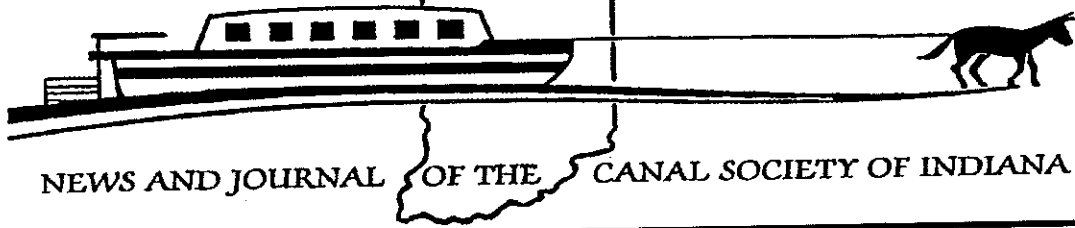


THE
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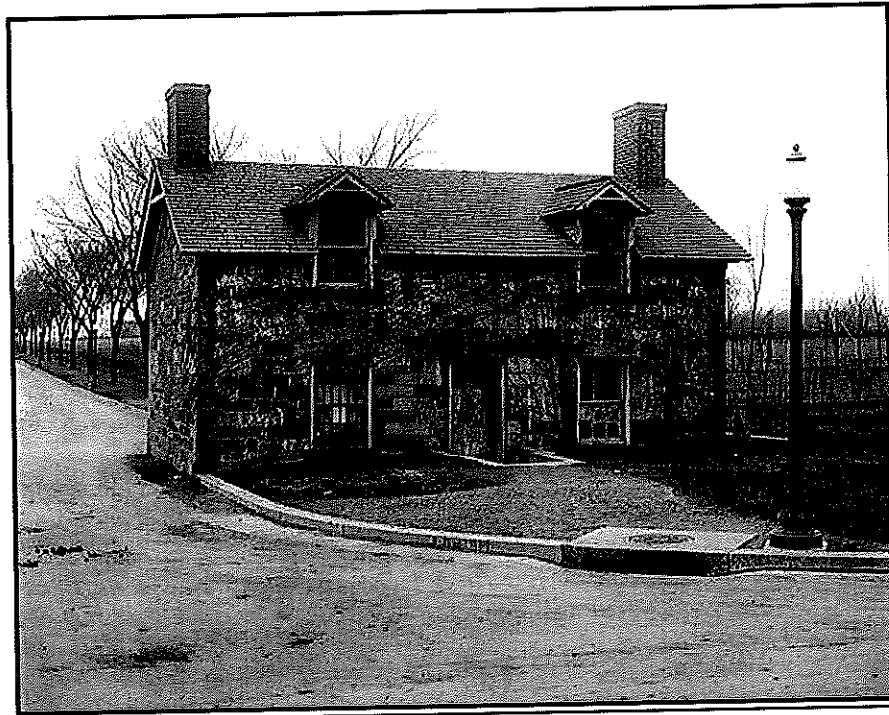
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 14 NO. 2

P.O. BOX 10808 FORT WAYNE, IN 46854

FEBRUARY 2015

PRESERVING THE PAST



This 1909 picture of the lockkeeper's house for the Washington City Canal is from the National Archives. It shows the house after it had been moved for the first time. It will be moved back another 32 feet before it is restored for a gateway to the National Mall.

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LOCKKEEPER'S HOUSE TO BE RESTORED

The Trust for the National Mall has received a \$1 million dollar gift from American Express to restore the 1835 lockkeeper's house, the oldest structure that stands between the White House and the Lincoln Memorial. It is closest to the Washington Monument and not far from the World War II Memorial at the busy corner of Constitution Avenue and 17th Street in Washington, D.C.

The Trust has plans to rehabilitate the 32-acre portion of the mall known as Constitution Gardens by

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creating a new lakeside garden and restaurant with the lockkeeper's house serving as a gateway and educational center to one of the most visited areas on the mall.

According to the Trust in an article on the National Parks Traveler website, "City Planner Charles L'Enfant proposed building the Washington City Canal in 1790 counting on it to help develop local businesses and turn the District of Columbia into a prosperous commercial center. After opening in 1815, the canal ran alongside what is today Constitution Avenue, carrying boats filled with goods and people between the Potomac and Anacostia Rivers.

"A series of locks controlled the movement of the canal and a lockkeeper in charge of operating the lock of the Washington City Canal—the last lock before entering the Potomac—lived in the small stone house The lockkeeper also collected the tolls and kept records of commerce on the canal, which served as the major thoroughfare until the rise of the railroads in the 19th century."

Once the Chesapeake and Ohio (C&O) Canal extension was joined to the Washington City Canal between 1832-33, a lock was needed to drop boats from the C & O Canal into the Washington City Canal. A house for this lock's keeper was built in 1835. It was abandoned in 1855 and fell into disrepair.

After the Civil War the C & O Canal and the City Canal were replaced by railroads. By the 1870s the City Canal had become more of a nuisance than a convenience—a cesspool that often overran its banks. The long processes of filling in the canal began. By 1972 the City Canal was filled in and the lockkeeper's house, which was no longer used, was relocated out of the way of new street construction.

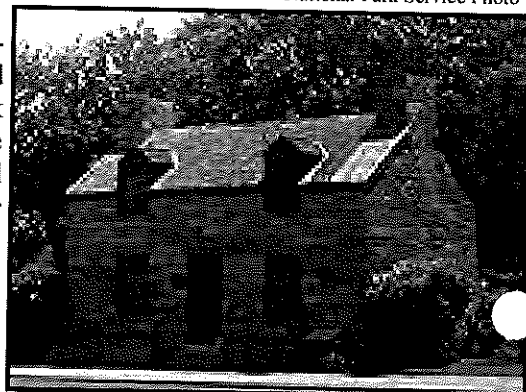
When Potomac Park, the site of the Lincoln Memorial and Reflecting Pool, was built at the turn of the century, the lockkeeper's house was isolated from the Potomac River. In 1902 it was given to the United States and its ownership was transferred to the Army Corps of Engineers. The lock keeper's house was partially renovated in 1903. They used it as park police headquarters (watchman's house) and tool shed.

A plaque was erected for the building on July 4, 1928 by the Office of Public Buildings and Public Parks. In the 1940s the National Park Service used it for storage and for public restrooms until the 1970s when it was closed. On November 30, 1973 it was added to the National Register of Historic Places in Washington, D. C.. It quickly deteriorated over the past 40 years and needs lots of work. It is the only remaining structure on the C & O extension canal.

National Park Service Photo

The restoration of the lockkeeper's house calls for lifting and moving it approximately 32 feet back from the road to get it away from the heavy street traffic. Once relocated restoration of the exterior and interior will begin. The latest in energy-efficient electrical, mechanical, plumbing and HVAC systems will be installed.

Frank Timmers, CSI Director, Carmel, IN



CANAWLERS AT REST

SAMUEL FORRER

Find-A-Grave #98766074

b. January 6, 1793
d. March 25, 1874

By Lisa P. Rickey

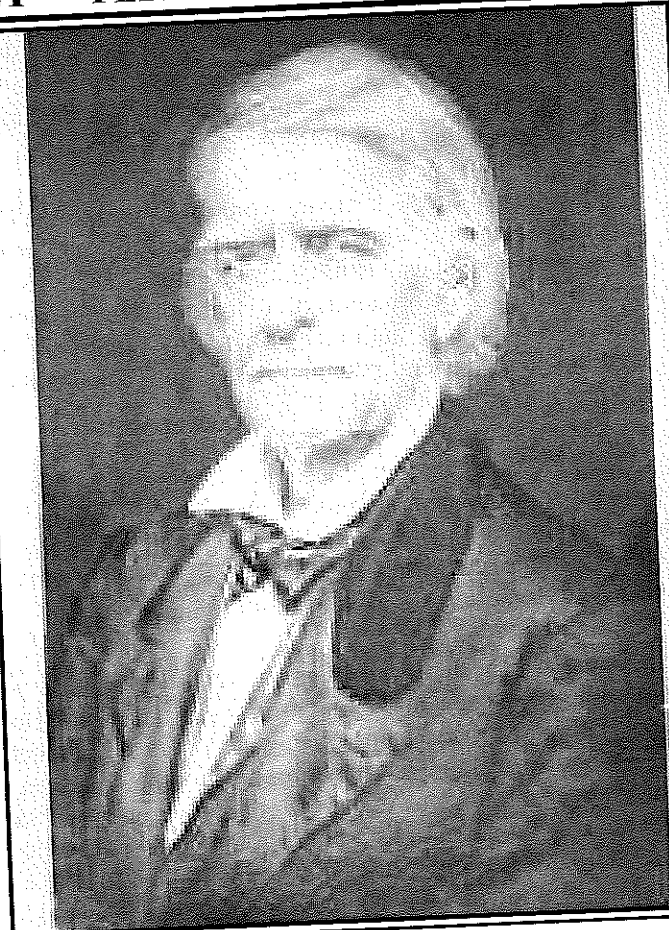
Used with permission from Lisa P. Rickey, Bio. Sketch: Samuel Forrer (1793-1874), Miami-Erie Canal engineer," *Glancing Backwards* (blog), July 19, 2012
<http://lisarickey.wordpress.com/2012/07/19/bio-sketch-samuel-forrer-1793-1874-miami-erie-canal-engineer/>

Samuel Forrer was born January 6, 1793, on his father's farm in Dauphin County, Pennsylvania (near Harrisburg), the eldest surviving son of J. Christian Forrer (1765-1828) and Elizabeth Neidig (1770-1853).[1]

When Samuel was three years old, his father sold the farm in Pennsylvania and moved the family to a 700-acre farm in Luray, Page County, Virginia, in the Shenandoah Valley. This farm had a flour mill, tannery, and blacksmith shop, and using his father's many various tools, Samuel demonstrated a natural inclination towards and aptitude for mechanical pursuits and mill-work from a young age. As a young man, Samuel aspired to become a millwright but could not convince his parents to allow him to become an apprentice. In addition to working on his father's farm, Samuel received a typical country school education. One of Samuel's last teachers, Mr. Moderitt, had knowledge of plane trigonometry and basic surveying, which he shared with interested students, including 16-year-old Samuel.[2]

In 1814, at the age of 21, Samuel visited Ohio for the first time but returned to his father's home in Virginia soon afterward.[3]

In 1817, Samuel returned to Ohio to stay, traveling down river from Pittsburgh on a skiff, and settling first at Cincinnati. It had initially been his intention to apply for a position with the surveyor of public lands, but finding on his first day in town that there were many applicants for those



Samuel Forrer (1793-1874)
(Dayton Metro Library, Forrer-Peirce-Wood Collection, 3:10)

positions, he abandoned the idea and on the second day found employment as a journeyman carpenter, boarding at the home of his employer.[4]

In the evenings, Samuel studied mathematics through a night school in the city. The county surveyor, who was a frequent visitor to the house, had noticed these efforts and inquired of Samuel's employer about his habits and character.[5] Apparently receiving positive answers to his inquiries, he offered Samuel a position as deputy surveyor of Hamilton County, pending the completion of a satisfactory survey. Samuel gladly accepted the offer, completed the survey, and was confirmed in the position.[6]

In 1818 and 1819, Samuel was also deputy surveyor, under principal surveyor Robert C. Anderson, of the Virginia Military District of Ohio, surveying the areas north of Greenville.[7]

In 1820, William Steele hired Samuel to examine the

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summit between the Scioto and Sandusky rivers, to determine whether Lake Erie and the Ohio River might be connected by means of a canal. This was Samuel's first canal-related civil engineering job.[8] later on July 21, 1825.[13]

The results of Steele's survey were forwarded to the Ohio General Assembly, which had requested information pertaining to potential canals in Ohio. In January 1822, the Assembly authorized formation of a Board of Canal Commissioners, which had authority to employ surveyors who would examine several potential routes for a canal connecting the Ohio River and Lake Erie.[9]

There were few civil engineers in Ohio in those days. The Canal Commissioners appointed nationally prominent civil engineer James Geddes, who had been instrumental in the construction of the Erie Canal in New York, as Chief Engineer, with Isaac Jerome as Assistant Engineer.[10]

Samuel had been working outside Ohio for about a year when the Ohio canal surveying project got underway. However, Ohio governor Ethan A. Brown encouraged Samuel to return and to seek any engineering position he could get on the Ohio canal project. As there was no other opening, Samuel accepted a position as a junior rodman. However, Samuel soon advanced, first to senior rodman, then to Assistant Engineer following the resignation of Jerome. These exploratory surveys continued from 1822 through 1824.[11]

In January 1825, the Canal Commission recommended construction. Although it had been hoped that a single route connecting Cincinnati to the Scioto River and finally Lake Erie would prove practical, this was not found to be the case. Taking into account politics and economics, as well as engineering, two routes were proposed: the Ohio-Erie Canal would connect the Ohio River at Portsmouth to Lake Erie, and the Miami Canal would connect Cincinnati to Dayton (and eventually Lake Erie, when it would become known as the Miami-Erie Canal). In February 1825, the Ohio General Assembly authorized the construction of canals along both routes.[12]

With construction on the two canals about to begin, the Canal Commission appointed Micajah Williams and Alfred Kelley as Acting Commissioners; David S. Bates (also known as Judge Bates) as Principal Engineer; and Samuel Forrer and William Price as Resident Engineers (Forrer on the Miami Canal; Price on the Ohio-Erie Canal). (Bates and Price, like Geddes, had also worked on the Erie Canal project.) On July 4, 1825, work began on the Ohio-Erie Canal; construction on the Miami Canal began a few weeks

Shortly after canal construction began, Samuel met the young woman who would soon become his wife: Sarah Howard (1807-1887).[14] Samuel and Sarah seem to have met through mutual friends while she was attending school in Cincinnati.[15] After an apparently brief courtship, Samuel and Sarah were married on the evening of February 8, 1826, at the home of Rev. William Burke in Cincinnati. Evidently, the two entered into this marriage without the consent of Sarah's parents, who were members of the Society of Friends, which strongly disapproves of members marrying non-Quakers; they seem to have accepted it eventually, however.[16]

[For more on Samuel and Sarah's courtship/marriage, check out the series "A Little Quaker Love Story" here on my blog.]

Samuel's career required frequent travel, as illustrated by the many letters he wrote over the years to his wife and children back in Dayton.[17] The Forrer family resided at the southeast corner of First and Ludlow Streets in Dayton until late summer 1863, when, due to some financial hardships, they sold their home downtown and moved into the son-in-law Luther Bruen's house, while they built a new home on a parcel of land adjacent to the property of their son-in-law Jeremiah H. Peirce in Harrison Township just west of present-day Forest Avenue. They moved into their new house in 1864.[18]

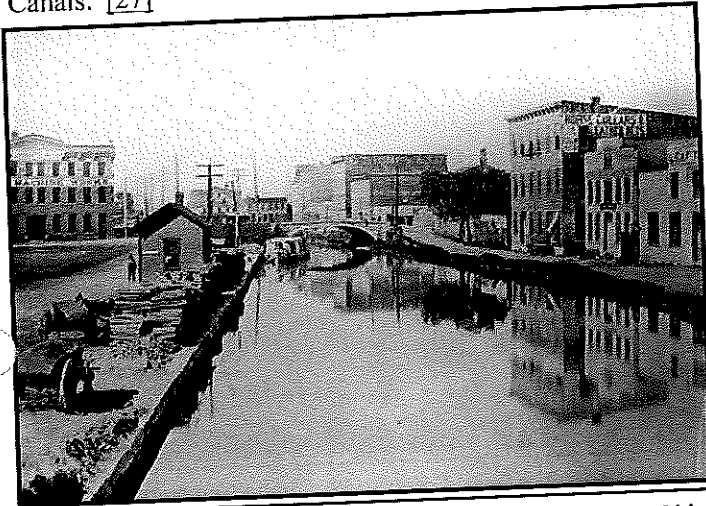
Samuel and Sarah had six children:

1. Elizabeth Hannah Forrer was born Feb. 28, 1827, and died Jan. 16, 1874; she married Jeremiah H. Peirce. [19]
2. Edward was born Aug. 30, 1830, and died Dec. 28, 1838. [20]
3. Augusta was born Apr. 5, 1833, and died Oct. 18, 1907; she married Luther B. Bruen. [21]
4. Ann was born June 28, 1835, and died Jan. 11, 1837. [22]
5. Mary was born Aug. 24, 1838, and died Sept. 2, 1929; she also married Jeremiah H. Peirce. [23]
6. Howard was born Nov. 11, 1841, and died July 22, 1864. [24]

Samuel served as Resident Engineer on the Miami Canal from 1825 to 1831. In that capacity, he had many general supervisory responsibilities, including making estimates and reporting to the Acting Commissioner on the

quantity of work completed by the contractors.[25] Furthermore, during his tenure as Resident Engineer, he "located the whole of the Miami and Erie canal and its branches, and a great portion of the Ohio canal." [26]

The Miami Canal was opened in Dayton on January 25, 1829. On that day, the second canal boat to arrive in Dayton from Cincinnati was called *The Forrer*. This clearly illustrates how important was Forrer's role in the creation of the Miami Canal. *The Forrer* was second only to the *Gov. Brown*, which had arrived earlier that same day; the *Gov. Brown* was named after Ethan A. Brown, Ohio governor from 181-1822 and often called "Father of the Ohio Canals." [27]



Miami-Erie Canal looking north from Third Street, Dayton, Ohio (1900) (Dayton Metro Library, Montgomery County Picture File, photo #2411)

In 1832 or 1833, Samuel was appointed to the Board of Canal Commissioners and served in that position for three years. During that time, Samuel served as Acting Commissioner and managed the activities of the Miami Extension. [28]

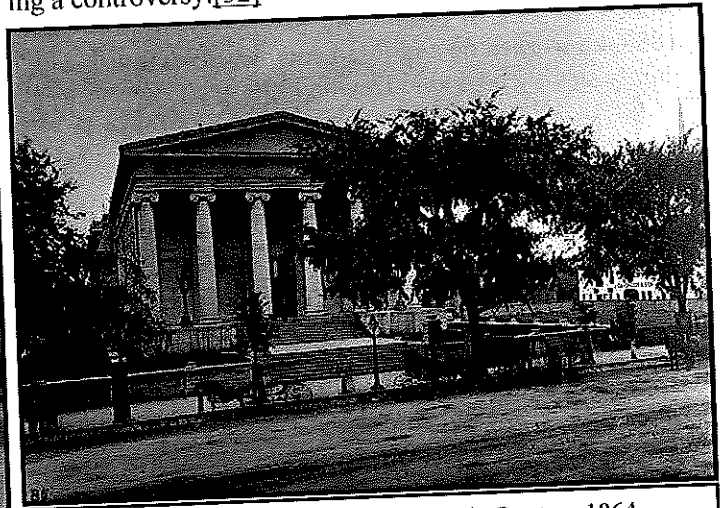
In 1836, the Board of Canal Commissioners was eliminated and replaced by a Board of Public Works. At that time, Samuel was appointed Principal Engineer of the Miami Canal, "to re-examine and resurvey the [Miami] Extension." [29]

In 1838, the Board of Public Works was disbanded and the Board of Canal Commissioners reinstated. Samuel was again appointed to the Canal Board. [30]

In 1839, Samuel agreed to the position of Engineer and general superintendent of the turnpikes, including the Dayton and Lebanon Turnpike, Dayton and Springfield Turn-

pike, and the Great Miami Turnpike. [31]

Political changes came in 1839, and the Canal Board was once again replaced by a Board of Public Works. As the Board was then filled with Democrats, Samuel, a Whig, no longer wished to participate in it, wanting nothing to do with a political circus. For the next few years, he focused on consulting work. Samuel consulted on many public works projects throughout Ohio and the Midwest, including advising on the proposed Richmond and Brookville Canal in Indiana. His expertise was so well-respected in the profession that his advice was often the final word in deciding a controversy. [32]



Montgomery County Court House in Dayton, 1864 (Dayton Metro Library, Lutzenberger Photograph Collection, photo #0085)

In 1844 and 1845, Samuel participated in a special commission appointed for planning the construction of a new Montgomery County Courthouse. This "new" courthouse, the excellent example of Greek Revival style architecture now known as the Old Courthouse, was completed in 1850. [33]

By 1845, the Whigs were back in power again, and Samuel consented to return to the Board of Public Works. [34] Around that same time, the former members of the Board of Public Works and Board of Canal Commissioners (including Samuel) were investigated for possible financial misdeeds. Though fault was indeed found with some of them, "there could be no better testimony to Forrer's character than the fact that the investigation showed the State owed him \$40.92." [35]

In 1846, Samuel traveled east in hopes of being hired as a contractor on the Chesapeake and Ohio Canal. However, in the end, the canal company did not have the finances to

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continue the project.[36]

In 1847, Samuel was appointed as engineer and surveyor for the recently-incorporated Central Ohio Railroad, which ran from Wheeling to Zanesville. Samuel was engaged in this work, among his other duties, until at least 1849.[37] Samuel's role primarily consisted of surveying for the location of the railroad, a duty at which he "greatly excelled" and which was "more suited to his tastes and talents than the details of construction." [38]

From 1850 to 1855, Samuel was primarily engaged in contracting jobs out of state. From 1850 to 1853, Samuel worked on a canal contract in Indiana. Then, from 1853 to 1855, he worked on a railroad contract in Missouri, with his family staying behind in Dayton.[39]

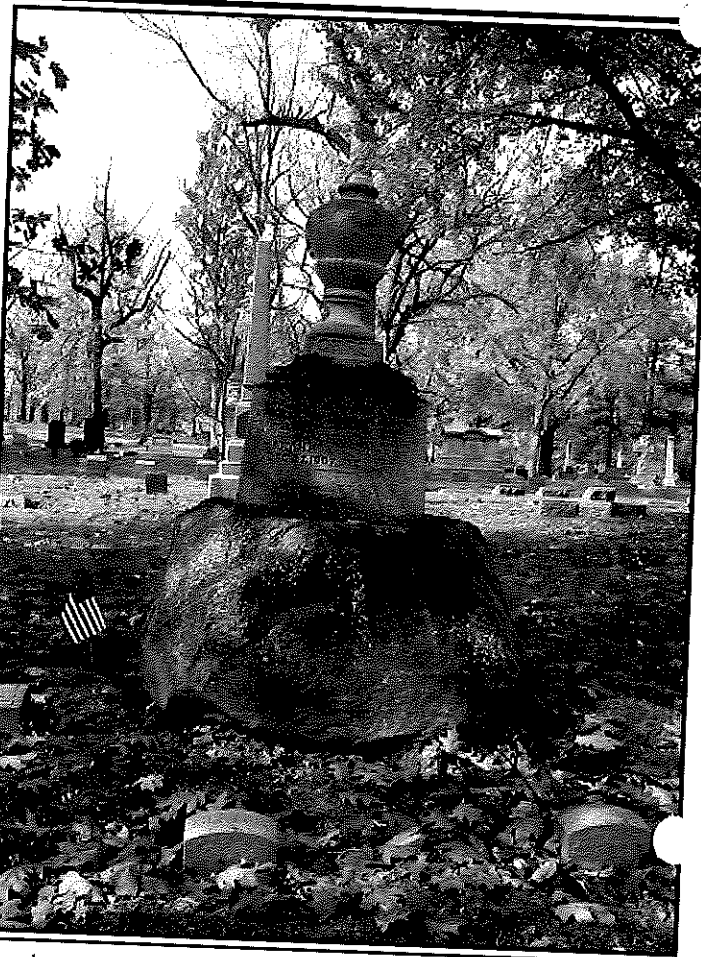
In 1855, the Board of Public Works began using the Contract System for Repairs. Samuel's company—Ferrer, Burt, & Company (Samuel Ferrer, with John S. G. Burt and John Howard)—successfully bid for the contract on Section 7, which included much of the Miami-Erie Canal. However, state politics brought all the contracts under scrutiny in 1856 and 1857. The contract for Section 7 was taken away from Ferrer, Burt, & Co., on account of the fact that they had not provided the lowest bid. Samuel wrote and circulated a pamphlet that challenged the quality of the work proposed by the other lower bids. Unfortunately, the reputation stood.[40]

In 1860, Samuel was appointed Resident Engineer of the Northern Division of the Miami-Erie Canal. In 1861, the Public Works were leased out to private contractors, and Samuel was given the contract for the entire Miami-Erie Canal, with his responsibilities primarily consisting of maintenance and repairs. He remained in this position until the early 1870s.[41]

Samuel retired on February 15, 1873, after having been stricken with paralysis.[42]

Samuel Ferrer "holds the distinction of having had the longest association of any individual with the Ohio Canal System. For over fifty years, from the very beginning of Ohio's canals, he was variously engaged as rodman, surveyor, engineer, contractor, and Commissioner." [43] It is also of interest to note that Ferrer Boulevard in Oakwood was named after Samuel Ferrer.[44]

Samuel Ferrer died on March 25, 1874, at his home in Dayton, Ohio, apparently from old age; he was 81 years old.



Tombstone of Samuel Ferrer in Woodland Cemetery, Section 102 (photo by the author, 29 Oct. 2011)

[45] He was buried on March 27, 1874, in Woodland Cemetery in Dayton, Ohio.[46]

Footnotes and Sources:

May be found at:
<http://lisarickey.wordpress.com/2012/07/19/bio-sketch-samuel-ferrer-1793-1874-miami-erie-canal-engineer/>

Also:

Bio-Sketch of Sarah H. (Howard) Ferrer (1807-1887) wife of Samuel Ferrer
May be found at:
<http://lisarickey.wordpress.com/2012/07/20/bio-sketch-sarah-h-howard-ferrer...>

Special thanks to Lisa P. Rickey for granting the Canal Society of Indiana permission to publish this article

CANAWLERS AT REST

SAMUEL FORRER

In Indiana

Find-A-Grave #98766074

b. January 6, 1793

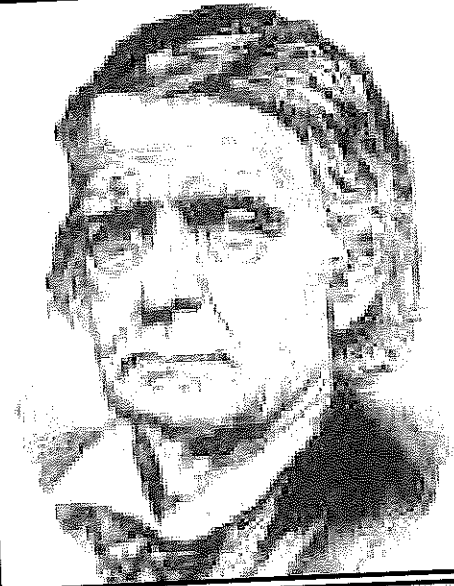
d. March 25, 1874

By Robert F. Schmidt

**SAMUEL
FORRER
1793-1874**

**SARAH H.
(HOWARD)
FORRER
1807-1887**

(Dayton Metro
Library, FPW,
Box 6 Folder 6)



SARAH HOWARD FORRER

For over fifty years Samuel Forrer was associated with Ohio's canals. He was instrumental as a Resident Engineer in the early years surveying and laying out the route of the Miami Canal and later the extension northward which later became The Miami & Erie Canal. His role in these works is demonstrated by the fact that the first boat, *The Banner*, one of the best of Doyle & Dickey's packets that traveled from Cincinnati to Toledo in June 1845, had on board Samuel Forrer and other canal officials.

In 1817 when he first arrived in Ohio, Samuel Forrer soon established himself in Quaker and Whig circles and became acquainted with the Williams' family. Through his association with Micajah Williams, Samuel was invited to join the engineering staff of James Geddes in 1822. Geddes had come from the Erie Canal to work on Ohio canal surveys. With the passage of Ohio's Canal Bill of 1825 opportunities opened for canal surveying. In 1826 Samuel became a Resident Engineer on the Miami Canal. His assistant, Jesse Lynch Williams, was about 14 years younger.

In 1827 Jesse Williams took an assignment from near Licking Summit to Circleville, Ohio. Of course, Jesse went on to become Indiana's Chief Engineer on the Wabash & Erie Canal.

Samuel Forrer remained as Resident Engineer on the Miami & the Miami Extension until 1833 when he became an Ohio Canal Commissioner, replacing Micajah Williams, Jesse's brother, who had accepted an assignment as

Surveyor General of the Northwest Territory.

In 1836 the Ohio Board of Canal Commissioners was replaced by the Board of Public Works. Samuel Forrer was given the job of Principal Engineer of the Miami Canal. Then in 1837 contracts were let for the Ohio portion of the W & E Canal from the Indiana/Ohio state line to Ma n h a t t a n / Toledo and he was made responsible for its route in Ohio. At this point he often communicated and negotiated with Jesse Williams to coordinate the works between Ohio and Indiana.

It was common practice at that time for Commissioners and engineers in the employ of the state of Ohio to

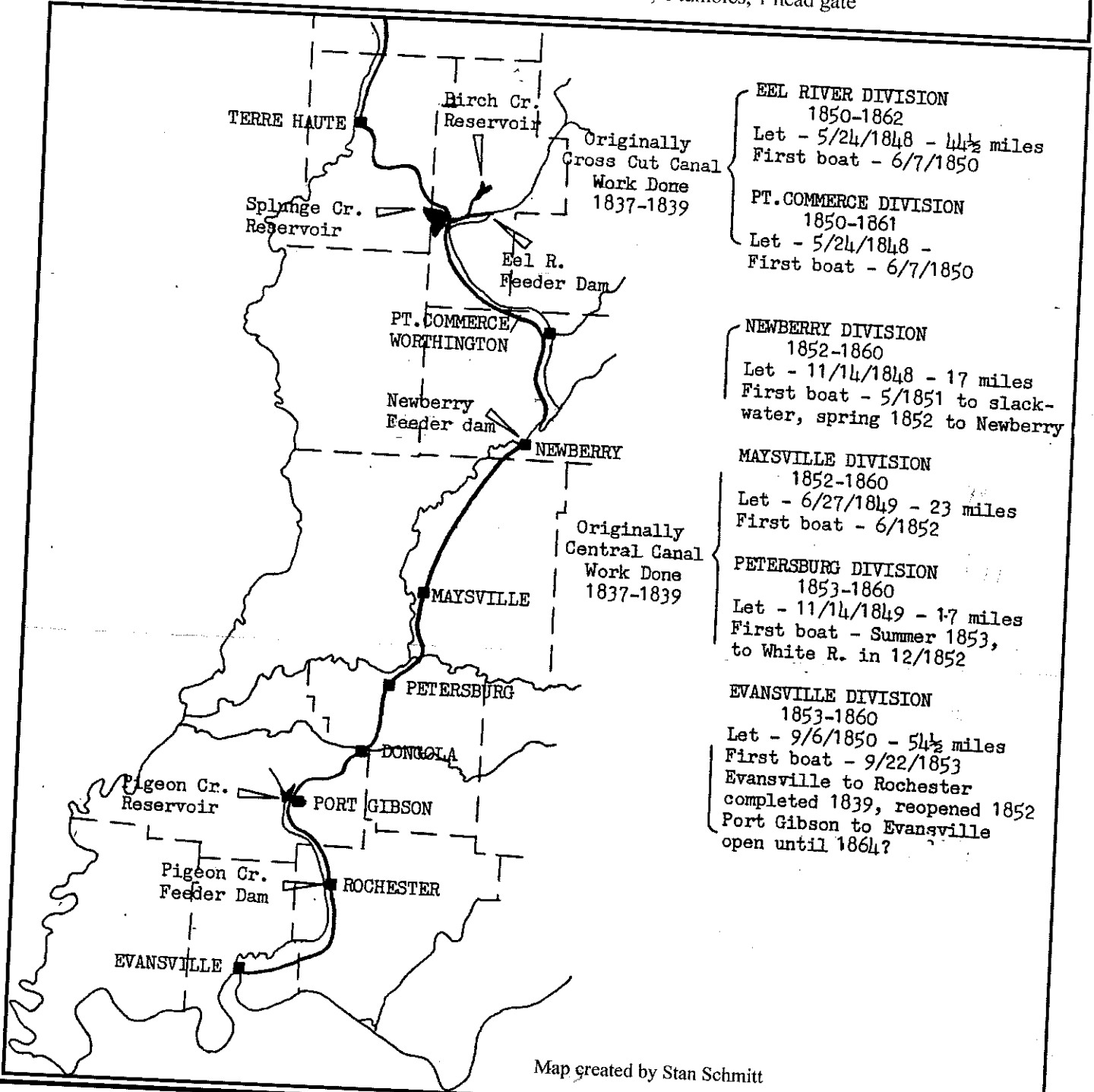
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WABASH & ERIE CANAL SOUTHERN DIVISION TERRE HAUTE-EVANSVILLE

LENGTH: 156 miles (including slack water and feeders)

LOCKAGE: 256 feet

STRUCTURES: 93 culverts, 76 road bridges, 33 lift locks, 13 waste weirs, 7 tow-path bridges, 6 aqueducts, 4 dams, 4 guard gates, 3 guard locks, 3 reservoirs, 2 river locks, 2 tumblers, 1 head gate



EEL RIVER DIVISION

1850-1862
Let - 5/24/1848 - 4½ miles
First boat - 6/7/1850

PT. COMMERCE DIVISION

1850-1861
Let - 5/24/1848 -
First boat - 6/7/1850

NEWBERRY DIVISION

1852-1860
Let - 11/14/1848 - 17 miles
First boat - 5/1851 to slack-water, spring 1852 to Newberry

MAYSVILLE DIVISION

1852-1860
Let - 6/27/1849 - 23 miles
First boat - 6/1852

PETERSBURG DIVISION

1853-1860
Let - 11/14/1849 - 17 miles
First boat - Summer 1853, to White R. in 12/1852

EVANSVILLE DIVISION

1853-1860
Let - 9/6/1850 - 5½ miles
First boat - 9/22/1853
Evansville to Rochester completed 1839, reopened 1852
Port Gibson to Evansville open until 1864?

Map created by Stan Schmitt

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engage with private companies provided that it did not conflict with their state duties. In July of 1839 Forrer was hired as an Engineer on the Richmond & Brookville Canal in Indiana. Accompanied by William Leeds, the president of the company, and several directors, Samuel traversed the valley on the east bank of the Whitewater River for the 33 miles between Richmond to Brookville, Indiana, determining the general route for a canal.

A hundred years later, a Richmond reporter, Louis Fleger, related in *The Palladium Item* of May 23, 1953:

"After the directors were elected, one of their first acts was to procure a suitable engineer to locate the canal. Their attention was at once turned to S. Forrer, of Ohio, a gentleman whose abilities and long experience eminently qualify him for such duties, and he was accordingly engaged. He could not, however, on account of previous engagements, attend to it as early as was desirable, and it was not till the 20th of July last (1839), after a previous examination of the ground along the contemplated line down to Brookville, that the location was commenced."

For Forrer's surveying and consulting work on this canal, he was paid \$500. After some very brief initial excavation work on six sections near Richmond in 1839-40, the project was abandoned due to a lack of financial support.

Forrer continued in a variety of canal projects and administrative roles for the next 10 years. Probably due to his association with Jesse Williams, Samuel learned that Indiana, after reorganization of its debt, had turned its Wabash & Erie Canal over to its bondholders. The Trustees for the bondholders were now committed to complete the canal to Evansville. Work had resumed in 1848 and by 1850 they were preparing to let a contract for the Evansville Division. Forrer got two of his Zanesville friends, Solomon Sturges and Steven R. Hosmer, to form a general contracting group with him. This was probably at the direction of Jesse Williams, who was a close family friend.

By 1850 the Wabash & Erie was continuing to proceed into southern Indiana. The 42 miles from Terre Haute to Point Commerce was filled with water in June of that year. The planned route to Evansville was still 111 ½ miles and was let out to contractors in four divisions.

Division Miles Area Covered

Newberry 17 miles Pt Commerce – Newberry Dam
Maysville 23 ¼ miles Newberry – Maysville
Petersburg 16 ¾ miles Maysville – Petersburg
Evansville 54 ½ miles Petersburg - Evansville

Although the first three divisions had been let to contractors in 1849, the Evansville Division wasn't let until September 6, 1850 and was to be completed by November 1, 1852. The contract for this important division was awarded to Samuel Forrer, Solomon Sturges and Stephen R. Hosmer. Forrer was from Dayton and the other two were his business associates from Zanesville, Ohio. The contracted price for this portion of the works was \$561,341. It was the most expensive of the four divisions. The surveying of the canal route was completed by William J. Ball of Terre Haute, Resident Engineer.

Evansville Journal September 26, 1850

"Wabash & Erie Canal

"We learn from good authority, that a contract for all the unlet portion of the Canal has been entered into with Messrs. Forrer & Hosmer, by the Trustees, and that active operations will be shortly commenced on the line South of Petersburg."

As Forrer and his associates were the general contractor for the project, they in turn held their own sub-contract letting at Princeton Indiana

Evansville Journal October 30, 1850

"NOTICE TO CANAL CONTRACTORS
WABASH & ERIE CANAL, INDIANA

"Sealed Proposals will be received at Princeton, Ind. Until the 20th day of October next for the construction of thirty-five miles of the above named Canal. The work consists of sixty sections, embracing much variety of excavation, including considerable rock, a number of deep cuts and heavy embankments, **one aqueduct, eight locks,*** and many culverts. All mechanical structure to be timber, and will afford much work for carpenters."

*Other records show:

2 Aqueducts (which of these is mentioned above?)

#17— Patoka River at Dongola

#18 — Big Creek SR 68

8 Locks

66 — Hosmer

67 & 68— Port Gibson

#69-73 — south of Port Gibson

"There will be no stone masonry of any description. Of the excavation and embankment there is much more heavy work than is common on an equal length of line. Bidders from Ohio will find it most convenient to reach this work by way of the Ohio River and Evansville as the south end of the work is only 18 miles north of Evansville – From the middle and north part of Indiana, it will be most convenient to reach the north end of the work at Petersburg, in Pike County. Bidders who are not known to the under-

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signed will be expected to furnish proper testimonials of character.

"Payments in money will be made at periods of about sixty days.

"Plans and specifications of the work will be exhibited at Princeton, by the Engineer in charge, 10 days before the letting. The line will be in readiness for inspection by the first of October. For further information, persons wishing to examine the work can address W.J. Ball, Resident Engineer, Terre Haute.

"Samuel Forrer, Solomon Sturges, S.R. Hosmer."

As can be derived from the above report in the *Evansville Journal* the approach of letting out contracts here was completely different than what had been done elsewhere in Indiana up to this point. In the early years of the Wabash & Erie Canal in northern Indiana, contracts were let by canal commissioners or officials of the State of Indiana to individual contractors and supervised by the state. After 1847 when the Wabash & Erie was turned over to private bond holders and trustees, contracts were let by trustees Charles Butler, Thomas Blake and Austin Puett. In the case of the Evansville Division many of the contracts were let by a general contractor (Forrer, Sturges & Hosmer), who in turn re-let them to sub-contractors on October 20, 1850 at Princeton.

Also 18 miles and 24 chains (80 chains = 1 mile) of the work along the 54 ½ miles of the Evansville Division had been completed out of Evansville as part of the Central Canal in 1836-37, which was a part of the Mammoth Improvement Bill of 1836. There were no locks on this section. The prism was watered and fed by a dam across Pigeon Creek at Rochester in Warrick county. Thus, the 54 ½ miles was reduced to about 35 miles of actual construction under this contract.

The Princeton Clarion of October 31, 1850

"Canal Lettings

"Our town has been quite lively with strangers – competitors for contracts on the Wabash and Erie Canal, at the Lettings during this past week, of all the unlet portions of the Canal. This is followed with a list of the successful contractors on the 23rd and the section they received."

In the December 30, 1850 Report to the Indiana General Assembly, William J. Ball makes the following statement:

"This Division will be 54.62 miles long, embracing all the work let to Messrs. Forrer & Co., including the finishing of the old line to Evansville, and is estimated to cost,

at contract prices, \$561,341.59, including about 5 per cent for contingencies. ... The Evansville Division having been let to a highly responsible company, at liberal prices, there will be no re-lettings, nor is it apprehended there will be any difficulty in having every part of the work faithfully and promptly executed."

Forrer was optimistic when work began in the spring of 1851. On March 3, 1851 he wrote to his wife Sarah: "I have now traversed the whole line of our work in company with Mr. Ball and am well pleased with the prospect of finishing in time and for a sum which will leave as much profit as I had expected, perhaps not quite \$30,000 but very near it. The effective force on the work is fully equal to 1,000 men – it will require 1,300 men to finish within the time stipulated in our contracts with the subcontractors – We however have still 3 months more time in our agreement with the Trustees. I have just now prepared an English & German notice to laborers which we will circulate extensively, and will no doubt bring to the work all the laborers we shall need. Mr. Hosmer arrived here yesterday."

As the work proceeded into 1851–1852 some unforeseen events delayed the completion of the Evansville Division.

Evansville Journal October 1, 1852

"Proposals will be received, by mail, at Princeton until the 5th of October, to widen the Canal in Evansville between Main Street and the first Elbow, Eastward. The earth taken out is all to be placed in the canal banks, and bridge embankments on this division – Also until the 13th of October for widening that part of the canal West of Main street. This division contains nearly 18,000 cubic yards of excavation, about 10.0 ft. of which will be required in the ridge and canal banks – The remainder will be placed in the streets at such points as shall be named by the city authorities.

"The bids will be for excavation only, the price to cover the cost of placing the earth wherever it may be ordered by the Engineers.

"The first division (East) must be finished in 30 days after the work let. The other division (West) in three months."

Cholera Outbreak

The January 1853 Report to the Indiana General Assembly by Charles Butler and the Canal Trustees states:

"The work on the Evansville Division (the only remaining unfinished part of the canal) has been prosecuted

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during the year with energy by the contractors; would have been entirely finished and delivered over to the trustees by the first day of November last, and within the time specified by the contract. The trustees regret much the delay, but the causes for it were insuperable, and such as could not, by any human foresight, be averted. By reference to the report of the Resident Engineer having charge of the work, it will be seen that more than a hundred of the laborers died of the cholera in a short time, causing a panic and dispersion of the force."

In his letter to Jesse Lynch Williams on December 6, 1852, which is filed in the January 1853 Trustees Report to the Indiana General Assembly, William J Ball states:

"On the Evansville Division, the estimates of work done up to 1st November 1852, amount to \$500,332, leaving work yet to be done on the original contract, to the amount of \$36,029. But, since the work was let to Messrs. Forrer, Sturges and Hosmer, the Trustees have ordered the canal through Evansville, Lamasco, and the intervening addition, to be enlarged for nearly the whole of the distance, to 60 feet in width at top water line. A number of extra bridges have also been ordered, and of double width, which will add to the cost of the work about \$10,000, and increase the estimated value of the work to be done to about \$46,629. The contract of Messrs. Forrer, Sturges and Hosmer, require them to complete the entire work on the Evansville Division by the 1st day of November 1852, but it has been seen that at that date there remains work to be done in the amount of \$36,000. This result cannot be more regretted by the Trustees than by the contractors themselves; but it has arisen from a cause entirely beyond the control of either.

"I had, in the early part of the season, been apprehensive there would be a failure to complete the work by the contract time, and increased efforts were made by the contractors to augment the force and press the work forward, so that in the month of June last there was the most satisfactory prospect of the work being completed according to agreement. But on the 24th of that month the cholera made its appearance in one section; and in a few days after on another. Several deaths occurred suddenly, and the large forces on these sections were immediately dispersed. Between the 1st and 15th of July, cholera appeared with great malignity on three other sections, and not long thereafter one of the sub-contractors on another section was attacked and died. Cholera prevailed on the line from the 25th of June to about the 20th of July - one month - and the deaths were over one hundred. But the loss of time was much more than one month. One hundred men died - the remain-

der, on a large portion of the line, dispersed, many of whom never returned. A new force, in the then condition of the work, was extremely hard to raise, and, although great exertions were made, both by the principal and the sub-contractors, the force has never been so large since, as immediately before the cholera broke out. At least two months of the best season of the year for work was lost by this terrible scourge. Although it was apparent, after disease had caused nearly a total suspension the work, that it would be impossible to finish the whole Division by the time stipulated in the contract, there was no relaxation of effort to get through as soon as possible. Agents were dispatched to various parts of the country, and extraordinary inducements held out to secure a large force. I have now the satisfaction to report that the work is progressing well at this time, and to say that it is expected to have the line completed from the Pigeon Creek Reservoir dam, early in January, and the whole line ready for water by the first of February next."

At this point Samuel Forrer's optimism had changed. As stated by William Ball, many of the canal laborers had fled the work with good reason since about 150 workers actually died. Shortage of labor, floods, and bad weather also prolonged the work so that there was no profit left for the Forrer group. Until the completion in the summer of 1853, Forrer directed the contract work from Princeton, Indiana. Despite assures from Forrer and the other contractors the first boat, the "Pennsylvania" under captain Sharra, didn't actually arrive into Evansville until July 29, 1853. What delayed this event to July after the contractors had completed their works in early spring?

Evansville Journal June 14, 1853

"Our Canal At Last

"This great inland channel only now be said to be completed, and the water from the different feeders above Petersburg, has been 'let in,' is now 'dragging in a slow length along' towards our City. Mr. Forrer, who has just returned from a visit to Pike County, informed us that the heavy work at the 'Summit' was finished, and also at the 'Bluffs below.' The water will soon reach Evansville and our business community..."

Evansville Journal July 11 1853

"The Canal

"We understand the Canal has broken in two places, just below the (Pigeon) Reservoir and at the Summit. The P.G. Riley, expected down today, is lying at Petersburg in six inches of water, and at points the Canal is dry. These breaks may be expected at the first letting in of the water. The earth embankments are loose, and becoming

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thoroughly soaked, the immense weight of water bearing against them, breaks the weak parts. Time is always required to strengthen the work, but we hope ere long, the task will be accomplished. The contractors have large bodies of laborers at hand, and no unreasonable delay occurs in mending the breaks."

The Evansville newspaper did the best it could to provide some reasonable explanations as to why there was n't water in the canal. It sounded like they were quoting a canal engineer.

Another possible reason for delay was the lack of sufficient water from the feeders and Pigeon Reservoir. This was always a problem on the southern portion of the Wabash & Erie Canal. The quantity of water varies greatly to initially fill a canal vs. the water required just to keep it full. Once filled, the only water required is that needed to replace evaporation, absorption and losses at the locks. Any seasonal deficiency in the supply of water can have a drastic impact, especially during the initial fill. Think of it like filling an empty swimming pool in the spring vs. the water required in the summer to keep it full.

Once the construction work was completed the three general contractors moved on. Then on February 28, 1854 Stephen R. Hosmer of Zanesville, OH purchased land

and laid out the village of Hosmer, Indiana. The platting provided for nine 66 foot wide streets and 75 foot lots. A mill on the canal bank was operating in that year and a canal lock (#66) made the site a terminal for canal traffic until the railroad came in 1882 and put the canal out of business. Hosmer remained the village name until 1939 when it became Glezen. Mary Glezen, a successful business women of Petersburg, went to Hosmer every Sunday for many years to teach Sunday School. The folks of the town decided to change the name to Glezen in honor of her service to their community.

Even before the work on the canal was completed, Samuel Forrer moved on to Missouri in May 1853 to undertake a railroad construction project near St. Louis. He left Stephen Hosmer, who had arrived in November 1852 in Evansville, to finish up the project.

Sarah Forrer, Samuel's wife in Dayton, was becoming very unhappy and following her visit to St. Louis in late 1853 commented: "It (St Louis) seems to be much more troublesome than the Indiana job."

In the fall of 1855, Samuel Forrer returned to Dayton and formed another contract group of Forrer, Burt & Company. They successfully bid for repair work on Section 7 of the Miami & Erie Canal.

FORRER GENEALOGY

	<u>Birth</u>	<u>Death</u>	<u>Location</u>	<u>Married</u>
Forrer, Christian	6-03-1765	6-06-1828	Wheeling WV	9-21-1790
m. Neidig, Elizabeth	6-07-1770	11-08-1852	Dayton OH	
Forrer, Abraham	10-24-1791	7-22-1792	Dauphin Co PA	
Forrer, Samuel	1-06-1793	3-25-1874	Dayton OH	2-8-1826
m. Howard, Sarah Hastings	12-27-1807	12-11-1887	Dayton OH	Canal Commissioner
Forrer, Elizabeth Hannah	2-28-1827	1-16-1874	Dayton OH	6-09-1846
m. Pierce, Jeremiah Hunt	9-08-1818	5-06-1989	Dayton OH	Engineer M& E Canal
Forrer, Edward	8-30-1830	12-28-1838	Dayton OH	
Forrer, Augusta	4-05-1833	10-18-1907	Bristol CT	12-08-1853
m. Bruen, Luther Barnett	9-14-1822	6-21-1864	Washington DC	12 th OH Inf - Wilderness
Forrer, Ann	6-28-1835	1-11-1837	Dayton OH	
Forrer, Mary	8-24-1838	9-02-1929	Dayton OH	10-05-1882
m. Pierce, Jeremiah Hunt	9-08-1818	5-06-1989	Dayton OH	
Forrer, Howard	11-11-1841	7-22-1864	Decatur Ga	112 th OVI - Battle of Atlanta
Forrer, Christian	12-20-1794	7-11-1867	Dayton OH	
Forrer, Elizabeth	9-23-1797	4-15-1884	Dayton OH	
Forrer, Mary	8-15-1799	2-12-1878	Dayton OH	
Forrer, John	2-07-1802	4-12-1827	Columbus OH	
Forrer, Rebecca	1-02-1804	9-20-1833	Middletown OH	
Forrer, Christiana	1-14-1806	8-26-1831	Middletown OH	
Forrer, Anna	12-26-1809	5-01-1902	Yazoo City MS	

FROM TIMES PAST

Fort Wayne Times & People's Press
February 8, 1854

Horrible Occurrence. — We have been furnished by Mr. Samuel C. Meredith with the particulars of the following lamentable occurrence: A company of young men from Cambridge City and Connersville went out on Monday night to shoot pigeons a few miles from the latter place. On their return, between twelve and one o'clock, those who lived in Connersville left the omnibus at a point where the road branched off toward Cambridge. A one of them, Mr. MARSHALL W. PARKER, was taking a gun from a wagon, it was discharged by some accident, the ball passing into his breast; though his heart, and out at his back, the slugs which composed part of it striking a watch seal and forcing it along with his chain and watch; partly into his body! He was instantly killed. — The deceased was a son of Hon. Saml. W. Parker, member of Congress from that District. His age was twenty one years. He had just left College with bright prospects for the future.

The news of his death will overwhelm with grief his parents, who are in Washington City. *Indianapolis Journal*

Fort Wayne Times & People's Press
February 22, 1854

ERIE

The legislature of Pennsylvania declared the charter of the Franklin Canal Company null and void, so far as they constructed the unauthorized railroad and placed it (the road) between Erie and Ohio State line, under the charge of Gen. Parker, for the use of the State. The roads run up on each side of the platform on the 4 ft 10 inch gauge.

The Rail Road Company between Cleveland and the Pennsylvania line have hired the forfeited road at 47 per cent of the gross earnings.

The Canal Company enter their protest and claim the profits.

All is quiet at latest dates.

Fort Wayne Times & People's Press
March 1, 1854

The Weather, is now moderate, and the approach of milder days is hurrying on. The canal will soon be free from ice, and it is thought that navigation will open much earlier than usual this spring.

Fort Wayne Times & People's Press
March 8, 1854

K. Bateman E. Fallis 1854
BATEMAN, FALLIS & CO.

Commission Merchants
AND GENERAL FORWARDERS,
By Canal, River, and Rail Road,
No. 25 Canal, between Main & Sycamore STs.
South Side, CINCINNATI, OHIO

Refer to:

Messrs. Miner, Andrews & White
“ J. C. Butler & Co., Cincinnati
“ Bishop, Well & Co.

Particular attention given to Shipments by Canal to
WABASH VALLEY AND TOLEDO
March 7th, 1854

Fort Wayne Times & People's Press
March 8, 1854

Enlargement of the Erie Canal. — The enlargement of this Canal has at length become a certainty.

This has been the Whig policy for many years, and the people of the State have endorsed it by a special vote, giving an overwhelming majority therefor. New York city gave a majority of 9,000, and Buffalo 10,000. The reports from the whole State were not received at last advises.

Fort Wayne Times & People's Press
March 8, 1854

CARRIED.—The amendment to the constitution of the State of N. Y. providing for the enlargement of the New York and Erie Canal, and the completion of the lateral canals, was submitted to a vote of the people of the State on the 15th last. Of the returns indicate an almost unanimous vote in favor of the amendment. This result confirms the authority of the Legislature to proceed at once with the speedy enlargement of the Erie and Oswego Canals. It authorizes a new Canal Loan, in anticipation of the revenues of the work to the amount of \$9,000,000 distributable through a series of four yars, not to exceed \$2,250,000 in any one year. It also makes valid the Canal Certificates, loaned and sold under the Enlargement Act of 1851, to the amount of \$1,500,000; which; from the adverse decision of the Supreme Court against the constitutionality of that act, have not hitherto been formally recognized as a part of the Canal Debt.—*Chicago Dem. Press.*

Fort Wayne Times & People's Press
March 8, 1854

The tolls on the Wabash and Erie, and the Miami Canals, are to be reduced after the 1st of March, 40 per cent on baggage, furniture, furs, &c.: 30 per cent on heavy merchandize, such as groceries, &c: 20 per cent on produce and other articles.

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Fort Wayne Times & People's Press
March 8, 1854

HULL'S
WABASH LINE
IS NOW READY WITH
FIRST CLASS CANAL BOATS,
TO TRANSPORT GOODS AND ALL KINDS
OF PROPERTY TO
TERRE HAUTE, IND.,
AND ALL INTERMEDIATE POINTS ON THE
MIAMI AND WABASH CANAL.

All exertions will be used to secure the interest of Patrons in giving reasonable dispatch to property entrusted with this well known line.

ADVANCES Made on Property for sale in this market.

Particular attention paid to the selling of Produce and purchasing Goods.

For standing I refer to my numerous Customers, who have so liberally patronized this line.

Office North side Miami Canal, between Main and Sycamore Streets.

Cincinnati, March 7th, 1854

JULIUS HULL, Proprietor.

Fort Wayne Times & People's Press
March 22, 1854

An Infant Found. — We are advised of the finding yesterday of the lifeless body of a male child in the canal at the first lock east of the city. The supposition is that it had been thrown into the canal about town and the current had floated it to the lock, where it remained until the water was let off, when it passed through the paddle gate and was left on the bottom below when the water receded.

Its size indicated that it was born alive and at the natural period.

A linen cloth had enclosed it, but had been partially removed, so that it hung about the neck.

Decay had not yet commenced, from which our informant thinks it but recently since the inhuman parent disposed of it.

In all probability the guilty agents will never be known to the world, but around their walks in life will hang dark forebodings of that hour when the Supreme Judge shall pass on the infanticide.

It is doubtlessly the fruits of unlawful commerce, between persons, whom to avoid the shame of the world had rather wear the "scarlet letters" of murderers.

For shame!

Fort Wayne Times & People's Press
March 22, 1854

NAVIGATION.—We are informed that the Canal will be opened through, and boats running thereon between the 25th inst., and the 1st of April.

The water is now out at this point; we suppose for repairs. Doubtless the commencement of Packet navigation, will gratify many persons, as the present means of getting east and west is attended with so great an expense, and fatigue.

While writing, we will express a hope that the Packet line may be gotten up this season in such a manner, as will satisfy the traveling public, and on a scale, more to conform to public wants. The complaints last year were incredible on this canal, and being so general we must believe there existed a sufficient cause. It might to be remedied, both for the sake of the owners and passengers. Gentlemen look to your interest in time.

Fort Wayne Times & People's Press
March 22, 1854

Bridge Fallen. — The bridge which was in process of construction, spanning the St. Marys River, just above Edsall's mill, on the Yellow River road, gave way in the centre last week and settled down to the bed of the river. It was constructed on the self-supporting plan, and the floor just laid, but not used.

We understand the County was to pay a portion of the cost and the Plank Road Company the balance, in all three thousand dollars. Judging from the size of the chords on which the whole weight hangs, we are surprised that it stood a day after the false works were removed. It is to be regretted that so great an oversight was committed.

Fort Wayne Times & People's Press
March 22, 1854

Navigation. — On Saturday last the water was let in the Canal at this point and we are advised by our exchanges, at other points before, so that it may be safely said that navigation is opened. Boats are seen passing and re-passing hourly and today the first Packet of the season left for Toledo and one will pass daily from this on, for same point, and in about five days they will be regularly running East and West when we will publish times of arrival and departure.

Fort Wayne Times & People's Press
March 29, 1854

New Route to Cincinnati, by Canal and Railway.

We are pleased to announce to our readers that the Madison, Indianapolis, and Peru Rail Road, is at length completed, or in such a state of forwardness as to be run over by the cars to Peru, thus bringing the Wabash and Erie Canal in connection with the Ohio River, by Railway at an-

THE HOOSIER PACKET - FEBRUARY 2015

other point.

A line of passenger cars was put on the road from Kokomo to Peru on the 21st to connect at the former place, with the trains commenced some months ago.

Until the order is changed a passenger train will leave Peru daily at 2½ P.M. for Kokomo, and there connect with the morning passenger train from Indianapolis, returning leave Kokomo at 7 in the morning.

The fare through by way of Madison, to Cincinnati is \$4.50 from Peru and from Ft. Wayne to Peru by Packet about \$2, thus making the fare \$6.50 to Cincinnati.

From Peru to Indianapolis fare \$2, where persons traveling can leave at discretion, for the South, East, West, or North.

To those desiring to go to Cincinnati, we advise them to take the Indianapolis and Cincinnati Road viz. Lawrenceburgh as the shortest, most economical and equally safe route. Trains leave the Union depot at Indianapolis for Cin. At 7 A.M., passengers take the splendid steamer Forrest Queen, at Lawrenceburgh, at 11 dine aboard and arrive at the city a 1 P.M. Baggage checked through and attended by a competent baggage master, and the whole cost only \$3. The second daily mail train leaves Indianapolis at 12 M., arrive at Lawrenceburgh, at 5 P.M. take steamer Emma Dean, supper aboard, and arrive at the city at 8, with lodging free on board if the passengers desire — same fare. Passengers going this route will find it the most pleasant and entertaining besides the cheapest route. The officers of Railway, Messrs. Wilson and Mills conductors, and on the Steamers Messrs. Praizman are gentlemen of courtesy and care, extremely well qualified for their positions.

By the Lawrenceburgh Road, passengers are relieved from the monotony of railway travelling, by changing to the Boats where the River scenery, the Railway bridge across the Great Miami, on the Ohio and Mississippi R. R., the entire line of the Road between Lawrenceburgh and the city — the residence and the Tomb of the late Gen. and President Harrison, at North Bend, the mouth of the great tunnel for the White Water Canal, and other things of varied interest amuse, entertain and instruct.

We give below a table cut from the *Morning Journal* at Indianapolis, for the benefit of the public.

Trains depart for Cleveland every day (Sundays excepted) at 6 o'clock, A. M. and 12 M. via I. & B. R. R.

For Cincinnati and Dayton, via I. & B. R. R. at 6 A.M. and 12 M.

For Cincinnati via Lawrenceburgh, at 7 A. M. and 12 o'clock M.

For Madison, via M. & I. R. R. , at 7 A.M. and 2 P.M.

For Jeffersonville, via M. & I R. R. , at 7 A.M. and 2 P.M.

For Terre Haute, via T. H. & R. R. R, at 1:10 P.M.

For Lafayette and Chicago, via L. & I. R. R. at 7 A.M. and 1:30 P.M.

For Nashville, Tipton, & Kokomo via P. & I R. R. at 1 P.M.

Fort Wayne Times & People's Press
March 29, 1854

To Shippers. Julius Hull has established a line of first class Canal Boats on the Miami and Wabash Canals and will be ready immediately to serve his old customers and all persons shipping along or through said Canals.

His office is on N. side of Miami Canal between Main and Sycamore sts. Cincinnati.

Fort Wayne Times & People's Press
April 5, 1854

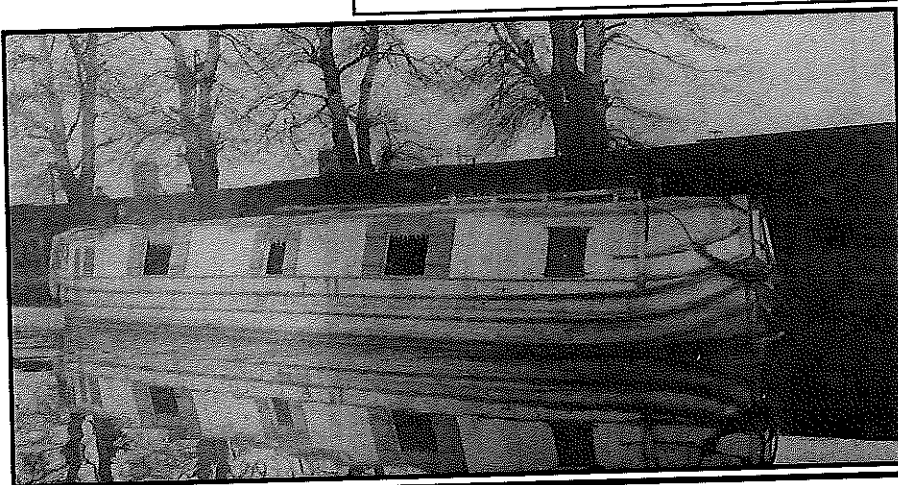
Navigation Opened. — The Wabash and Erie Canal is now in order, and boats have fully commenced to run the same. Packets leave here every morning between 7 and 8 o'clock for the East and West. It is understood that fare has been raised on passengers.

Fort Wayne Times & People's Press
April 5, 1854

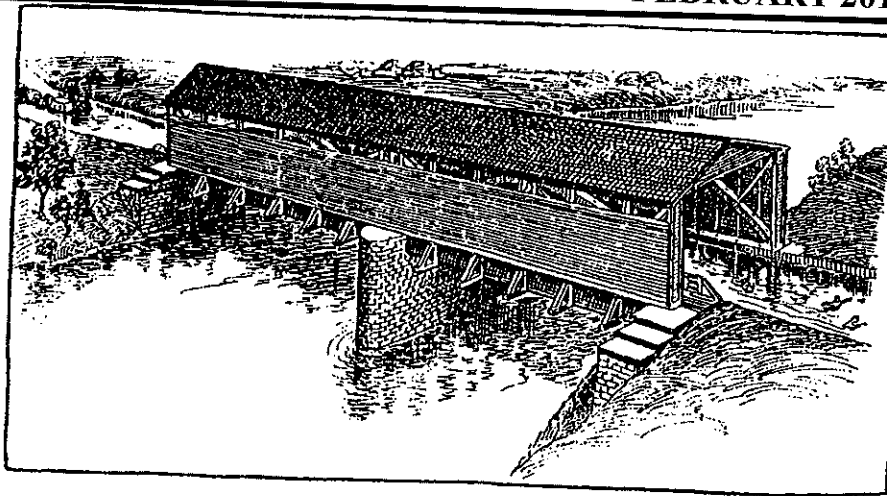
It is proposed to cut a canal from lake Michigan to the Illinois river, throwing such a volume of water into that stream as to render it navigable at all seasons.

Another is also proposed to be cut from the headland on the southern extremity of lake Michigan directly to lake Erie at Toledo. A magnificent idea.

An Ohio Packet Boat That Carried Passengers



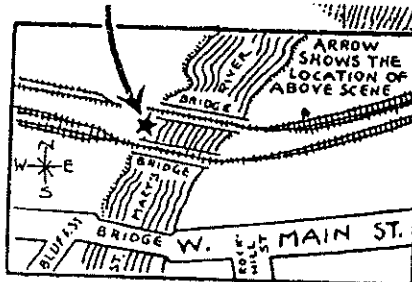
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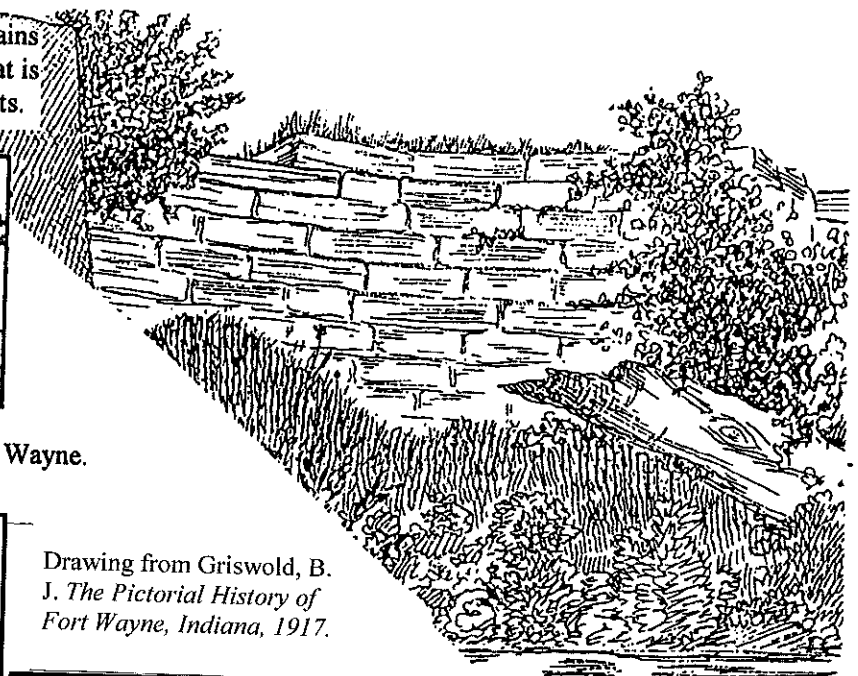
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The St. Mary's aqueduct was 160 ft. long and was built in 1834.

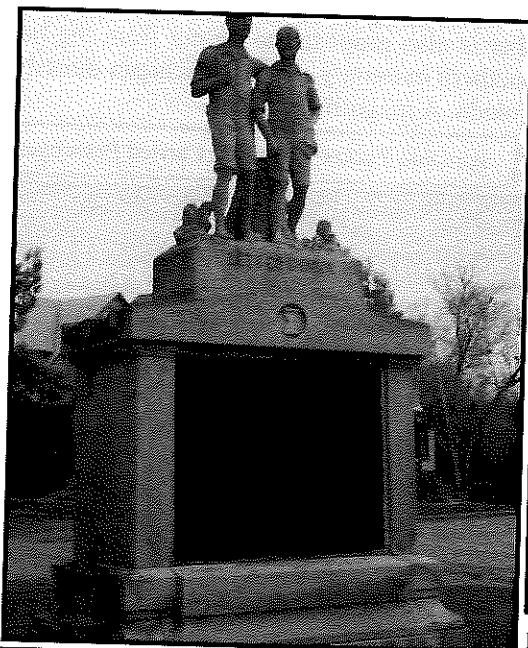
This drawing shows the old stone remains of one of the aqueduct's abutments that is located between two rail line abutments.



Location of St. Mary's Aqueduct in Fort Wayne.



Drawing from Griswold, B. J. *The Pictorial History of Fort Wayne, Indiana, 1917.*



"LET'S GO SWIMMING" STATUE

This statue of two boys getting ready to swim in the St. Mary's Aqueduct was posed for by George and Charles Krudop. It was erected by the Old Aqueduct Club in Orff Park near the aqueduct site in 1927. It was designed by Marshall S. Mahurin, who also designed some of Fort Wayne's buildings such as the Old City Hall, which now houses the Allen County Fort Wayne Historical Museum now known as "The History Center."

Photo by Bob Schmidt

LET'S GO SWIMMING

By Carolyn Schmidt

Aqueduct No. 1 was designed by Jesse Lynch Williams and built in Fort Wayne to carry the waters of the Wabash & Erie Canal over the St. Mary's River. Its construction began in 1834 under the direction of contractor Henry Lotz, who would later become mayor of Fort Wayne during the period from 1843-44. The aqueduct consisted of a 160 ft. long wooden flume supported by a stone pier in the middle of the river and stone abutments on either bank. The flume was 17 ft. wide and carried about a six foot depth of water. The entire structure was built with covered sides and a roof, which gave it the appearance of a covered bridge. It weighed more than 450 tons. Duck Creek Aqueduct in Metamora is a scaled down version of this style structure. Water passed through the flume at about 5 miles per hour.

To the west of the aqueduct was a half-mile long basin extending all the way to the entrance of the St. Joseph Feeder Canal. It is there and in the aqueduct itself that young boys liked to swim. One of their favorite tricks was called stemming. They would put their feet on the front of the boat and let the momentum push them through the water. This was dangerous and the local constabulary patrolled for this activity around the aqueduct. "Old Man Kelly" was one such constable. The youngsters would taunt him with "Kelly, Kelly! Constable Kelly with a cast-iron belly!"

Swimming in the aqueduct was great fun but the boys had to be good swimmers. They'd shed their clothing on the river bank or hang it on the inside walls of the aqueduct. Being built on the covered bridge style made it cool inside and there was no danger of sunburn. It was very large so there was enough room for everyone. The current helped push the swimmer through the tunnel-like structure very quickly but he had to be extra strong to swim against it. He also had to watch out for the canal boats, which would unhitch their mules, flow through the aqueduct with the current, and re-hitch on the other side of the structure.

At the end of the canal era, the weathering by freezing and thawing took their toll on the structure and it fell into decay. The canal was sold in 1876. Later the Nickel Plate Railroad bought the structure in 1881. Its final demise came in 1883 when the old aqueduct was completely removed. Only portions of the stone abutments remain and some timbers in the river bed indicate where the stone pier once stood.

By 1912, the swimmers had become men. They

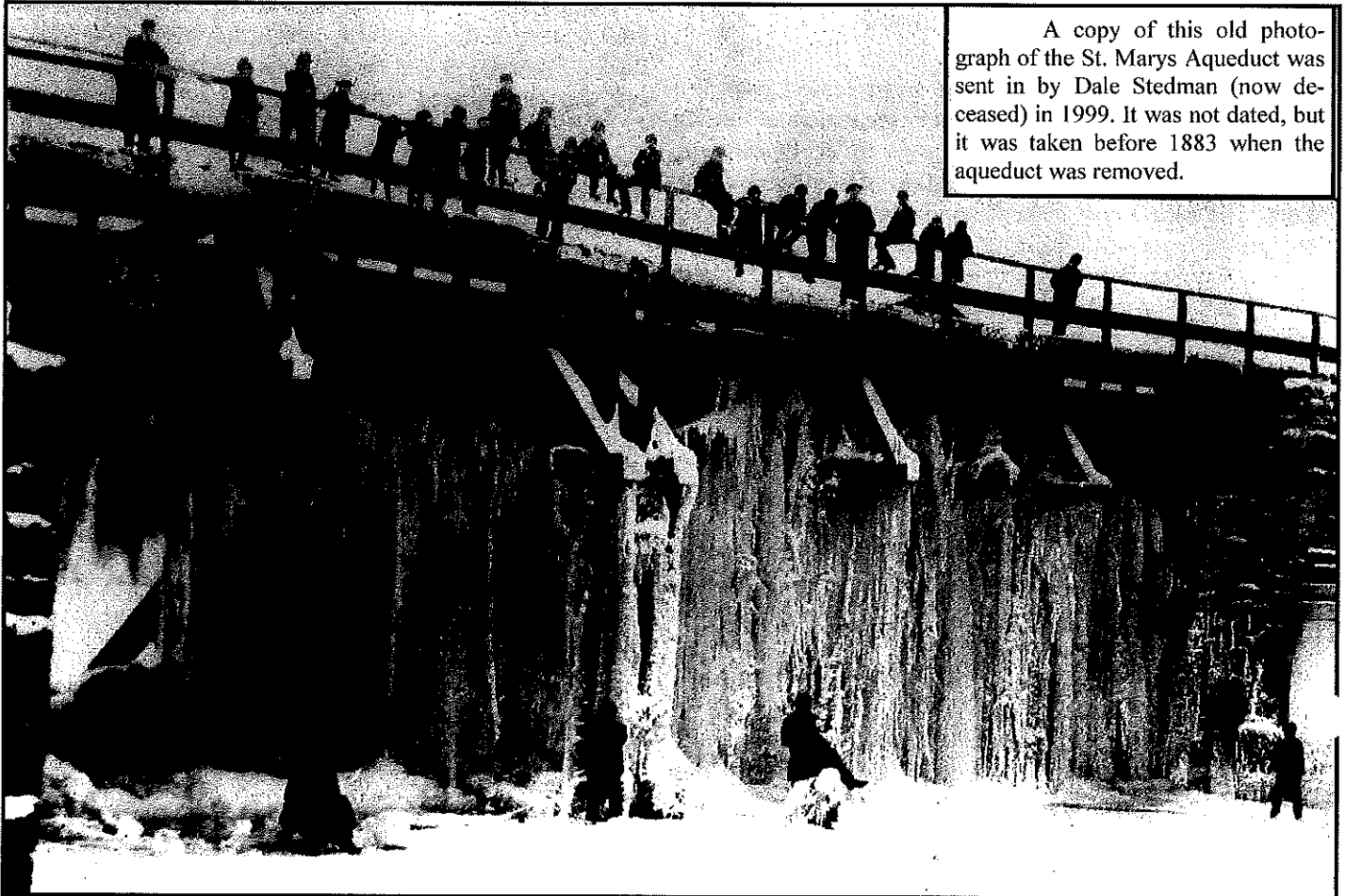
looked back with fond memories of the times they had spent with their friends swimming on a hot summer day in the cool waters of the aqueduct, which they called the "ack-a-dock." Frank Perry and Fred Kimball met on Calhoun street one day and shared stories of the good old days. Tom Coombs, another friend, joined them and together they came up with the idea of forming a club of west enders. On November 22, 1912 a group of men, including Louis Heilbronner, met to create an organization. Heilbronner suggested the name "Aqueduct Club." When they met again the rules were formalized as "You must be a male at least 45 years old (1867), have lived west of Calhoun street 40 years ago (1872), and gone swimming in the old aqueduct. Charles McCulloch was elected as the first president.

During the following years membership grew rapidly. The members held an annual meeting just before the new year. Before long the group included men throughout the country. After ten years of annual meetings and good times they decided to place a permanent marker in honor of their unique organization in a small park near the site of the old aqueduct. One of their members was Marshall S. Mahurin, a prominent Fort Wayne architect. He created the memorial and on July 16, 1927, the statue immortalizing boyhood in the 19th-century was dedicated. A parade began at the Courthouse square and proceeded down West Main Street to the dedication site. The memorial was placed on the lot facing Main street. It is a tall stone pillar topped by the figures of two barefoot boys. Just below the statue is an inscription that simply states, "Let's Go Swimming." A plaque on the west side of the base lists the 327 members. Another plaque depicts the St. Mary's Aqueduct. Club. Membership continued to increase reaching over 500. Provisions were made in 1927 concerning the dissolution of the club.

In 1946 the 43 year old club took its last "annual swim" with less than a dozen members present. By 1961 only two members still remained. Dr. Charles J. Gruber died on November 5 and Stephan B. Fleming (91) passed away on December 6th of that year.

They stipulated that a plaque would be placed on the east side of the monument to correspond with the original on the west side listing the name and date of death of the last surviving member of the club. They even went so far as to create a diagrammed drawing of the final bronze tablet. The records, diagram and the society's funds of \$343.63 were turned over to the Fort Wayne Historical Society. They placed the final tablet on the base of the statue.

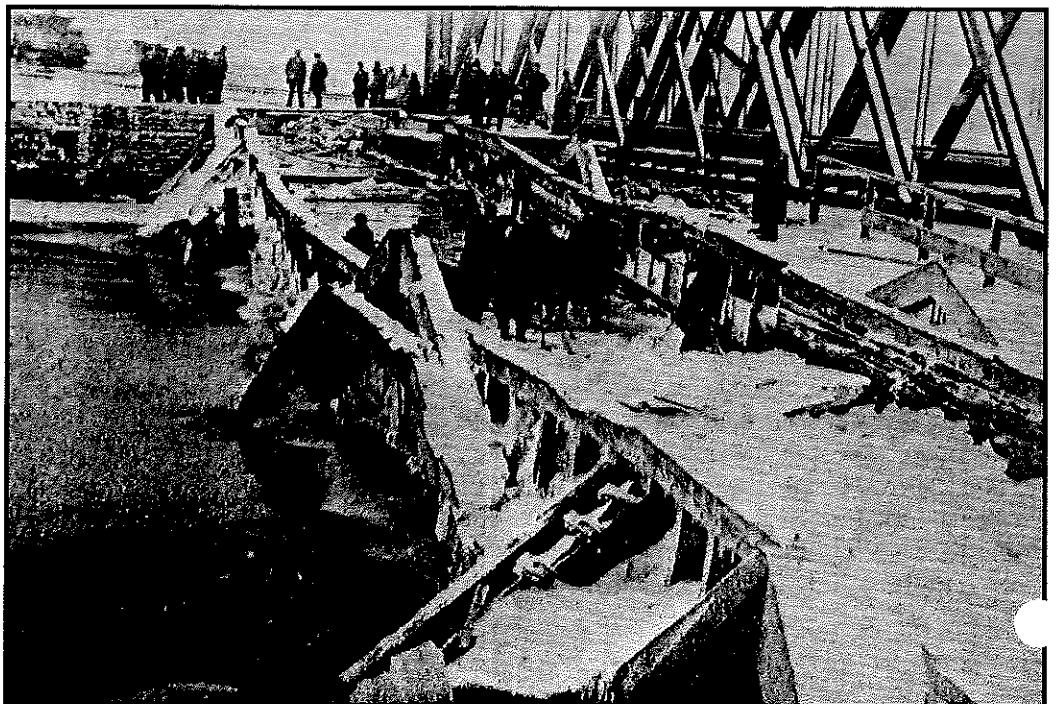
REMNANTS OF THE OLD ST. MARYS AQUEDUCT



A copy of this old photograph of the St. Marys Aqueduct was sent in by Dale Stedman (now deceased) in 1999. It was not dated, but it was taken before 1883 when the aqueduct was removed.

**ST. MARYS
AQUEDUCT**

This picture of the remains of the old aqueduct across the St. Marys River in Ft. Wayne, Indiana was taken in 1882 prior to its removal. The covered bridge superstructure had been removed years before. Time, snow, and ice had taken its toll on the structure. It was located between today's Main Street bridge and the railroad bridge that is still in use. The Nickel Plate Railroad was built in 1881-1882 laying its tracks directly on the route of the Wabash & Erie Canal.



AKRON'S OLD SWIMMING HOLES¹

From CANAL COMMENTS No. 46

By Terry K. Woods

If, in the spring, a young man's fancy lightly turns to thoughts of love, then a young boy's fancy during the hot summer turns to thoughts of swimming holes.

Old Akron was blessed with a lot of swimming holes. There was the Ohio Canal, which divided the town, the Little Cuyahoga River in East and North Akron, the Big Cuyahoga River to the north, Summit Lake just south of town, and several water-filled clay pits. Also, before the P & O Canal channel in the city was drained during the 1870s, it had its popular 'holes' – especially the one under the Market Street bridge.

Here are some of the favorite spots used in the eighteen-eighties, nineties and the early nineteen hundreds. One by one their use was restricted, first by ruling that people must not swim naked (and few of the boys could afford bathing suits or wanted to be bothered by them), and then for sanitary and other reasons.

SUMMIT LAKE

At Summit Lake there was "The Ice Hole." This was on the east side about midway along the lake, about on a line with present Lake Street. There was a large ice house near it, also a dirt quarter mile bicycle race track, on ground later included in Summit Beach Park. Opposite this hole, on the west side of the lake, was "The Sand Bar." It was the ambition of all the older boys to swim across the lake from one to the other of these "holes." Both had good sandy bottoms, but had large scattered boulders beneath the water's surface. Eleven year old Charles Mayer dived onto a rock at the Sand Bar about 1893. He was knocked unconscious and drowned before he was missed.

There is no recollection nor record of a bathing beach or bath house at Lake Side Park or Brady's Beer Garden across the lake. It is probably that the much-traveled canal towpath separating Lake Side Park from the actual lake made it impractical to operate a bath house in that area. During the 1890s a small bath house was built along the towpath at the extreme north end of the lake. It was probably operated by Mr. Freer who had a saloon at that point.

The floating bridge, which served as a towpath across the south-east corner of Summit Lake, was a well-known landmark. This bridge and the rest of the towpath along Summit Lake was built by Eckly & Gage in 1827.

The canal engineers lowered the level of Summit Lake more than five feet, greatly reducing its area. It was necessary to lower the level of the lake so the canal could be fed from the Tuscarawas River a bit further south.

The floor of the bridge was just a few inches above the water level of the lake. A pair of canal mules going across the bridge would sink it enough so that water flowed over the planking. During a strong west wind, or when a Long Lake Steamer passed by, the waves would also wash over it.

This part of Summit Lake was so muddy and weedy that little swimming was done here. However, it was a popular fishing spot.

ALONG THE CANAL

As constructed, the Ohio Canal had a minimum width of 40 feet at the waterline, a minimum depth of 4 feet and was 26 feet wide at the bottom. A standard lift lock was about ninety feet long and fifteen feet wide. When filled it was about fifteen feet deep. This made it a bit shallow for diving, but it was considered quite a feat to surface-dive down to the bottom of a lock and bring up a hand-full of mud as proof.

While some swimming was done all along the canal, especially under the bridges by boys living in the neighborhood, certain places had advantages that drew crowds of swimmers from more distant parts. When swimming in Summit Lake was prohibited because it was incorporated into the city in 1900 and Akron's drinking water was pumped from there, the boys moved further south to the "Iron Bridge." This was the C. A. & C. Railroad bridge over the canal in Kenmore. When this spot was made forbidden ground, a further move south was made to the "White Bridge," a wooden structure at the present Wilbeth Road crossing. There was another good swimming hole further south at "The Willows," beyond the Waterloo Road Bridge where the canal turned westward toward the Portage Lakes Feeder.

THE PEE ZEE OR NINETY

Ask any old-timer where he did his swimming as a boy and, if he lived in the city south of Exchange Street, he will surely mention the "Pee Zee" or Ninety. This was the short section of canal between South Street and Summit Lake. On hot summer days the canal here from the bridge to the lake fairly swarmed with swimmers. For fully three decades this swimming hole was well patronized.

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Along the towpath on the east side was a large ice house that was later removed when Nolan's Park was established. On the west bank were several small boat houses and an old sunken canal boat. Beyond the west shore was a wooded area of swampy ground, which was later filled in after the city acquired that land from the Akron Water Company and set up Margaret Park. That springy ground in the woods was where the Werntz Family, the Nardo Troupe and a number of other Acrobats, who became nationally famous, trained during the off-season months. There were usually a great many spectators gathered about to watch the free show. When the Ice House was empty enough, the trapeze and safety nets would be erected inside and the training done under shelter from the elements. The names of some of these performers were: Peter Guckheysen, August Brust, Mead Werntz, Jess McBureney, Tom Farren.

THE FORTY AND EIGHTY

Between Thornton and South Streets were "The Forty" and "The Eighty." Why they were so called is not now clear, but they were supposed to be that many rods from somewhere, probably from the Thornton Street Bridge. Both of these holes had good sandy bottoms. The Shoebinger Ice House was on the eastside of "The Eighty."

The Thornton Street Bridge was called "Sand Bridge." It collapsed in 1895, dumping horses and a wagon owned by William H. McCourt into the canal, for which damages the owner was reimbursed with \$75.00 by the city commissioners.

THE SAWMILL

Going toward downtown Akron, the next remembered swimming spot was at the saw mill adjoining the Brewster Coal Yard on the lower basin. Water from the upper basin passed over a water wheel, which powered the mill and then formed a pond in which saw logs floated before draining into the lower basin. The log pond was the swimming hole.

LOCK TWO

The writer does not recall any popular swimming holes in the canal between "The Forty" and Lock Two. A boat yard and a dry-dock were on the west side of the canal just below the lock. The friendly old boat builder, William Payne, allowed the boys to dress in his shed. There was swimming in and above the lock and at the water-fall (tumble) at the dry-dock. John Durkin was the beat policeman and he frequently chased the boys out of this swimming hole, but he never caught anyone. He was appointed

Police Chief in 1900 and served more than thirty years.

LOCK FIVE

By 1894 swimming had been prohibited in the canal in any part of the city. Mayer L. D. Watters lifted the ban at Lock Five at the rear of the Stone Mill. Trunks or "tights" were required. Clothes were changed under the railroad trestle behind the mill. A pair of "store bought" trunks cost fifty cents. This expense was avoided with the use of home made "tights" made of a pair of women's stockings. They were cut off about a foot below the top, slit down one side for about ten inches, and the edges sewed together to make a short pair of pants. This satisfied the law that forbade swimming naked.

LOCK THIRTEEN

This lock, located under the B & O trestle south of the Cascade Mill, was used by many boys of the neighborhood during the periods when the police did not chase them away. The trestle structure was used as a high diving platform by the more courageous. There were wide pools (basins) both above and below the lock.

LOCK SEVENTEEN

Lock Seventeen in the canal was a popular "hole" for many generations of boys. It was outside the city limits until 1900 and could be used when swimming inside the city was prohibited. Being in the extreme North End it was naturally most visited by North-Enders, but it was also used by boys from all over the city.

This was a long trip from the South End and Wolf Ledge district. Sometimes it was possible to "bum" a ride on a canal boat for part of the way. The North-Enders did not like the idea of "foreigners" from other districts using their hole. Such tactics as tying knots in clothes, throwing clothes in the water, and throwing mud on swimmers when they were ready to dress led to many fights.

LOCK NINETEEN

This lock was at Black Dog Crossing, near where the present Tallmadge Parkway crosses the Little Cuyahoga. It was most used by West Hillers and North Hillers for whom it was about as conveniently located as Lock Seventeen, and it was not frequented by hostile North Enders or South Enders. At this beautiful spot they could swim in peace.

THE LITTLE CUYAHOGA

The Little Cuyahoga was used as a swimming hole mostly by boys from East Akron (Middlebury) and the Old Forge

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district. Technically it was not a canal swimming hole, but, since the stream was used as a feeder to the P & O and O & E canals, we'll include Quine's descriptions of the "holes" in this stream- which, fifty years before he wrote this, was a clear, rippling stream that provided many good swimming holes.

BRITTAIN DAM

Favorite "holes" included the Brittain Mill Dam just east of the R.C.A. Rubber Company at East Market Street and Massillon Road. This dam had provided water power for a grist mill, later for a cultivator works, and during the nineties, for a clay washing plant.

STONE TUMBLE

Another was "Stone Tumble" or "Stony Bottom," a little west of Massillon Road. This was much used by the boys who attended the White Grocery" or Brittain School. When school was over for the day, there was a race for the swimming hole, the boys undressing as they ran, in an effort to be first in the water.

AQUEDUCT

Still further downstream was the "Aqueduct," commonly called "Ak-e-dock" with the accent on the first syllable. This aqueduct was a wooden flume that carried the south fork (that drained Springfield Lake) over the Little Cuyahoga and into the mill race which supplied power to the woolen mill and earlier to the strawboard works at the present Goodyear Plant No. One site. The Aqueduct was located just east of Martha Avenue, between Goodyear Plant No. Two and the General Tire & Rubber Company. There was a fair-sized pool in the river here, and leaks in the flume provided a shower bath. Near this location, a dirt road or lane forded the Little Cuyahoga. Farmers drove their wagons or buggies into the river to wash them. Sheep were sometimes scrubbed here before shearing.

SHADY SPOT AND KNEE DEEP

"Shady Spot" was a little farther down stream between the present Goodyear Plant Two and the Chemical Plant. A large overhanging tree and a pool at a bend in the river made an inviting, though small swimming hole.

"Knee Deep" was about three hundred feet west of Kelly Avenue, near Market Street and now within the Goodyear complex.

The Case Avenue bridge spanned another secluded hole where considerable swimming was done.

THE BASIN AND CAT & KITTENS

At the head of the Middlebury Branch of the P & O Canal near Case Avenue and Bank Streets was a turning basin. The old tram road on which coal was hauled from the Springfield Mines to canal boats ended here. This was quite a popular "hole".

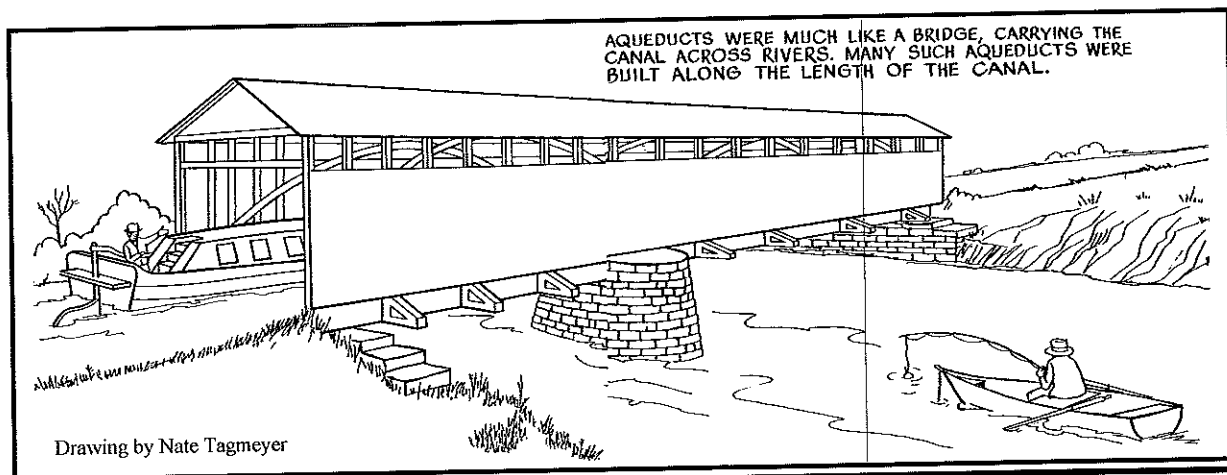
"The Cat and Kittens", a little north of the basin near the present site of the Carter-Jones Lumber Company, was also considered a good spot by the boys of that neighborhood.

THE FLATS AND PIG PEN

North of Hazel Street the old turning basin of the P & O Canal was a popular swimming hole (this was called "The Flats") and so was the dam in the Little Cuyahoga behind the pig pens of the Fairgrounds.

Quine mentions a few more swimming holes - in the Big Cuyahoga, Wolf Ledge Creek, and several clay pits, but this is a good point to end for a column called CANAL COMMENTS.

¹C.R. Quine, Summit County Historical Society, 1952.

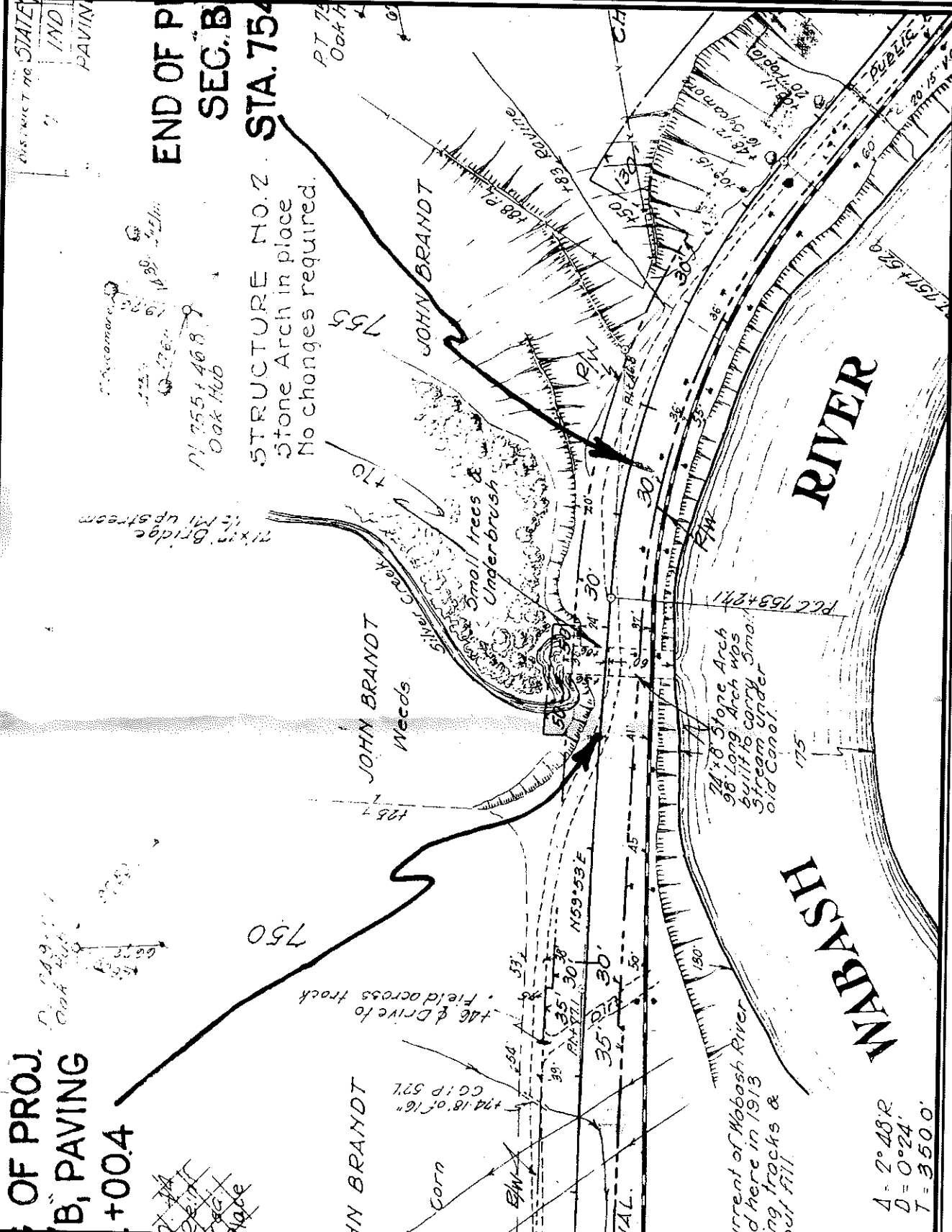


DISTRICT NO. STATE
IND INDIANA
PAVIN

END OF PROJECT
SEC. B

STRUCTURE NO. 2 STA. 754
Stone Arch in place
No changes required.

OF PROJ.
B, PAVING
+00.4



WABASH RIVER

A = 2° 48' R
D = 0° 24'
T = 350.0'

Wabash & Erie Canal Silver Creek Arch This plan was drawn for paving section B of U.S. 24 in Huntington County, Indiana. The stone arch carried the canal over Silver Creek. The arch still remains put is incomplete. The canal prism has been removed.

SIDESLIPS, GRIST MILLS AND GRAIN ELEVATORS: HARVEST TIME IN CARROLL COUNTY, INDIANA

By Mark A. Smith

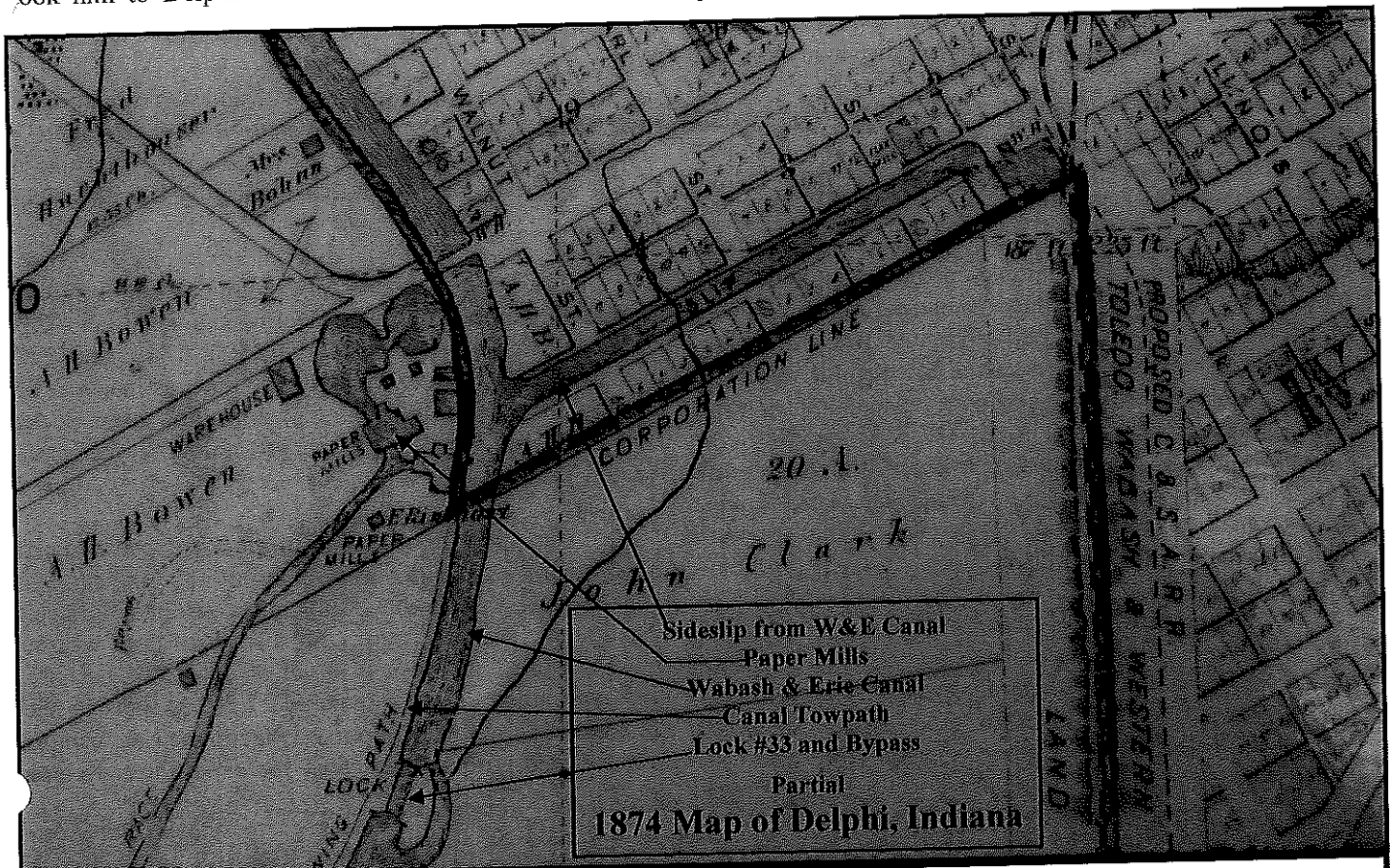
The great Wabash and Erie Canal's debut in the Delphi area came during the year of 1840. This followed the construction of a huge dam across the Wabash River downstream from Delphi at Pittsburg, Indiana by James Spears and Reed Case in 1839 to create a slackwater crossing for the canal.

Seeking to augment the blessing of the Canal in the Delphi area, Reed Case amassed sufficient private funding to connect the canal, which was so close and yet so far, to the City of Delphi via a sideslip. It would serve the same purpose as the typical on/off ramps would serve several years later with the advent of the superhighways in 1957 under President Eisenhower.

Case was no stranger to engineering having started his own construction company in Indiana sometime around 1824 when he was a lad of sixteen years of age. His exploits took him to Delphi where he encountered James Spears,

who was no stranger to handling grain having managed a grist mill on Burnett's Creek. Spears' grain handling later garnered him a tidy profit. Following a sweet grain deal he constructed the Milwaukee Block in downtown Lafayette in 1866. The blocks of this structure came from western Wisconsin and were shipped to Lafayette. It is situated at 502-518 Columbian Street next to the Lahr Hotel according to the *Self-Guided Tour of Lafayette* published in 2010.

According to Judge William C. Smith in his *Up the River of Time*, "It is interesting to learn from this paper that when the canal was constructed public meetings were held for the purpose of having a branch of the canal up to and along Main Street to the courthouse. And it was also proposed that as the dam across Deer Creek where the canal crossed the same backed the water up to Washington Street to where the interurban station is now located, that a tow path be built along the north side of the creek so that boats could be brought up to Washington Street. And it was also proposed that another cut off be constructed from Deer Creek along what is now Hamilton Street to the foot of Front Street. But nothing ever came of these proposals except that a cut off was constructed from the canal up to a point where the Kerlin elevator is now located. These improvements were sought so as to bring the canal up to the



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center of Delphi, as in the towns of Logansport and Lafayette the canal ran right through them, which gave them an advantage over Delphi for in the late forties Lafayette became such a busy shipping center that all the streets about the public square were choked with teams loaded with produce of all kinds seeking to load it on the canal boats, and many of them had to camp on the streets several days before they could unload so great a business that the canal created."

"The building of the canal cut-off to the Kerlin elevator resulted in the building of a large warehouse where that elevator now stands, and of a large hotel upon the east side of Main Street a short distance to the east upon the lot lying west and adjoining the A.H. Brewer residence and now owned by him. This hotel was known as the Delphi House, and had forty-five rooms, and it was advertised as one of the finest hotels in Indiana." This side-cut, or side-slip as it was sometimes known, is visible just a stone's throw from Pizza Hut presently in an area where two interpretive panels discuss the paper mills once located nearby, which were another vital industry to Carroll County near the side-cut. Another feature of this area is the Stearns-Truss "Winamac" Bridge, which spans the canal to carry one of Delphi's trails. Not too far north of this lays the stone-ring "O'Connor" bridge, which replaced a steel-truss structure, which in turn replaced a pivot bridge of the canal era.

This grain handling operation was erected by Spears and Case, which according to the 1882 *History of Carroll County* by Thomas Helm, said that there were as many as 300,000 bushels and as few as 100,000 bushels of grain handled through this grain outlet. According to Mayhill this was at one time a simple operation involving workmen operating hand shelling machines in the winter in preparation for spring canal shipping when the canal thawed. This eventually progressed to steam-driven "corn-crackers" in 1858 providing far more capacity than was possible manually. According to the May 25th 1858 *Delphi Journal* "Spears, Case, and Co. have attached steam power to their corn sheller at their new warehouse, which enables them to shell over 3,000 bushels per day, doing as good if not better than by the old system."

In the 1857 *Delphi Journal* there is mention made that "Spears, Case, and Co. have averaged five hundred bushels of wheat and corn each for the last 10 or 15 days at their warehouse. This don't look much like a scarcity of grain for old Carroll. Our farmers, generally are well-to-do in the world, and are not in a hurry about selling their produce unless they are in receipt of good prices. One farmer

on Deer Creek Prairie has over eight thousand bushels of corn on hand, which will probably sell before fall at a good round price—say 70 cts."

It should be noted here that Case and his friend James Spears owned a large amount of acreage, which virtually encircled the town of Brookston. "Reed (Case) invented a two-row patent corn planter which makes its own furrow and drops two rows of corn at a time," according to another article in the May 20th 1863 *Delphi Journal* recounting a visit to the farm of Spears and Case.

In 1882 this operation was owned by John Lenon. He purchased it and mechanized it more so that the machinery, according to Thomas Helm's writing, increased the capacity tenfold. Mr. Lenon was then able to handle and ship from 150,000 to 200,000 bushels of grain per annum with a storage capacity of 60,000 bushels.

Carroll County Indiana Legacy says Hiram Kerlin assumed this firm and developed it into Kerlin and Sons with his son Cloyd being absorbed into the operation and with Michael Haugh serving as a vital part of this operation. Haugh, born in 1835 in Ireland, had come to Delphi in the early eighteen-fifties and had worked with Spears and Case for many years as well as for the Kerlin firm.

The elevator burned in 1907 and was rebuilt only to be razed in the 1990's. This is where McDonald's and CVS are located today. Thus is recapitulated a very vital spin-off of the Wabash and Erie Canal, which blessed the Delphi area.

The final destination of the grain, which originated in Delphi, was Toledo, Ohio. During the canal era Delphi shipped 1,121,401 bushels of wheat in 1848, and 2,052 bushels of corn in 1849. "At any one time, as many as fifty or sixty boats might be loading or unloading at the docks." By 1850 canal shipments worth \$10 million a year passed through the city.

According to an article in the *Logansport Pharos-Tribune, Logansport Press* in the fall of 1847 the canal had reached Coal Creek, about fifty miles south of Lafayette. During that year there were 1,511 barrels of flour weighing 9,941 tons, 882,765 bushels of wheat, 1,111,061 bushels of corn, and among other shipments 27,595 bushels of seeds shipped. In the article Delphi was mentioned as being one of the prime ports on the canal for exporting agricultural goods.

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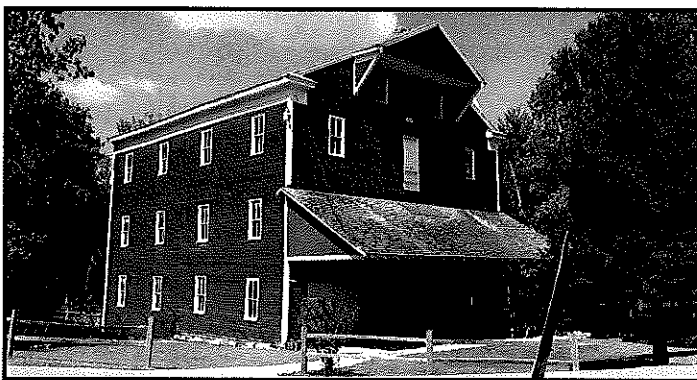
Further up the canal, Mrs. Mary J. Guthrie in her "Reminiscence" in Ben Stuart's *History of the Wabash and Valley* states that "the first year we broke forty acres of river bottom with a large breaking plow drawn by two horses. We planted this breaking and raised one of the heaviest crops ever raised on the Wabash. We hauled it to Lockport where it was shipped to Toledo, Ohio on the Wabash and Erie Canal. We sold it at ten cents per bushel."

A Smattering of Grist Mills.

Yet another feature of the harvest season was the line of wagons at the neighborhood grist mills many of which dotted the landscape in Carroll County. The typical grist mill was powered by a body of water, which was captured behind the mill dam and coursed through the millrace. The typical miller was a versatile sort who was part engineer, part entrepreneur, and part enthusiast. His respect in the community equaled that of the blacksmith. The mill wasn't just a site for food processing. It was a social gathering place for farmers who at that time had no electronic means of communication since telephones didn't enter the scene until quite a few years later. David Studebaker, who was my great-grandfather Artemas Smith's first cousin, operated such a facility in Carrollton Township. He subscribed to the local paper as a draw for farmers who would frequent his mill.

One of the first such facilities in the Carroll County/Delphi area was the fabled "Red Mill," which was fabricated by pioneer Henry Robinson along Deer Creek. According to page 15 of James Hervey Stewart's 1872 *Recollections of the Settlement of Carroll County*, "Early in the season, the Robinsons commenced the improvement of the mill site, afterward owned by Roach and Company, above Delphi. It was slow, hard work for want of proper tools, The nearest blacksmith resided at Crawfordsville, where was also the nearest mill, store and post office; and it generally took eight or ten days to make the trip. It was the common practice for someone to go with his ox-team to the mill, and to transact business for all the settlement." A saw mill was first erected utilizing all the residents of the country from Wild-cat to Rock Creek---all twenty-eight men. (Can you imagine that?). According to Stewart this was the first and last time the men were all together in one location. Following the erection of the saw mill, the grist mill became a reality for grinding corn. This pioneering venture burned in 1910 after exchanging hands from David Duke to James Roach to James Lepper. There was eventually a cooper shop attached for packing the finished product."

Traveling out of the city, there was another fabled mill, which was constructed in 1831 or 1832, and which was sold in 1840 to John Mullendore. When the sawmill wore out, he built a flouring mill on the site. It was 36 x 40 ft. and three stories high exclusive of the basement. After a number of years he sold it to Sothy K. Timmons, Spencer K. Biddle, and Jacob B. Anderson in 1863. After Anderson's death it was purchased from his heirs by Levi Daugherty and Mertz. In later years, steam was used as auxiliary power. Alfred Guthrie later owned this gem of milling until his death in 1893. He drowned in the millrace.



ADAM'S MILL

Adams Mill provides us the sole remaining example of milling life in Carroll County, which at one time was punctuated by mills on various streams and rivers. They supplied food for the economy as well as food for their customers.

According to the "History of Adams Mill," found on the website of the Friends of the Adams Mill, John Adams settled with his family in Carroll County in 1831. He is reputed to have walked Wildcat Creek scouting out a site and discovered an oxbow where he built a dam, dug a millrace, and built a saw mill. The saw mill continued in operation until the early 1840s. The initial grist mill was erected in 1835 as a two-story frame building, 26 x 34 feet with a single run of buhrs. It ground both corn and wheat. In 1845 he constructed a larger mill, which topped his initial structure. It was four stories high, 45 x 50 feet in size, had four runs of buhrs, two turbine wheels, and reached a daily capacity of 40 barrels of flour. By 1848 an addition had been made and the two story grist mill had been shut down. John Adams died in 1858 and left the mill to his son Warren, who passed in 1884, and Levi Bishop, who converted the flour buhrs to rollers. Jesse Johnson bought it in 1911. An electric generator was installed in 1913, which provided power for street lights in Cutler. John Pritsch later took over its ownership and in 1951 stringent health guidelines forced

its closure. Both the mill and the grain elevator had provided employment for high school lads. The chain of ownership continued from Pritsch to Broadhurst in 1975 and then to Mark and Jill Scharer in 1993. The current owner is Adams Mill, Incorporated. According to regional historian James Rich, Dale Haun from Burlington was also an owner of this enterprise at one time.

John Adams' grave has just recently been discovered through a group effort involving James Rich, Bonnie Maxwell, Al Auffart, Sue Cope, and some others in Vernon County, Wisconsin. The story behind this would be far too voluminous to recount here.

The Haun family was represented in the Burlington area by Dale's brother Earl C. Haun, who was well known for the "Castle" near SR 22 now owned by the Fauble family. Earl was a miller who ingeniously secured a contract in 1912 for power generation by attaching a dynamo to his grist mill. This mill was the ancestor of the more contemporary Star Roller Mills at Burlington.

In 1913 the Haun Mill was capable of producing a quantity of 50 barrels a day. This mill was a loyal supporter of the WWI effort shipping at one point 350 barrels of meal and at another 450 barrels to France, according to the June fifteenth, 1918 *Hoosier Democrat*.

Haun also fabricated a smaller grist mill on his property that ground small bags of meal for his visitors to take home as souvenirs. Father Martin Haun was also a miller in his own right having inherited a flair for milling from his own father at Thorntown, Indiana.

Grain Elevators of Note

According to the 1882 *History of Carroll County* by Thomas Helm, "In the summer of 1881 Montman and Ewald who had formerly conducted a grain mill at Colburn, Indiana removed their machinery to Delphi, Indiana and erected the present frame mill north of the Wabash tracks, on Washington Street. The building at the time was 32 x 44 feet, standing two stories high above the basement, which is a stone structure, ten feet high. The mill has a capacity of about twenty-five barrels of flour a day, but is operated almost entirely as a custom mill. This became Roach and Rothenberger, and later on became owned by the Whiteman family, which at one time owned an entire chain of grain elevators at locations away from Carroll County such as Hazelrigg in Boone County in 1913. They also purchased the Ockley elevator of McComas and Hornbeck in 1914. At

that time Wilbert Whiteman was general manager of the elevator. In 1919 the Kerlin and Lane Elevator was sold to the Whiteman Brothers. Cloyd Kerlin stated that he was planning on retiring and getting out of the elevator business but would live in the Delphi area. A year ago (1918) Mr. Kerlin and Charles Lane formed a partnership for the second time—Mr. Lane having been in the hardware and implement business. At that time neither Kerlin nor Lane had any concrete plans. In 1931 the grain elevator at Radnor burned, as noted in the *Delphi Journal*, Thursday, September twenty-fourth of that year. "The fire was discovered at one o'clock Sunday morning. The Rossville fire department responded to a call for aid but was unable to do more than assist in protecting adjacent property and did a mighty fine job of that of which the people of the Radnor vicinity are very thankful." By 1934 Whiteman Brothers and Company at Ockley and Delphi had dissolved partnership. Lote Haslet and Vern Brown took over the Ockley elevator and Whiteman brothers continued ownership of the one in Delphi. This was dissolved in 2004 after almost 90 years of business. Today Whiteman descendant Doug Whiteman manages a Farm Bureau elevator at Ockley. Its bins were to be moved either in the summer or fall of 2014.

An additional miller in the City of Delphi was that of Charles C. Bulger, who passed away on December 21, 1895, at the age of 69 having been ill for one month. He was born near Winchester, Virginia. He came to Tippecanoe County with his father William Bulger and resided there until he came to Carroll county. He settled on a farm south of town and later engaged in the milling business with Ward Brothers of Lafayette. He diversified by being active in the real estate business.

The Burrows community was served by a grain elevator owned by William C. Smock until it burned in 1938. Smock had formerly owned elevators in Radnor, Ockley, and, of course, Burrows.

The Bordner family was represented in the ownership of the Cutler elevator, which burned in July 1931. It had been constructed in 1896. Elias Patty was also manager of the Cutler Cooperative Elevator Company.

According to the *History of Rock Creek Township* compiled by Adeline Groninger in 1916, the first elevator was built by Mr. Enoch Stancel, father of Charles Stancel of Rockfield. Mr. Stancel sold the elevator to a company consisting of three men, Adam VanGundy, Aaron Burntrager and Alfred Armstrong. They built a flour mill in connection with the elevator. When the elevator and flour mill burned,

THE HOOSIER PACKET - FEBRUARY 2015

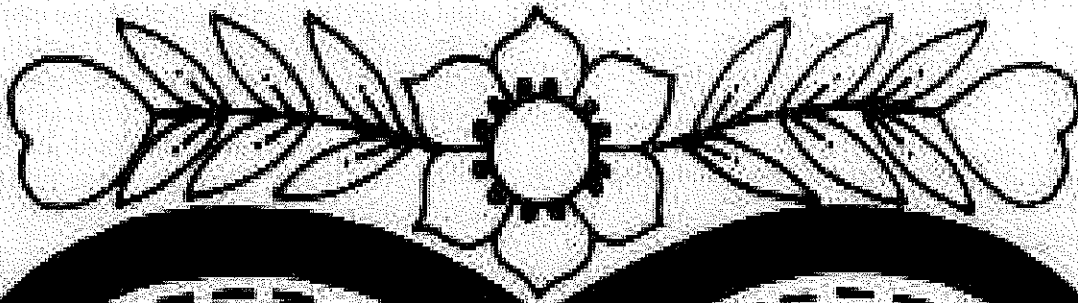
the elevator was rebuilt by Adam VanGundy, who then owned it. It was last owned by T. J. Ryan of Delphi. It was located a short distance southwest of the Wabash Depot. When the Farmer's Elevator was built the old elevator was torn down.

At its prime in 1870 "The flouring-mill of Vangundy, Armstrong, and Company at Rockfield, is doing an extensive business. We are informed that they have shipped, since last August, 3,100 barrels of flour, to make which would require about 15,000 bushels of wheat. Out of this they manufactured about 217,000 pounds of mill-feed, for which they found ready sale at the mill, without shipping. Besides they have ground all the custom-work for a large section of country, and a considerable amount for their re-

tail trade. This enterprising firm is paying the highest market price for all kinds of grain, and are always prepared to exchange or grind custom-work. It would seem from the above figures that Rockfield is doing a great amount of business, a few more such go ahead men as compose the mill firm would soon make Rockfield rival Delphi." *Delphi Journal*, February 16th, 1870.

The Farm Bureau's holdings in 1979 included elevators and feed mills at Bringham and Flora. Further detailed information on other grain elevators of the day can be found in *Rural Organization* by John and Doris Peterson, *Camden Memories*, the *Flora Indiana Centennial---1872-1972*, and *This Was Camden*, by Lee Appleton.

A CANAWLER'S PROPOSAL



Sarah "Sallie" Gonzales, a canal cook, proposed to Captain Valentine Sell saying,

Captain Valentine Sell and Sallie Gonzales were married in 1861. He was 42 and she was 34.

"Cap'n Sell, you're single. So'm I. You need a wife. I need a husband, The old canal's done for an' we've got to hustle some other way. Let's hustle together. You need me an' we might as well get married."

Valentine took Sally up on her proposal and they were married by the squire. She often said, "Valentine, you've got an awful good wife." To which he laughingly replied, "Yes Sallie, I have — sometimes."

The Sells ran the canal boat "Aetna" on the Whitewater Canal. When the railroad bridge was built in Cambridge City their boat was trapped in the canal basin on Church Street.

HAPPY VALENTINE'S DAY

WHITEWATER CANAL TRAIL

Mick Wilz reports via Facebook that the Whitewater Canal Trail group has rough cut the preliminary route for the Billy Jean Jobe Trail that will run on the hillside behind Brookville, Indiana. They are looking for volunteers to help build the trail. They will be setting dates for trail work in the near future.

IMPROVEMENTS TO INDY'S WATERWAYS

The Indianapolis Department of Metropolitan Development, along with the Department of Public Works and Reconnecting to Our Waterways announced that \$6.16 million will be invested next year to improve the city's five major waterways. Federal public funding, national private funding and local funds will be used for the projects all scheduled to begin simultaneously in 2015. They hope the projects will revitalize the neighborhoods along the waterways.

The projects are:

Central Canal – \$1.25 million to purchase and develop CSX railroad from 16th St. near Fall Creek Parkway to 29th Street along the Canal.

Through DMD and HUD Community Development Block Grants

Central Canal – \$2.25 million for the development on the Canal in Broad Ripple redesigning the Central Canal north bank from College to Gilford Avenues.

From DPW

Fall Creek – \$1 million for new multi-family housing development near Fall Creek Delaware Spider Gateway.

Through DMD and HUD Community Development Block Grants

Pleasant Run – \$580,000 to fully replace the Barth Avenue Bridge.

\$500,000 through DMD and HUD Community Development Block Grants

\$80,000 Kresge Foundation/Central Indiana Community Foundation

Pogue's Run – \$500,000 to complete the Pogue's Run Trail from the Monon to the Circle City Industrial Complex and Spade's Park.

Through DMD and HUD Community Development Block Grants

\$580,000 to install planter boxes and lighting on New York St. Bridge over White River.

White River — \$580,000 for Michigan St. bridge installation is scheduled for 2016-2017.

\$500,000 DPW funding as part of the bridge reconstruction project.

\$80,000 Kresge Foundation/Central Indiana Community Foundation.

Frank Timmers, CSI director, Carmel, IN

**NEWS FROM DELPHI
OLD FASHIONED CHRISTMAS**

Visitors came once again to Canal Park in Delphi on December 13 and 14, 2014 to celebrate an "Old Fashioned Christmas." Some enjoyed a surrey ride around the park while others strolled through Pioneer Village stopping at the old school house, the newly opened loom house or many other structures. Although the temperature was in the mid-fortys, the fires burning in the fireplaces throughout the park were welcomed making the buildings cozy. There were refreshments; tours of the Reed Case house, the canal museum and various buildings; and home crafted items for sale at the vendor/craft market in the Canal Interpretive Center that were just perfect for that final Christmas gift. Children could participate in Young at Art making their own creations. Adults watched as crafters demonstrated how their articles were made. Christmas music filled the air and children whispered into Santa's ear what they hoped he'd bring to them.

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