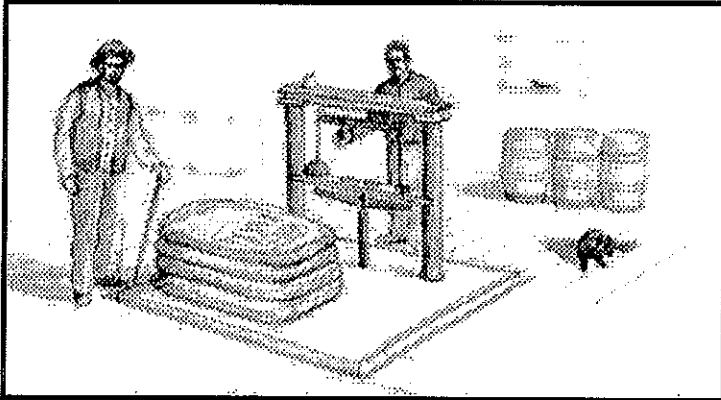
Bob & Carolyn Schmidt (corporate match)

Donations received after this issue has gone to print will be listed in future issues of *The Hoosier Packet*.

NEWS FROM DELPHI

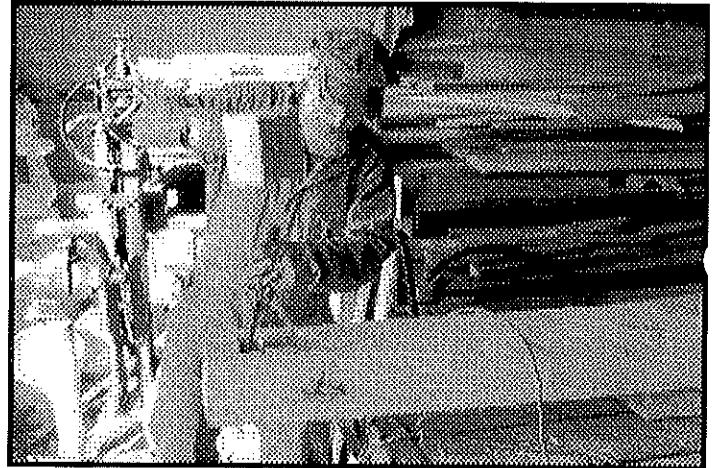
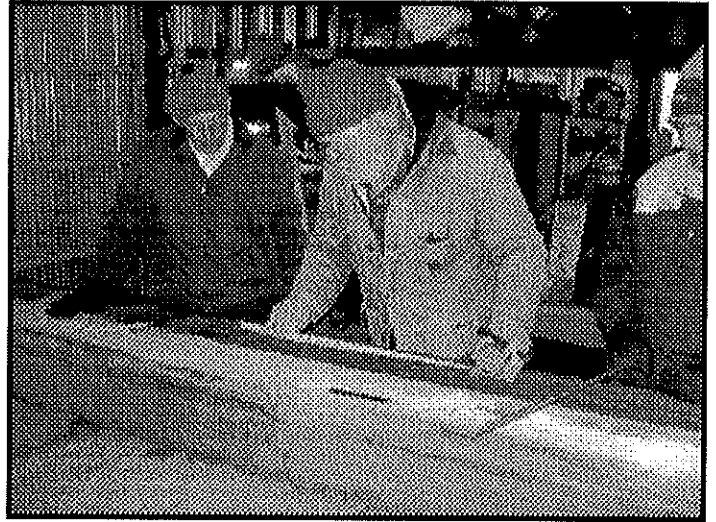
CREATING A SCALE AND SHED

By Dan McCain

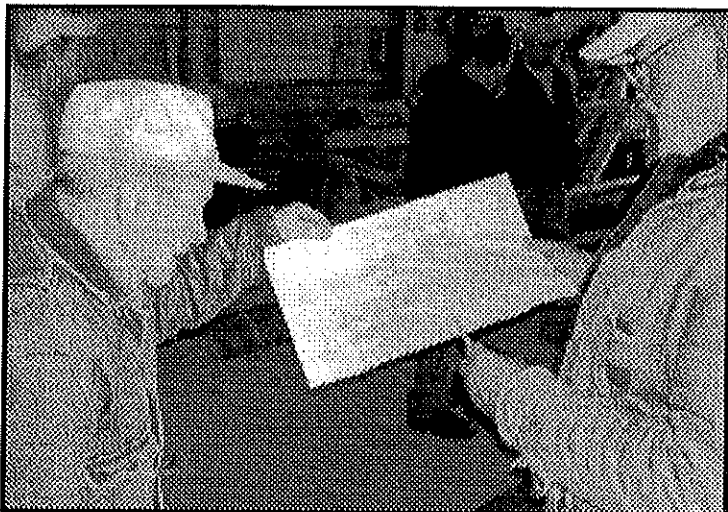


Movement of products in the canal era depended on knowing the weight being shipped. Scales like this were used at warehouses along the canal. This will be a highlight of the new "Scale Station" being crafted by the volunteers this winter. In our case, the scale, a full platform large enough to weigh a farm wagon, will be set inside a post/beam lean-to building beside the Warehouse in Canal Park Annex.

of the supports in this horizontal layout of the post/beam building.



Roy Patrick creates a cavity for receiving another support member for the scale building.



Ed Gruber and Al Auffart review plans developed especially for this exhibit by our planner Len Mysliwiec from Fort Wayne. He provides the "magic" in the uniqueness of the many exhibits he has designed for us over the past ten years.



Brice Crowel and Ron Scowden make cuts to fit the braces to the beams. This pre-fab operation is done inside this winter. Next Spring the beams will be up-righted at the scale site to support the roof.

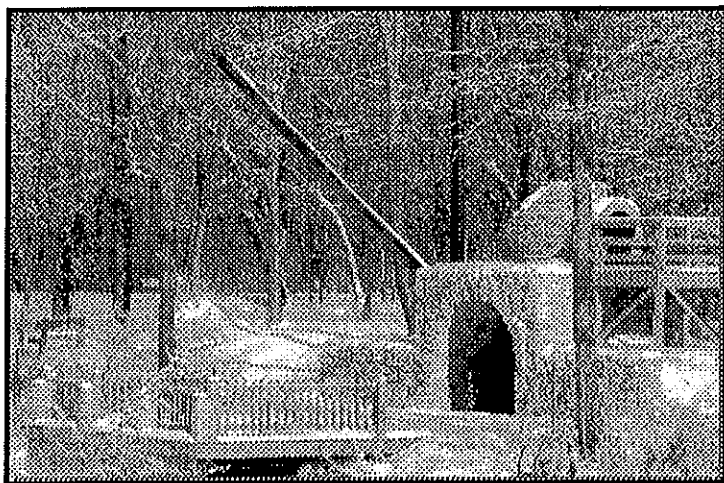
Al Auffart makes measurements for placement

ANNUAL "DAY AFTER CHRISTMAS" WALK

By Dan McCain

Delphi Historic Trails organizers offered the traditional December 26th public walk again this year. Those attending gathered at 1 p.m. by the Canal Interpretive Center on North Washington Street. They were bundled up and wore adequate boots and garb to stay warm. They opted to take the shorter hike to the red bridge over the canal in Canal Park Annex rather than hiking the Monon High Bridge Trail to view the pending work on the Hoosier Heartland Highway zone just east of Delphi. That new 4-lane section will cross Deer Creek and sever the old Monon railbed when construction starts late next year. Delphi Historic Trails and INDOT plans now include rehabilitating a 300-foot-long, single-span, iron bridge. That historic structure will become the trail crossing overhead of the new highway near Tri-State Cob.

Near the red bridge they saw the recently completed lime kiln and the site where an interactive platform scale will be placed adjacent to the Canal Boat Warehouse. The scale is being rebuilt by the Canal's Monday-Wednesday-Friday volunteer construction crew. They also saw the canal boat dock that was constructed so that canal boat passengers could get off the boat to see the Lime Kiln, both of which are seen below.



MORE FLOOD WALL MURALS

Canawlers who participated in CSI's "Rappites, Riverboats, Pirates" tour in Paducah, Kentucky last fall or "Flumes, Frescoes, Furnaces" tour in Portsmouth, Ohio in the spring of 2008 saw the beautiful floodwall murals along the Ohio River painted by Robert Dafford, a Louisiana artist, and his crew. Other cities having his murals on their flood walls are Jeffersonville, Indiana with a dozen panels; Catlettsburg, Kentucky with seventeen panels; Maysville, Kentucky with 10 panels; and

Covington, Kentucky with 1,000 feet of wall painted for a total of 7,000 feet of floodwalls being painted on both sides of the Ohio River. Now two long epic murals are nearing completion in Point Pleasant, West Virginia. Lord Dunmore's War in 1774 is 400 feet long and has over 2,000 individual figures fighting for their lives in one section. It "surrounds the riverfront amphitheater, which is wired with speakers to re-create the sounds of guns and war cries in a multimedia presentation for school field trips" according to an article in *The Plain Dealer* sent in by CSI member Kay Sheldon of North Ridgeville, Ohio.

Dafford has other significant artists helping paint the murals or refreshing them. They are Benny Graeff, Herb Roe, and Jason Brake. Other artists assist these men. Many people go weekly to see the progress being made on these murals by these artists. The flood walls also attract tourists who are impressed by the detail and 3-D effects that make the walls themselves seem to disappear.

Web sites showing some of these murals are:

Robertdaffordmurals.com/Gallery_Portsmouth/Portfolio-Portsmouth.htm

ekap.org/EKAP/Boyd'boyd.html#PublicArt

cityofmaysville.com/tourism/floodwall%20murals.html

Robertdaffordmurals.com/Gallery_Covington/Portfolio-Covington.htm

Chromesun.com/chromecom_News%20pg.htm

Robertdaffordmurals.com/Work_in_Progress.htm

Speakers Bureau

Fort Wayne, IN - January 13, 2011

Thirty-three residents of The Towne House Retirement Community in Fort Wayne, Indiana attended a program presented by Bob and Carolyn Schmidt at 2:30 p.m. on Thursday, January 13, 2011. The Schmidts, who were in period dress, talked about Indiana's canals, how they fit into the canal system of the United States, and what life was like for a family living on a canal boat. Examples of a canal freight boat and a passenger boat as well as pictures of a freight boat and an early railroad engine were passed around. Everyone received a map of Indiana's and Ohio's canals with an article on it's back about why canals were built. Following the talk many residents had questions about the St. Joseph feeder canal that ran nearby on its way to the mainline of the Wabash & Erie Canal in downtown Fort Wayne.

**QUIT-CLAIM DEEDS
FOR W&E CANAL LANDS**

CSI member Tom Wood of Rudoso, New Mexico has sent CSI headquarters four quit-claim deeds for Wabash & Erie Canal land that his great-great grandfather, Charles DeBaun, owned. Headquarters has received copies of canal land deeds in the past, but they have been for land set aside by the federal government for the state of Indiana to sell to finance the canal. What makes Tom's deeds so interesting is that they show the transfer of land that actually abutted the canal in Parke County, Indiana.

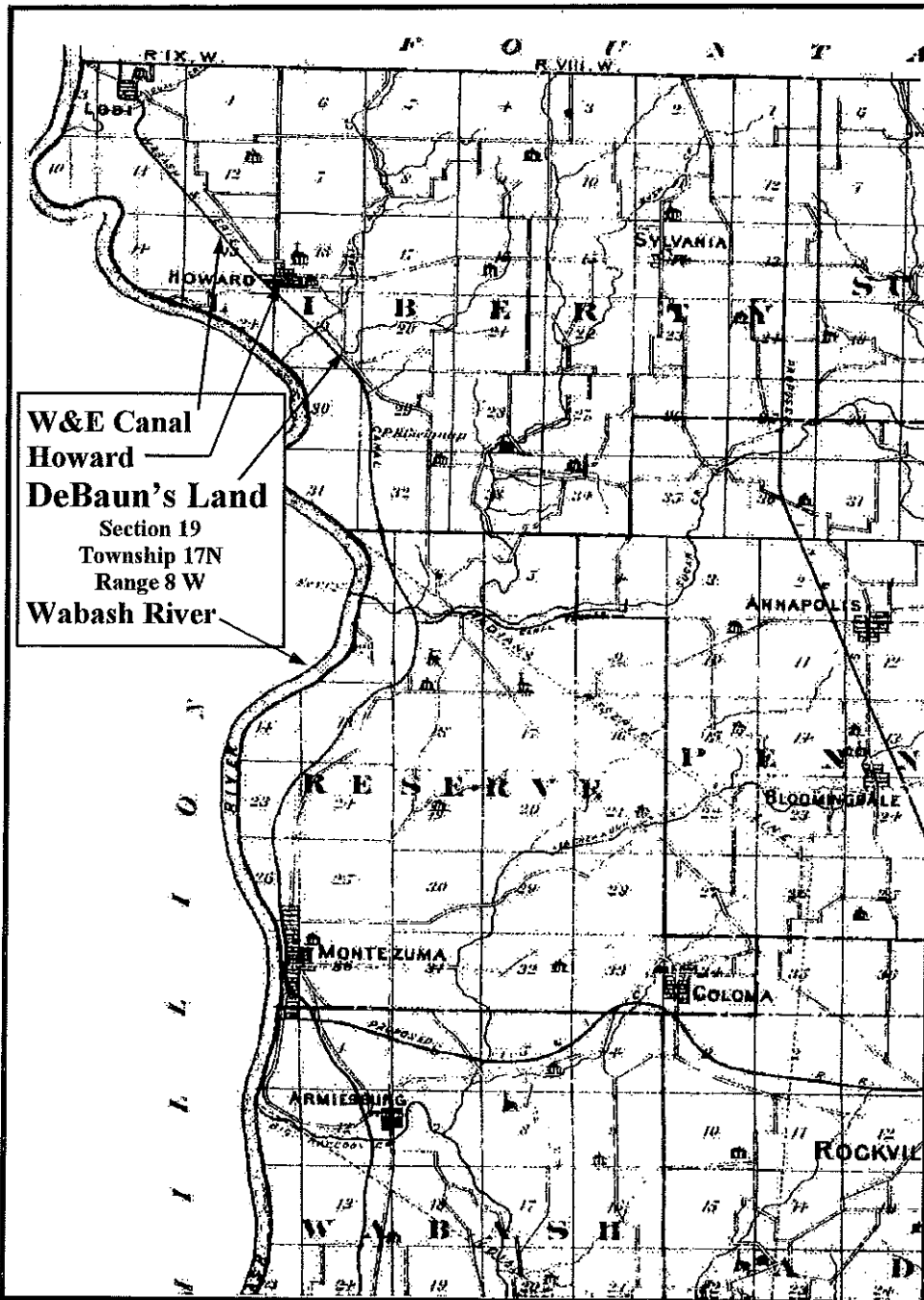
The earliest of the deeds Tom sent was made on January 29, 1916 for 40 acres. In it Eliza E. Davidson, widow of Thomas F. Davidson deceased, released and quit-claimed to Albert A Pearson and Chas. G. Pearson for the sum of \$25:

All of her right title claim and interest in and to all that part of the Main line of the Wabash and Erie Canal and lands belonging thereto or used in connection therewith while such Canal was in operation and all appurtenances thereto belonging, which lies in the South East Quarter of the South East Quarter of Section Nineteen, 19, and runs from the South line of said Quarter of a Quarter, in Township Seventeen North, Range Eight West, in a Northwesterly direction with such Canal, about Forty Rods, to where the same intersects a line running East and West with the Gravel Road coming down the hill from the East in said forty acre trace.

On next deed of January 14, 1923 Albert A. and Matilda E. Pearson and Charles G and Rose Pearson Conveyed and Quit Claimed the above 40 acres to Charles DeBaun for the sun of \$30:

All right, title, claim and interest in and to all that part of the Main line of the Wabash and Erie Canal and lands belonging thereto or used in connection therewith while such Canal was in operation and all appurtenances thereto belonging, which lies in the South East Quarter of the South East Quarter of Section Nineteen, Township Seventeen North and Range Eight West and runs from the South line of said quarter of a quarter in a Northwesterly direction with such Canal about Forty rods to where the same intersects a line running East and West with the Gravel Road coming down the hill from the East in said forty acre tract.

It is the intention of the grantor herein to convey all interest which they acquired by virtue of a certain deed executed by Eliza A.



1876 Map of a portion of Parke County Indiana
Illustrated Historical Atlas of the State of Indiana 1876, Baskin & Forster

Davidson, dated January 29, 1916, and recorded in Volume 85 page 91 of the records of Deed or Parke County, Indiana.

Grantee herein agrees and assumes to pay all taxes which are due and to become due on above described real estate.

The Grantors, herein, Albert A. Pearson and Charles G. Pearson, for themselves, their heirs or assigns, reserved the right to construct, maintain and remove certain buildings on above described real estate for the purpose of storing corn and other grain with the right of egress and ingress to and from said buildings.

In the third deed of September 29, 1937 the heirs of Albert A Pearson and Charles G. Pearson (Matilda E. Pearson of Bloomington, Indiana; Rose W Pearson also of Bloomington, Indiana; Parke and Mar-

sha Pearson of Chicago, (ois; Clarence and Gladys Pearson Pyle of Marshall, Indiana; and Wayne and Ferne Pearson of Denver Colorado) released and quit-claimed the same 40 acres for \$1 and other valuable considerations:

All right, title, claim and interest in and to all that part of the main line of the Wabash and Erie Canal and lands belonging thereto or used in connection therewith while such Canal was in operation and all appurtenances thereto belonging, which lies in the South East Quarter of the South East Quarter of Section Nineteen, Township Seventeen north, and Range eight west and runs from the South line of said quarter of a quarter in a Northwesterly direction with such canal about Forty rods to where the same intersects a line running East and West with the Gravel Road coming down hill from the East in said forty acre tract.

In the fourth deed Horace E. Marks (single) released and Quit-Claimed to Charles De-Baun on May 7, 1949 for and in consideration to partition lands and \$1.

All right, title, claim and interest in and to all that part of the Main line of the Wabash and Erie Canal and lands belonging thereto or used in connection therewith while such canal was in operation and all appurtenances thereto belonging, which lies in the South East Quarter of the South East Quarter of Section Nineteen, Township Seventeen North, Range Eight West.

Except that part of said land tract sold to Albert A. Pearson and Charles G. Pearson (See Deed Record 85, page 91.)

It is the intention of the grantor herein to convey all interest which he acquired by virtue of a certain deed executed by Eliza A. Davidson recorded in Volume 87, page 471, of the records of Deeds of Parke County, Indiana.

Quit-Claim Deed

This Indenture Witnesseth, That Matilda E. Pearson, of Bloomington, Indiana and Rosa Pearson also of Bloomington, Indiana and Parka Pearson and Marsha Pearson, his wife of Chicago, Ill. and Gladys Pearson Pyle and Clarence E. Pyle her husband of Marshall, Ind. and Wayne Pearson and Ferne Pearson his wife of Denver, Colorado, sole heirs of Albert A. Pearson and Charles G. Pearson;

of Parke County, in the State of Indiana
 Release and Quit-Claim to Charles DeBaun

of Parke County, in the State of Indiana, for and in consideration of One dollar and other valuable considerations Dollars, the receipt whereof is hereby acknowledged, the following described Real Estate in Parke County in the State of Indiana, to-wit:

All right, title, claim and interest in and to all that part of the main line of the Wabash and Erie Canal and lands, belonging thereto or used in connection therewith while such Canal was in operation and all appurtenances thereto belonging, which lies in the South east quarter of the south east quarter of section nineteen, township seventeen north and range eight west and runs from the south line of said quarter of a quarter in a north westerly direction with such Canal about forty rods to where the same intersects a line running east and west with the gravel road coming down the hill from the east in said forty acre tract.

It is the intention of the grantors herein to convey all interest which they acquired by virtue of a certain deed executed by Eliza A. Davidson, dated January 29-1816 and recorded in Volume 85 Page 91 of the records of Deeds of Parke County, Indiana.

In Witness Whereof, The said Matilda Pearson, Rosa Pearson both widows and Parka Pearson and Marsha Pearson his wife, and Gladys Pearson Pyle and Clarence E. Pyle her husband and Wayne Pearson and Ferne Pearson his wife.

have hereunto set their hand and seals, this 29 day of Sept 1837
 Matilda E. Pearson (SEAL) Gladys Pyle (SEAL)
 Rosa W. Pearson (SEAL) Clarence E. Pyle (SEAL)
 Wayne Pearson (SEAL) Ferne Pearson (SEAL)
 Parka Pearson (SEAL) Marsha Pearson (SEAL)

FIRE DESTROYS GRUBER HOME

By Dan McCain

On January 5, 2011, I, Dan McCain, was with Ed Gruber and four other M-W-F volunteers from Delphi's Canal Association in the Greencastle area looking at an old iron bridge we would like to move to Canal Park. On our way back the Sheriff called me to ask if I knew where Ed Gruber was. The Sheriff wanted me to inform Ed that his house was engulfed in flames and wanted to know if there was anyone inside. Ed said Melverine, his wife, was probably away but he should check the garage. Luckily her car was not in the garage so she was not at home for by then the house was totally gone and the firemen from about six nearby towns were battling the blaze to keep it from Ed's barns.

As we rode home knowing of the disaster, hardly a word was spoken. We started seeing smoke at about Americus, Indiana. We drove down the lane in the back way from his son Larry's house and the barnyard was packed with fire trucks. Nothing could be saved.

It was necessary to get the embers out in order to battle the flames, so the fire chief called in a big excavator and broke into the basement through the back room floor, which was burning. The sound of crashing glass was heard from perhaps a thousand bottles of wine from many vintage years that Ed had stored on racks in the basement.

I was with Ed all afternoon. About 4:30 p.m. Melverine returned from Lafayette and came down the long lane not knowing about the fire to discover that nothing of their home remained. Larry, who had been alerted earlier by Debby Lowe, arrived about 15 minutes later. He had been in Illinois on business. The Grubers spent the night at Larry's home.

The Grubers only had the clothes on their backs but right away coats and jeans began to appear from friends and neighbors as they needed warmth to be outside. I received calls from at least two dozen people with offers of anything and everything of what they could do to help the Grubers. Perhaps the best offers were for a place to stay while pulling their lives back together. The first offer came from Kurtis Fouts

and then from Marshall and Patsy McCammick, who were returning to their Florida home on January 15. They offered their home behind Delphi's Library for the Grubers to use until they could find a permanent place to live. Thanks to all those that think of things like this to help Ed and Melverine. There are wonderful people out there.

With Larry and Ed's two daughters who flew in from Texas and California the following day, the Grubers are in good hands. They are still receiving their mail at their old address until a permanent residence is established. Ed and Melverine Gruber, 2252 W State Road 18, Delphi, IN 46923-9786

Note: CSI member Ed Gruber, who recently celebrated his 90th birthday, was presented a Bison award for his excellence and dedication as a volunteer at Delphi's Canal Park. He is past treasurer of the Carroll County Wabash & Erie Canal, Inc. and furnishes his barn for use by himself and other M-W-F volunteers to build many of the exhibits for the park. Fortunately his barns and tools were not destroyed by the fire. Whenever there is a project underway at the park you will find Ed there. He was one who said when the canal boat playground was torched by an arsonist "we can rebuild it." He and Melverine both have positive attitudes toward life. We wish them well.



Ed and Melverine Gruber at National Mississippi River Museum on CSI "Twilight" Mississippi cruise, June 2009. Photo-Bob Schmidt