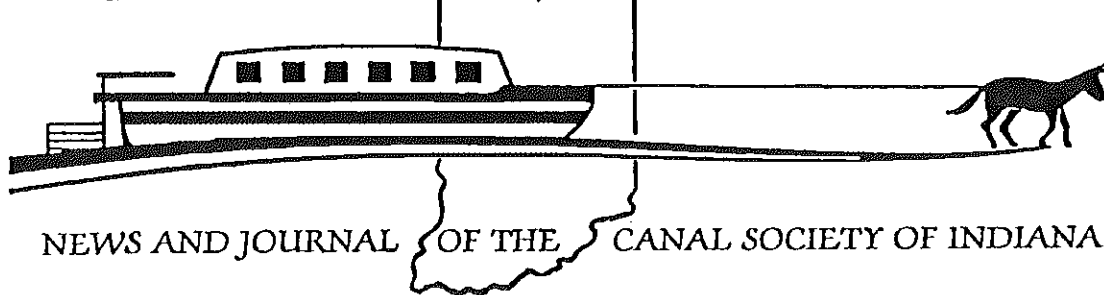


THE HOOSIER-PACKET



VOL. 1 NO. 1

P.O. BOX 40087 FORT WAYNE, IN 46804

MAY 2002

LOAD 'EM UP, ROLL 'EM OUT



Timbers removed from the Wabash & Erie Canal flood gate at Clear Creek just west of Huntington, IN have been stacked at the Historic Forks of the Wabash Park since the gate's removal in 1999 to make room for the widening of U. S. 24. Jack Cohee operates the TEREX to move the timbers to Delphi. Photo by Bob Schmidt

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LOAD 'EM UP, ROLL 'EM OUT

By Carolyn Schmidt

If someone had begun singing "keep those doggies rollin', load 'em up, roll 'em out Rawhide" on Saturday March 9, 2002, I wouldn't have been a bit surprised. When Bob Schmidt, president of the Canal Society of Indiana (CSI) and I arrived at the Historic Forks of the Wabash Park that day, George Emmert, representing the Forks, and Dan McCain, CSI Board of Directors and President of the Carroll County Wabash and Erie Canal, Inc. (CCW&ECI), were hurriedly deciding which timbers should be shipped to Delphi for their new Canal Interpretive Center and which should remain at the Forks. Jack Cohee was busy rounding up and loading timbers onto a flat-bed trailer while Bill Draper and Ed Gruber both

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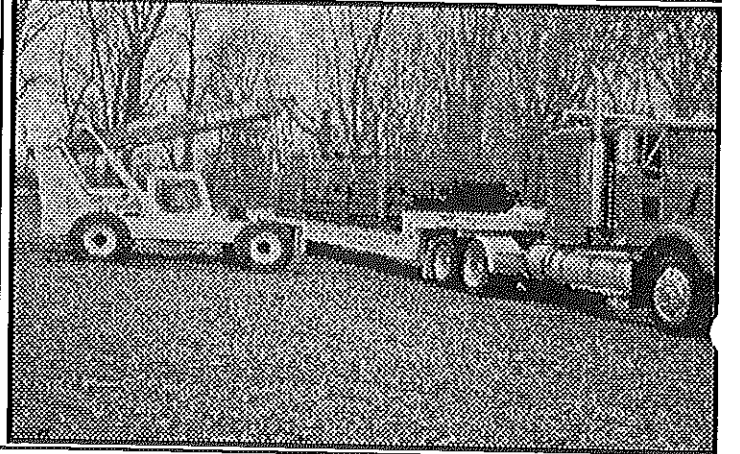
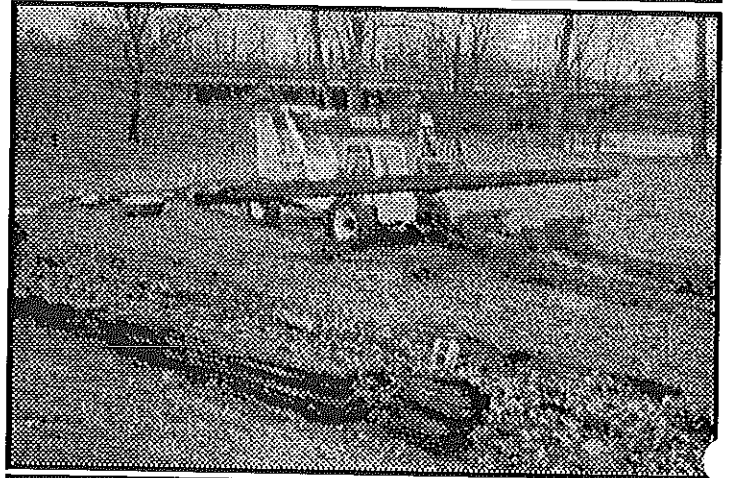
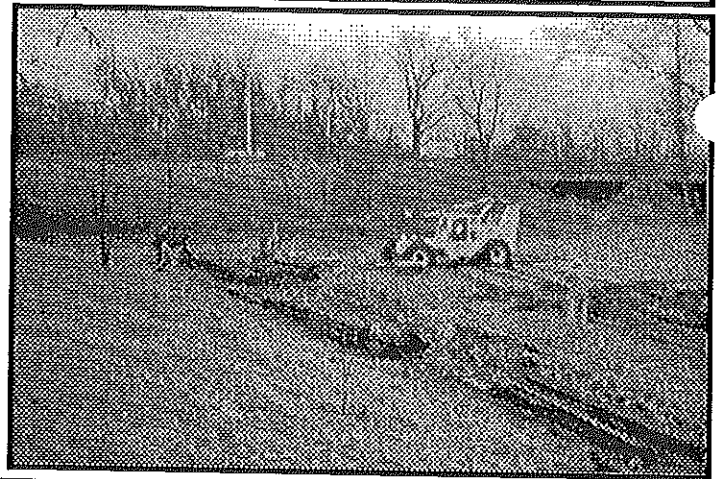
from Delphi, and Tom Castaldi of Fort Wayne pinpointed the center of the timbers. William Cohee helped his father Jack load them onto the truck as fast as they were brought to it. Paul Brandenburg from Delphi was also there. And before long John Weddell from Leo arrived. He is helping with archaeological projects at both the Forks and Delphi.

Moving, moving, moving. Why such a rush? Maybe some of you remember that day. After weeks of mild winter weather, a rain storm hit the night before in northern Indiana. It had somewhat calmed down by morning so the CCW&ECI group from Delphi decided to proceed moving the timbers as planned. However, strong 50-60 m.p.h. winds, rain, snow - really miserable weather - were forecast for that afternoon. They had their work cut out for them and started as soon as they arrived.

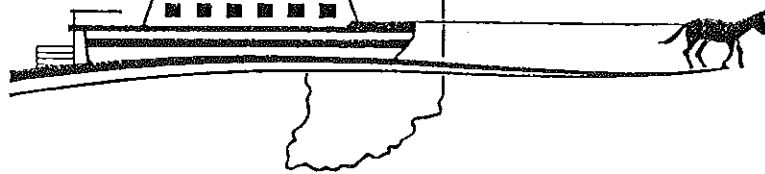
By the time Bob and I got there five or six timbers were already loaded onto the truck. Dan McCain pointed out in a letter to CSI Headquarters that the strip of land on the lower portion of the Historic Forks Park was thoroughly wet and "as Jack Cohee made continual trips through the soft earth with the TEREX, he was making deeper and deeper trenches as he passed from end to end. I (Dan) figured Jack would say one more trip was all he could go before "bottoming out." Jack and his son William are true professionals when it comes to equipment and they know how to manage mud to get the timbers loaded. They appreciated George Emmert's suggestion that Jack could take a wider space and stay up on some of the untouched sod to try successive passes. It worked."

Bob and I watched as William Cohee pulled the trailer truck up onto level ground so that the truck could actually weigh itself. This kept them from overloading it.

1. The TEREX extends its boom to position 3 to pick up the timber in its center. The bridge in the background carries SR 9 across the forks of the Wabash and Little Rivers. The timbers were stacked in piles on the lower level of the Historic Forks of the Wabash Park when they were removed for U.S. 24 construction west of the park.
2. The TEREX carefully moves a timber of about 34 feet long. The bumps below the timber are the treenails that still remain in the holes. They were used to peg the gate timbers together.
3. This timber was carefully hand hewn as a hinge on which the gate pivoted into an upright position to hold in the canal water. It laid horizontally along the north side of the flood gate. The Carroll County Wabash & Erie Canal, Inc. plans to use it vertically as a hollow quoin in a lock gate exhibit in their new Canal Interpretive Center. The large limestone blocks were part of the abutments of the flood gate.
4. The TEREX with its boom in the number 1 position loads the timbers onto a flat bed truck. Photos by Bob Schmidt



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April 15, 2002

Dear CSI Members and Librarians,

Please find enclosed your first copy of **The Hoosier Packet: News and Journal of the Canal Society of Indiana**. At our annual meeting on April 6, 2002, our membership acted on a recommendation by our board to combine our quarterly journal **Indiana Canals** and our monthly publication **The Canal Society of Indiana Newsletter** into one publication. This was done since our newsletter was containing more and more historical information, the larger format allowed for larger maps and pictures, and time and cost of publication and mailing would be reduced.

The name **The Hoosier Packet** was chosen for several reasons. A canal packet boat carried the mail such as letters and newspapers and ran day and night to get the mail delivered as quickly as possible. Our new publication will be a "packet" containing both of the old publications and will be delivered in a timely manner. The word Hoosier suggests that it is from Indiana without repeating Indiana in the title.

You will continue to receive this new publication monthly. Four times a year it will include a greater amount of historical research that before would have been found in our journal.

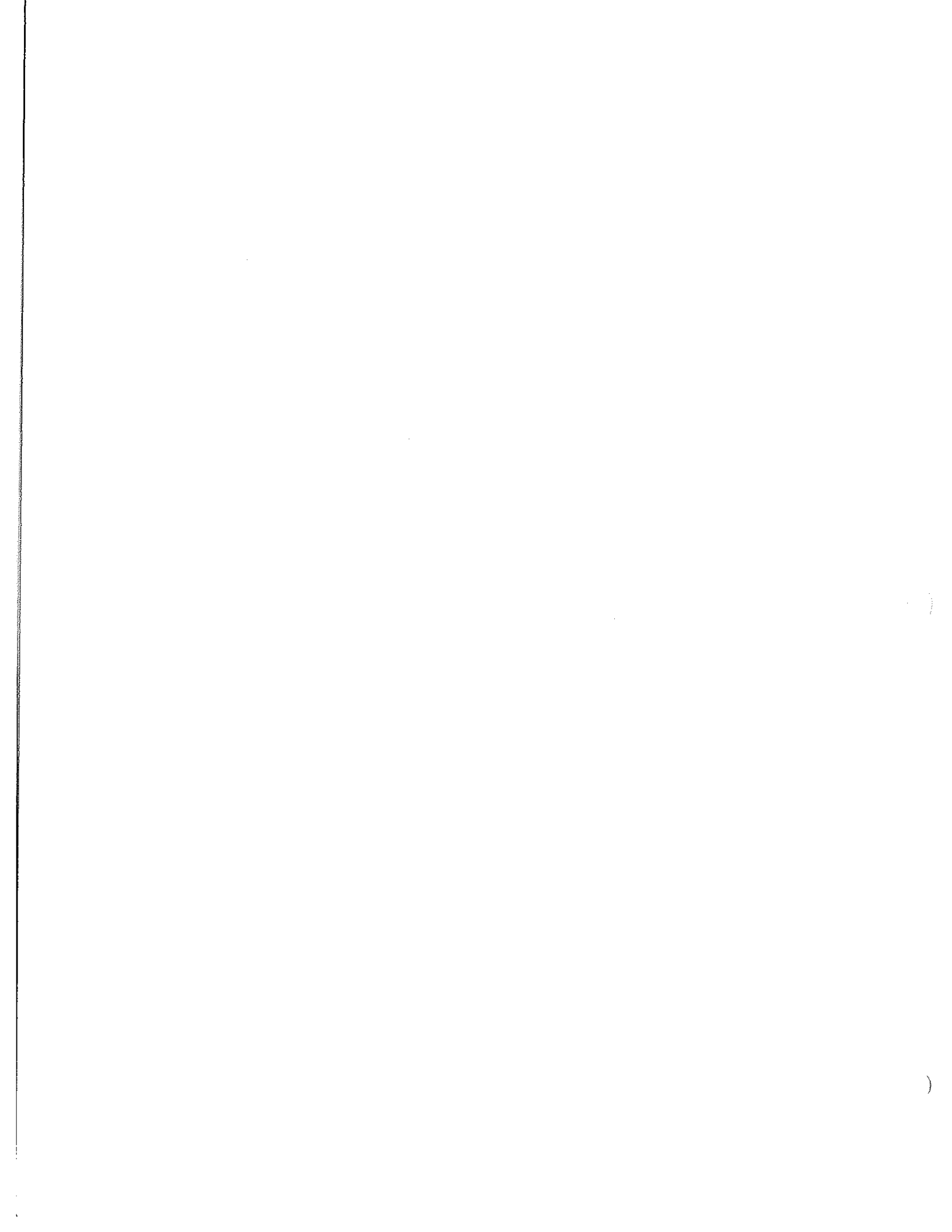
We are applying for a new ISSN number for library cataloguing purposes. It will be found in the upper right hand corner of the cover page as soon as it has been assigned.

Sit back, relax and learn more about Indiana's canal era through **The Hoosier Packet: News and Journal of the Canal Society of Indiana**.

Sincerely,

A handwritten signature in cursive script that reads "Carolyn I. Schmidt".

Carolyn I. Schmidt
Editor





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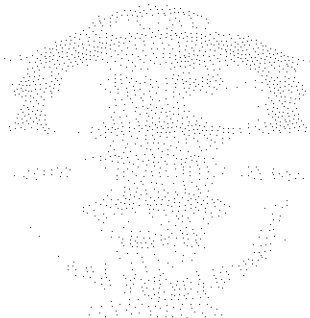
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We could see that the timbers were not as heavy as they were when first taken from the canal bed. They have dried out over the years.

As the wind began to whip up Bob and I ran for the car and barely made it before the downpour began. Dan writes, "Then the rain came in two waves and it got progressively worse. The cold started to settle in with the increase in wind. George, Tom and I (Dan) stayed with Jack to help get the last of the big stuff moved to where George wanted to start a temporary pile. We watched most of the larger hand hewn timbers and the gate hinge loaded and took a few pictures before the wind and rain picked up."

Luckily it took less time to load the timbers onto the trucks than it did when they were first brought to the park. This was partly due to the better equipment that was furnished by NE Source Rentals. The flat-bed truck had posts along the sides to keep the timbers from falling off. The TEREX was a much larger piece of equipment than was used earlier. The TEREX weighed 8 tons. Its boom could be extended to easily pick up the timbers. It was then withdrawn to bring the timbers closer to the machine to carry them to the truck. The timbers did not have to be chained onto its fork. And the best part, as Dan McCain explained, was that he thought all that the CCW&ECI group had to do was pay the two Cohee's charges, fill the equipment tanks with gas, and return the equipment clean. The TEREX and trucks were furnished free of charge.

Many of you who have followed the saga of the flood gate will remember that CSI donated money to the Historic Forks of the Wabash to study the timbers and construct some sort of exhibit. However, the Forks has had a turnover of several directors and the project was never done. The CCW&ECI wants to have the best exhibit of Indiana canal artifacts possible. They contacted the Forks and asked if they could have the timbers. Some of the more significant pieces will be exhibited inside their new Canal Interpretive Center. Others will be placed outside where visitors can see how immense these timbers really are. They also left some of the smaller significant pieces for the Forks to display at their park.

Dan McCain writes of their plans, "We took the curved piece (hinge) as we plan to use at least 10 feet of it in recreating a lock gate. If you want the remainder let me know. We left you the 22 ft. long piece that reflects what the other half of the hinge looked like for the flood gate. It is specific to your structure and even though it is mostly decomposed it should remain at your site. Our uses of the other half will be for a vertical hinge and your application was horizontal. For what we need this will work and we appreciate that we can tell people about the

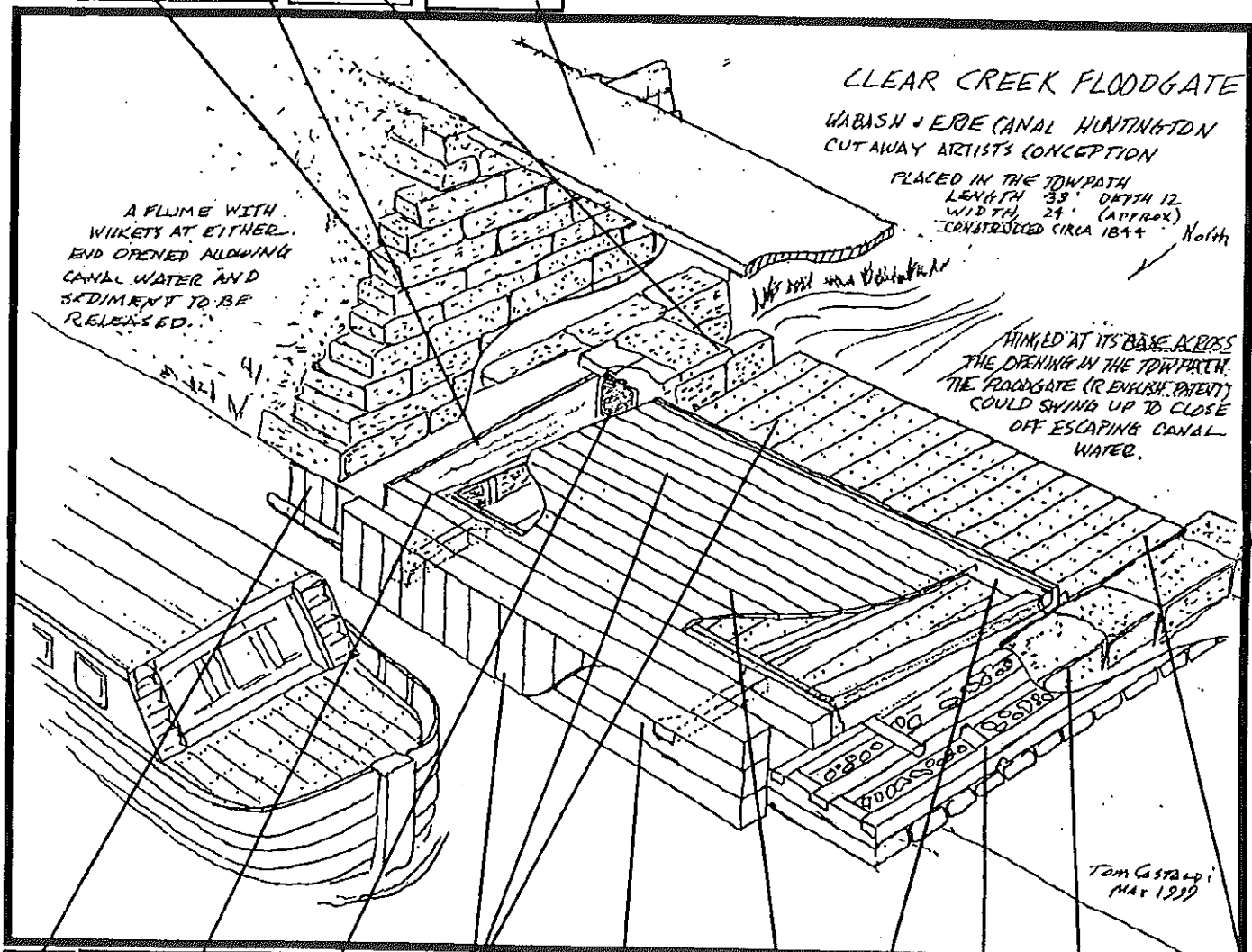


1. Tom Castaldi runs a measuring wheel alongside a timber to determine the center of it as Bill Draper (l) and Ed Gruber (c) from Delphi look on. The TEREX picked up the timbers in the center so they were balanced while being moved to the truck.
2. The TEREX wheels cut deep ruts into the lower section of the Historic Forks of the Wabash Park where the timbers were stacked. Tom Castaldi from Ft. Wayne (l), John Weddell from Leo (c) and Dan McCain from Delphi (r) stand behind a pile of timbers selecting the ones that will be moved to Delphi.
3. These smaller pieces of the flood gate will be left at the Historic Forks of the Wabash for display in their museum. Note the treenails that held the timbers together and the L - shaped piece of a wicket frame that is still intact. Photos by Bob Schmidt

LIMESTONE BLOCKS EAST WALL	SPECIAL BOX FLUME	STONES PROTECT WICKET	POSSIBLE TOWPATH BRIDGE
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CLEAR CREEK FLOOD GATE

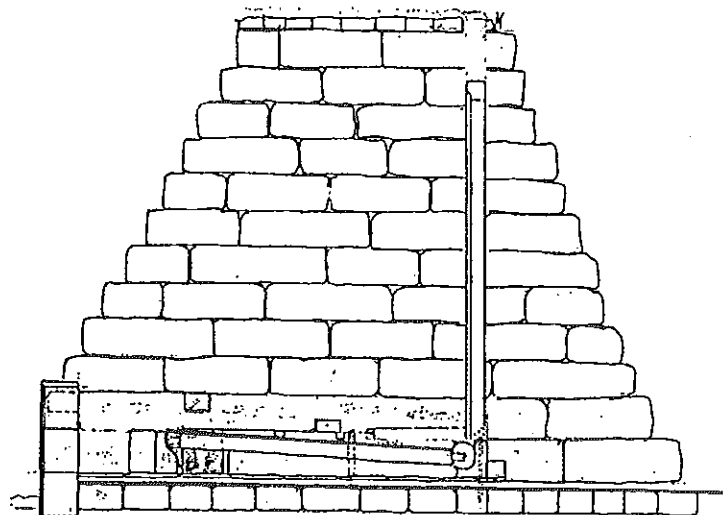
Diagram by Tom Castaldi May 1999



CRIB	SLUICeway WITH WICKETS ATOP FLOOR	WICKET	PLANKING	PROTECTIVE TIMBER WALL	FLOOD GATE	GATE HINGE	CRIB	MASON CUT LIMESTONE WALL	FLOOR
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Tom Castaldi's diagram of the 1844 flood gate above shows the gate at rest in the bottom of the towpath. In this position water could flow from the canal into Clear Creek. His drawing at the right shows the gate at rest with a vertical side support against which the gate rested when upright. This prevented the canal water from pushing out the gate. The gate hinge is located at the base of the upright support.

The removal of the flood gate began on May 4 and continued on May 5,6,10,11,12 and 13 of 1999. We reported daily how long we expected it would take to get everything out as more was discovered. Day by day the time period was extended with INDOT and Crider and Crider, the contractors, graciously providing the equipment and personnel. We thank them for allowing us to save the pieces.



age of these works of art."

The Forks has asked CSI if they could use the money that we gave to them for the floodgate study to provide signage for the lock site and the Wabash & Erie Canal bed that is within their park. Permission has been granted.

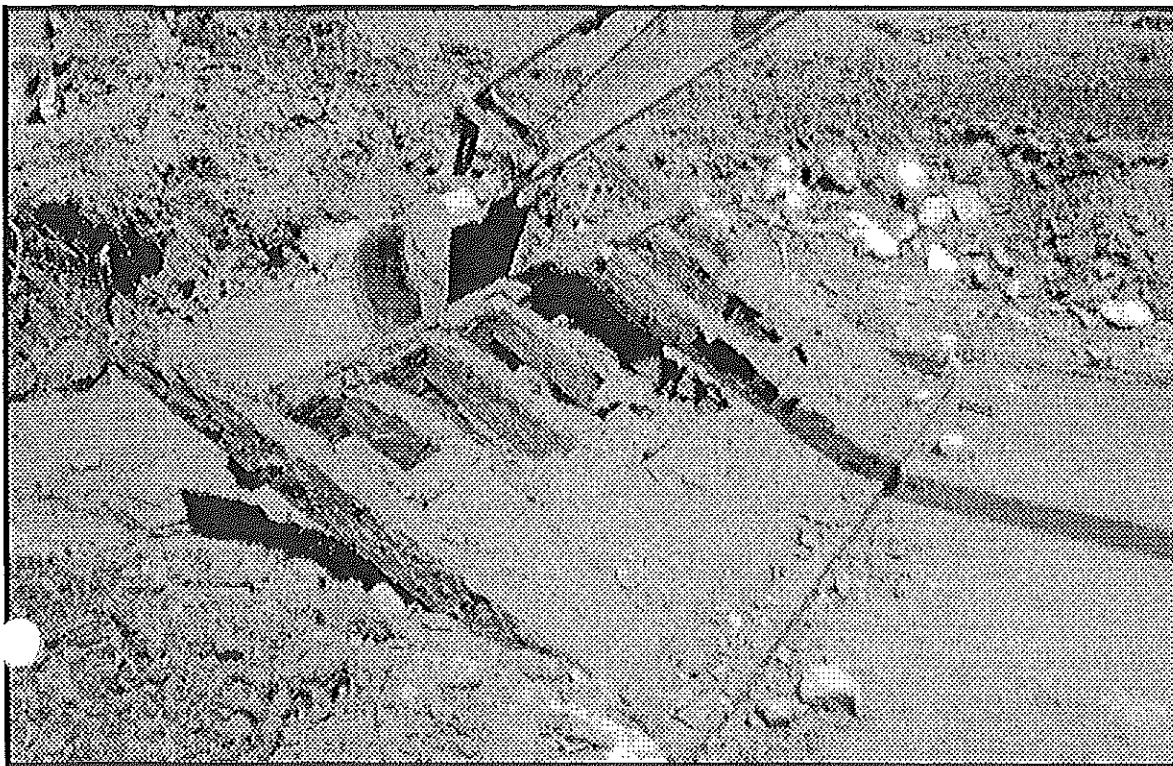
Although the flood gate will never be reassembled, we have learned a great deal from its removal. When Bob asked the Indiana Department of Transportation (INDOT) to save the abutment stones of the flood gate, they offered to move them for us to a spot nearby. Historic Forks of the Wabash said they would accept the stones. At that time none of us knew how much of the flood gate actually remained. When it was unearthed almost completely intact, we asked that the timbers be saved. Once again INDOT and the Forks cooperated with us in moving and storing the wood. We were allowed on the site to closely observe the removal and to take pictures. We have documented what was found. We better understand how the gate could be lowered in times of flood to release the water from the canal and keep its towpath and berm from washing out. We found wickets under the gate that controlled the level of the canal during normal times. An article in *Outdoor Indiana* as well as articles in *Indiana Canals* and the *Canal Society of Indiana Newsletter* informed the public about how the gate operated and generated interest in canals. In the future canal exhibits at the Canal Interpretive Center in Delphi and at the new Indiana State Museum, which is scheduled to open May 22, 2002, will be available for visitors to see.

CSI thanks CCW&ECI for taking on this project. They have accomplished so much so far with the Case House restoration, the canal dredging, the Paint Creek bridge restoration, bringing more buildings into Canal Park and obtaining grants to build the new Canal Interpretive Center. They have even offered to help the Forks grade, harrow, and reseed the lawn they destroyed while moving the timbers.

Dan McCain writes, "My offer to the Forks is to return when there is an effort to rework the ruts into a seedbed. I have a hand seeder and could even bring up a flexible harrow in my pickup if there were a tractor and disc on the site to do primary leveling. The harrow is like a big heavy chain link piece of fence and works well for fine seedbeds. It also works out hunks of sod and sticks, etc.

"When you are ready to rework, let me know. Also let us know what cost you have to get a tractor in to disc. We feel obligated to help restore your site. If the tractor has a front loader we would help also to restack the timbers remaining. I know Tom talked with George about making a pile of items that would reflect this piece of history."

"I hope we can continue to trade ideas and tell people about each others' sites. We are far enough apart that we could both have some draw on curious travelers and still have those that want to see more of "the other site". In a three way promotional effort I hope we can work with the new Indiana State Museum."



Flood Gate Raised

In May 1999 the excavator lifted the top of the flood gate, which pivoted easily on the hinge. Deteriorated wood planking is seen on the front side of the gate. Wooden timbers covered with wooden planking formed the floor of the structure. The huge floor timbers ranged in width from 14" to 18" with some being as long as 33'. Ground water preserved them down through the years.



CANAWILERS AT REST

COLONEL JORDAN VIGUS

b. Sept 17, 1792

d. 1860

By Thomas L. Castaldi

Photo of George Winter's painting of Vigus
courtesy of Rich Voorhees

When ground was broken for the Wabash & Erie Canal, it was Jordan Vigus, who first forced a shovel blade into the frozen earth for that ceremonious dig in the ground that has been called perhaps the most outstanding event in the history of Indiana. It was planned for and took place on February 22, 1832, the day set aside to honor the birth date of George Washington.

The momentous event was covered in the March 2nd 1932 issue of the *Cass County Times* and in the writing style of the day a reporter wrote:

"...by an order of the Board, J. Vigus, Esq. was authorized to procure the necessary tools and assistance, and repair to the most convenient point of the St. Joseph Feeder-line, at 2 o'clock, on said day...

"The intention of the Commissioners having been made known, a large number of citizens of the town of Fort Wayne and its vicinity, together with a number of gentlemen from the valley of the Wabash, convened at the Masonic Hall, for the purpose of making arrangements for the celebration of this important undertaking, whereupon Henry Rudisill, Esq., was called to the chair, and David H. Colerick appointed secretary.

"The procession, having been formed agreeable to order, proceeded across the St. Mary's river, to the point selected, when a circle was formed, in which the Commissioners and Orator took their stand."

Having properly organized themselves the celebrators stepped outside into a cold winter day and marched across the Saint Mary's River. Proceeding west they formed a circle at the junction of the Saint Joseph

Feeder and the mainline of the Wabash & Erie.

"Arriving at the scene of the ceremony, the group that gathered included Jordan, Vigus, Charles W. Ewing, Samuel Hanna and Elias Murray. After listening to a patriotic speech eloquently delivered by Ewing whose remarks were representative rose to speak, In his words he,

"...explained the reason why his colleagues were absent—adverted to the difficulties and embarrassments which the friends of the canal had encountered and overcome; noticed the importance of the work and the advantages which would ultimately be realized; and then concluded by saying, 'I am now about to commence the Wabash and Erie canal in the name and by the authority of the State of Indiana.'

Having thus said, he 'struck the long suspended blow' broke ground — while the company hailed the event with three cheers."

Jordan Vigus, the central figure of the canal's ground breaking, was born on September 17, 1792, in New Glasgow, Amherst County, Virginia, near the city of Richmond. His parents were from London, England, and both were teachers and preachers. The name *Vigus* is English and family members say their surname has a meaning that relates to "cigarettes". His obituary appears in the September 29, 1860, *Logansport Journal* and states, "he removed to Lexington, Kentucky, without any worldly possessions — nothing, as we have heard him remark, but the prayers of a devoted father and mother." At about age 18, he left his father's store and home in Virginia, traveling with a brother came north settling in Lexington, Kentucky, where Jordan clerked in his brother's store.

Volunteering to fight in the War of 1812 under General William Henry Harrison, Vigus served as a

private in the First Rifle Regiment of Kentucky Volunteers. He was one of the troops that liberated Fort Mifflin from the Indians, participated in additional raids upon the enemy, and helped to rebuild Fort Defiance. Some accounts indicate that he emerged from his military service having been elevated in rank, however, historians do not mention how he may have earned a promotion. The War of 1812 Pension Files indicate that his beneficiary was his wife "Wealthy H.", that he served in "Captain Kerley's Company of Kentucky Volunteers" and at the rank of Private. However, back in civilian life he was soon being referred to as "Major" Vigus.

In 1817 he moved to Corydon, the then Indiana state capital and the center of business and population of the state. By 1826, he had set up residence in Indianapolis and operated a tavern in the fledging western frontier town of a few years and where the state government had decided to move.

By 1828, Vigus was mailing correspondence to John Tipton from Indianapolis discussing topics such as the removal of the Indian Agency from Fort Wayne to Logansport, and the likelihood that the "Wabash Canal" would pass through Logansport. The next year in January 1829, Vigus was continuing to write to Tipton from Indianapolis.

During his Indianapolis years, the 1827-28 Indiana legislature elected Samuel Hanna, Robert John and David Burr canal commissioners by a joint ballot of the Senate and House. Later on April 28th, Austin W. Morris informed John Tipton that Robert John had resigned the office of Canal Commissioner when he wrote:

"...and Major Vigus is an applicant, he has a large and highly respectable recommendation (sic) of the citizens, but if any of the Govrs (sic) friends apply for it, it is somewhat questionable (sic), whether (sic) the Major will succede (sic) or not."

History records that Governor James B. Ray accepted the recommendation when the governor made the selection and officially announced that he had,

"...appointed Jordan Vigus a commissioner of the Wabash and Miami canal, to supply the vacancy in the board of commissioners, occasioned by the resignation of Robert John Esquire...at Indianapolis the twenty second day of May A. D. 1829 & thirteenth year of the State."

During his five years as a Canal Commissioner, Col. Vigus was directed to offer lands for sale at Logansport beginning October 26, 1830. Terms of sale and liberal credit did little to assist in raising funds for canal construction. (C. B. Lasselle said at the time, "owing to the length of credit given on the purchase, availed but little in affording means for the prosecution of the construction of the canal. It was, therefore, found necessary to appeal to the

means of the State. Accordingly a bill was introduced in the Legislature during the sessions of 1831-32, for effecting a loan upon the faith of the State, predicated upon the moneys arising from the sales, with interest thereon, together with the tolls and water rents of the canal. The bill met with fierce opposition upon the part of many prominent men in the Legislature; but it finally passed. Its success was duly celebrated by the citizens of Logansport.")

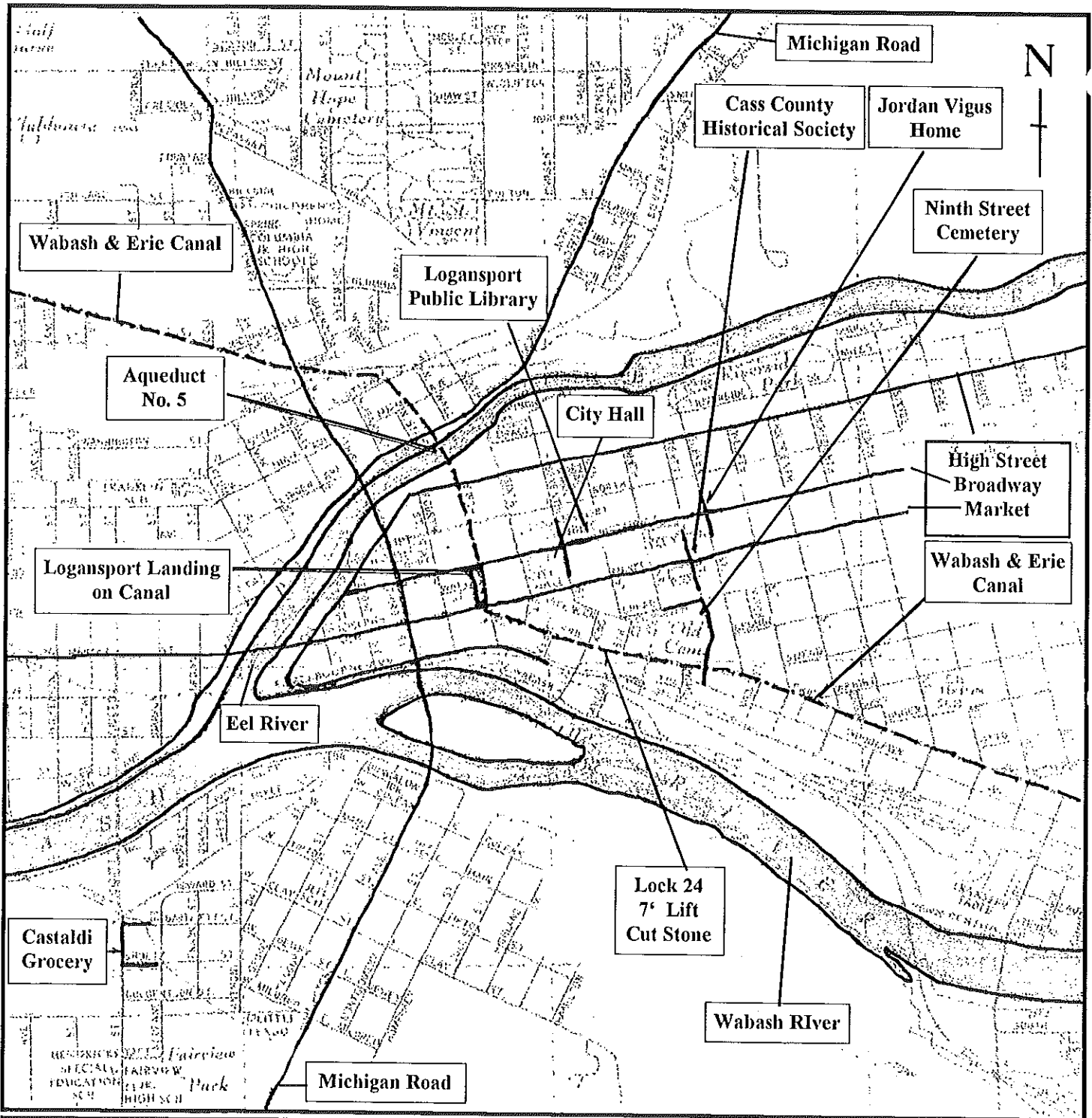
It is not clear when Vigus earned the title Colonel. He was called upon on July 12, 1828, to give testimony in a public meeting between Noah Noble and James Ray and at that time was referred to as "MAJ. Vigus". In letters written both by John Tipton to George C. Spencer on February 19, 1832, and received from Thomas Fitzgerald on July 26, 1833, references are made to "Major Vigus." However, in a December 16, 1833, letter from Joseph Barron to John Tipton, the old interpreter Barron refers to him as "Colonel J. Vigus". He was addressed as the Colonel thereafter. Some may speculate that an honorary military title was conferred even though such was not the custom in the northern states.

Vigus moved to Logansport in 1829 to join his close friend John Tipton. Over the succeeding years he operated a tavern in his adopted town. Such establishments were meeting places and might also be referred to as an inn. Here he became active in civic affairs and was one of four men who participated in a shooting contest to decide what name to give the new village at the mouth of the Eel on the Wabash. The name Logan's Port was chosen by John B. Duret in honor of a native (albeit Logan's given name was Spemica Lawba) who supported the American cause in the War of 1812. The word "port" was added presumably to promote the place as a commercial landing site on the Wabash River trade route.

Together, the same group of men platted the town that was incorporated on February 17, 1828. Jordan Vigus was elected Logansport's first mayor when the first election of city officials took place the following May. According to the custom at that time he served a term of one year.

When construction of the Wabash & Erie was delayed due to a debate as to which of three sites the canal should pass to the south and to cross the Wabash River, Vigus, as a commissioner, influenced the decision. Along with Spears Tipton, an agreement was reached to cross the river in a pool of a dam complete with a lock large enough for steamboats and a chute for passing flatboats and rafts.

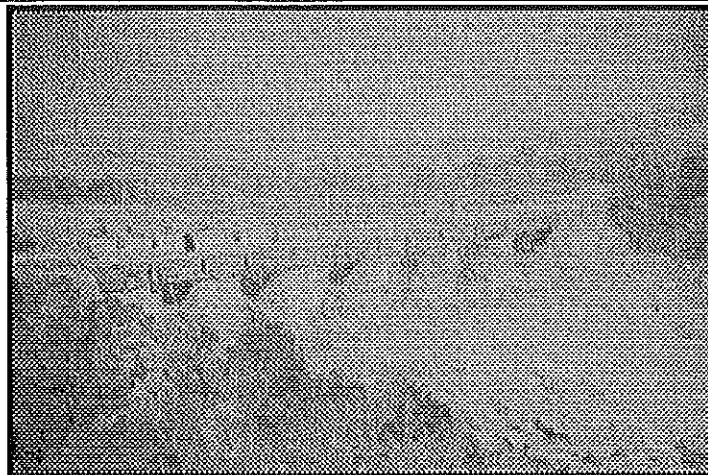
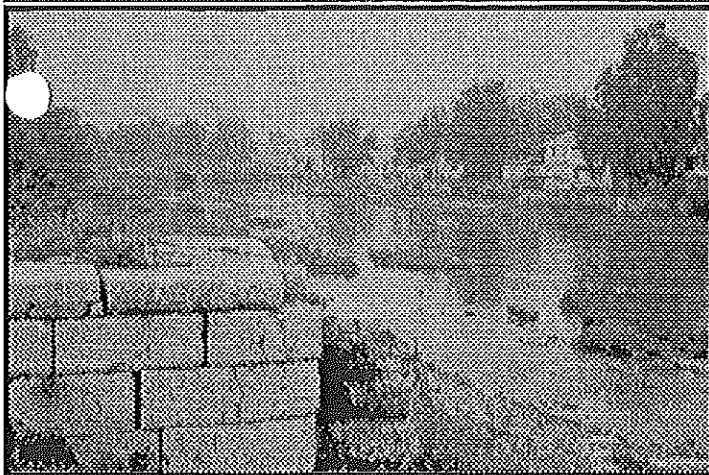
During 1838, a citizen's meeting was held to protest the state moving forward with plans for the



The Wabash & Erie Canal through Logansport, Indiana

At Logansport, the Wabash & Erie Canal crossed the Eel River a few short blocks above the Wabash River. Stone piers of the old aqueduct remain at the end of 5th Street. Lock # 24 on Erie Avenue has long since been covered over. Note the location of the Jordan Vigus home. The Castaldi family, who came much later, operated a grocery in the southwest section of town.

Tom Castaldi spent his early years around the canal and heard about men such as Vigus. He was the perfect choice for the person to write this "Canawlers At Rest" article. CSI Headquarters is looking for volunteers to write additional biographies of canal personalities to be carried monthly under the "Canawlers At Rest" column.



The abutment of Wabash & Erie Canal Aqueduct No. 5 over Eel River still stands at the end of 5th Street in Logansport, Indiana. The painting of the aqueduct with a canal boat in its trough can be seen at the Cass County Historical Museum. Photos by Bob Schmidt

slackwater dam to cross the canal over the Wabash River near Delphi at Pittsburg, Indiana. A five-man committee was chosen to obtain an injunction through an attorney granted in U. S. Circuit Court and Jordan Vigus' name appears as a member of the correspondence committee for the endeavor. A dam downriver would have cut off steamboat traffic that upper Wabash valley communities such as Logansport and Peru believed they should enjoy during seasons of heavy rains. Ultimately the Wabash Dam No. 4 was built, and, to satisfy the upper Wabash River contingent in 1841, a steamboat lock was completed in the dam to ensure scheduled, albeit rarely used, steamboat traffic above the dam.

While living in Lexington, Kentucky, Jordan had joined the Masons. He and John Tipton were among the founding fathers of the Logansport Masonic Lodge No. 33 and he was a member of Logansport's IOOF Lodge. Local historian, Richard Copeland records that Jordan Vigus was active in several business ventures. He and Dr. Hiram Todd opened a tavern and grocery store in Logansport at 209 East Market Street and with his brother Cyrus Vigus and his father-in-law John Tipton, initiated a mail coach route between Logansport and Indianapolis. The partners, with Jordan as treasurer, formed the Bridge Street and Michigan Road Free Bridge Company to construct a bridge over the Eel River at Logansport's Third Street.

Teaming up with his brother Cyrus, the two began U. S. Mail Pilot Lines from Niles, Michigan, South Bend, Plymouth, Logansport and Indianapolis, as well as service between Logansport and Michigan City. It is not surprising to learn that Col. Vigus after leaving the Mayor's office served two terms as postmaster in 1840 and again in 1848.

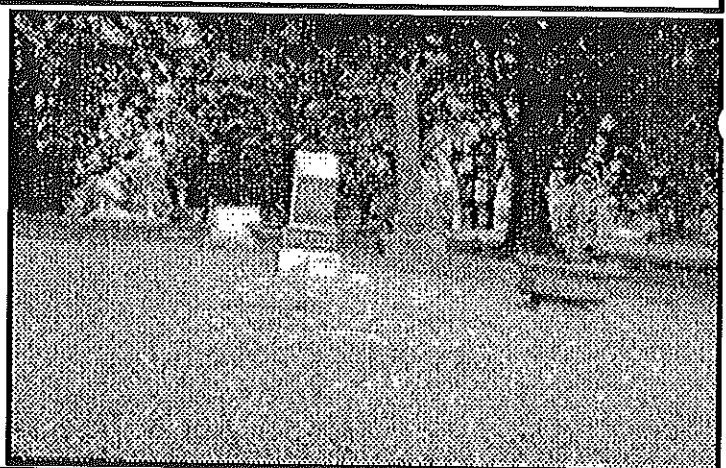
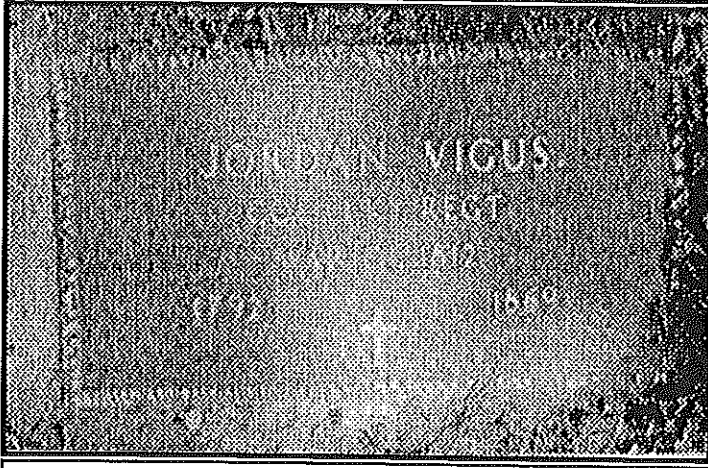
announcing a meeting to appoint delegates to a convention at Terre Haute on May 22 for deciding on the extension of the Canal to the Ohio River. Col. Vigus was one of five delegates representing Cass County at that convention.

He was married in 1826 to Elizabeth Ross back while residing in Louisville, Kentucky, and together they had three children — Elizabeth Ann, Harriet and Jordan. Historian Copeland notes that Elizabeth died on February 18, 1841 after an illness of several years. Four years later Vigus remarried. His second wife was Wealthy Ann and they became the parents of Virginia, Horace A., (who died in infancy), and Horace B.

Family members have described Jordan Vigus as being five feet eight inches tall, weighing about 170 pounds, hair and eyes were dark and his complexion was slightly olive with a tinge of red in the cheeks. These no doubt were the days of his powerful contribution to community when he built a large two-story Greek Revival/Italianate style home in about the year 1842. The Vigus family occupied the brick structure until some time after 1860, and it still stands on the northeast corner of 11th Street and Broadway at 1100 East Broadway. In 1864, James Cheney, banker and industrialist, purchased the home. It was here that in 1865, the Cheney's eldest daughter Helen was wed to John Alfred Kimberly. Another memory—this one on April 4, 1865,—of the place was recorded by local historian Mary Schultz. She writes that there once was a picket fence surrounding the house featuring large gate posts. Young children found the posts a great place to sit and rest. "Alice was sitting on one when Mr. Peter Dunkle, a neighbor, came by and said, 'Little girl, run in the house and tell your mother that President Lincoln was shot last night in Washington.'"

On May 10, 1845, a circular was distributed

In August 1954, the structure became the home



Jordan Vigus lies at rest in the Ninth Street Cemetery overlooking Erie Avenue in Logansport. His marker is by the tall red granite obelisk marked "VIGUS" at the top of the seventeen stone steps.
Photos by Tom Castaldi

(Shultz) of the Cass County Historical Society. It has been occupied by the Rich Voorhees Studio photography business since 1967. The historical marker mounted near the front door recognizes the significance of the Vigus home. Inside the studio hangs a large framed likeness of Jordan Vigus. Painted by George Winter, the original is in the possession of the Cass County Historical Society.

Jordan Vigus died on September 27, 1860, a Thursday afternoon at 4:00 p.m. The funeral took place from his 11th Street residence on September 29, 1860 at 3:00 p.m. with services by the Masonic order. In the last eight years of his life, he suffered a paralysis that is said to have contributed to his death.

In his gentle obituary he is remembered as a man who "During his residence at Corydon, Indianapolis and Logansport, Col. Vigus filled many places of trust, in all of which he discharged his duty honorably to himself and with satisfaction to the public. In his habits the deceased was regular and simple. He indulged in none of the fashionable vices of his day."

There is a military drum in the Cass County Historical Society collection presented to Jordan Vigus by Major Samuel McFadden. On its sides, artist Wils Berry painted Civil War era flags and a classic federal eagle. Actually, it is a drum used in the Mexican War [1846-48] that was given to Jordan Vigus. It is worthy of note that Col. Vigus is buried next to his sixteen-year-old son Horace B. Vigus, a Civil War drummer boy who fell at Lost Mountain in 1864. The youngster's marker reveals that he was a veteran of Company B, 128th Indiana Infantry born July 18, 1847 and died June 3, 1864. The Colonel, his wife and son rest along side one

another in Logansport's Ninth Street Cemetery.

The Ninth Street Cemetery overlooks today's Erie Avenue, a street constructed on the channel following the Wabash & Erie Canal line. To find the gravesite travel east on Market Street to Logansport's Fifth street. Here from the southeast enters Erie Avenue. (This is the place where the Wabash & Erie entering from the east made a sharp turn to the north approaching the Logansport landing.) Travel easterly on Erie Avenue to Ninth Street and turn north one block to Spencer Street. Parking is readily available and the cemetery is on the east side. Ascend the seventeen stone steps and notice the tall red granite obelisk marked "VIGUS". The marker reads: "JORDAN VIGUS/Col 1 Ky Regt/War of 1812/1792-1869. (His marker gives 1869 as the date of death however, other historical records and accounts state that the year was 1860.)

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- Flory, Wilmer. *Airings*
- Griswold, Bert. *The Pictorial History of Fort Wayne Indiana*.
- John Tipton Paper
- Journal, Messages and Papers of James Brown Ray 1825-1831
- Logansport Pharos Tribune
- Looker, Brian. Executive director Cass County Historical Society
- Report of the Adjunct General 1864-65, War of 1812 Pension Files
- Shultz, Mary. *Old Homes of Logansport*
- Voorhees, Rick. Voorhees Studio

"Canawlers At Rest" will be a monthly feature. Several CSI members have written articles to get it off to a good start, but we are seeking other volunteers. Articles about canal personalities should include if possible their birth and death dates, a picture of the person and the tombstone, a map of the cemetery or directions how to find the grave site, the obituary with name of newspaper, city, date of paper. Articles will vary in length by material available. Please check with headquarters to avoid duplication (260) 432-0279.

HOWARD AND ITS WABASH AND ERIE CANAL CONNECTIONS

By Charles Davis

As I began doing research for this article, I found two recollections, which I've related below, that gave me clues to help locate old businesses, homes, and owners of lots in Howard. From there I checked deed records, old atlases, and other histories to come to my conclusions about where they were located. I then added how they were connected to the Wabash & Erie Canal, which passed through this area in Parke County, Indiana.

John TenBrook Campbell
(b. May 25, 1833, d. April 30, 1911)

Captain John TenBrook Campbell was born one and one half miles east of the north end of Montezuma, IN. In 1859 he began writing for the newspapers. He served his country during the Civil War in Company "H" 21st Indiana. In 1878 Captain Campbell was an assistant in the Indiana Bureau of Statistics and Geology under John Collett. From 1884 to 1894, he was surveyor of Parke County.

Among John's inventions was a new style boat propeller called the fish tail propeller. He built a boat called "The Experiment." The engine was built by Montgomery and Ward. He tested it in Williams "Billy" Creek just above the old Craig ford. (Rockville Republican, June 12, 1895)

Campbell grew up at his father's sawmill at "Devils Den." He worked on the Wabash and Erie Canal as a young boy while living with his uncle Josiah Campbell by the Sugar Creek feeder dam, which fed water into the canal. He penned the following story that appeared in **The Rockville Republican** on September 25, 1907.

"W. And E. Canal" Captain Campbell Recalls How It was Built. Horse Race In Cooks Lane. A Big Day in Parke County--The Hoosiers against the Irish--Former Win Fight.

"The construction of the Wabash and Erie Canal reached the north part of Parke County in 1844. It was completed to Terre Haute in about 1848. Hugh Stuard, an educated Irishman, was the contractor thru Parke County. How much more to the north and south I never knew. All the dirt was moved in carts and wheelbarrows. Each teamster led two horses, one at a time, from the shovel pit to the dump, or tow path, where a dump boss directed to 'haw tee and back.' That was the command whether the turn to be made was haw or gee. The boss would throw his weight on the back end of the cart bed when it would tip down and shoot the dirt out backward and down the embankment, or on the level ground, or into a hole or sink accordingly then they would lead the horse and cart back to the shovel pit and lead the other horse and cart to the bank. While one horse was being led to the bank or towpath, six to eight shovelers would be filling the other cart.

"I led two horses for Tom Burns, an Irishman, and son-in-law of one McCandry, who had a mile of the work, called a section, just about due west of the Oliver P. Brown house, some two or two and a half miles north of Montezuma. I was to work a 'dry

month' for seven dollars in 'Canal scrip.' When I had worked four and a half weeks with only one rain that stopped the work for an hour, (there was some night rains) and asked Burns if my month was up. He stormed out with boy-scaring oaths--'that time is not up yet.' I was about two months into my 15th year, and I was eventually afraid of all Irishmen. Any and every one of them was ready to swear that I had not worked my time out. At the end of the sixth week I mustered enough courage to ask again about my time. Another storm of curses declared that my time was not out yet. Near the end of the seventh week one horse got his fore leg kicked by a stallion at the races in Cook's lane (now Henry Vestal's) and Burns blamed me for it, as I was riding the horse in a jam of horses and men, and he drove me off without any pay at all.

"I was the only Hoosier among 150 Irish. Every day at noon I had to allow two Irish boys less than I was, to whip me for the amusement of the men. I could whip either one of them, but they often doubled on me, and if I showed energy and was about to get in some work, some Irishman from behind would hit me about the ear and send me to grass. Then there would be a loud hurrah for the boy that had knocked the dournd (darned or dammed) Hoosier down. I found it better to pretend to be doing my best and let the fight go against me, as I got less hurt and it was sooner over with.

"O' but it was a sight when the priest came along. Moses at the burning bush was nowhere in his abject reverence. The bitter, hostile feeling between the Hoosiers and canal Irish was as bad as it is anywhere between the Negroes and whites. Many were the fights between them where they met in parties of a dozen or more on a side. Liquor then flowed from jug to mouth freely. Temperance societies were limited to the 'Washingtonians,'

a very conservative temperance organization. The Sons of Temperance came a few years later. Woe to the Hoosier who took hay, oats, corn, or potatoes to sell to the Irish at their camps. They bluffed him out of his measure of weight and price. Toward the last the Irish were obliged to go to the farmers for their produce. Even then they often went in numbers sufficient to carry their bluff to success.

"I saw my uncle, (Josiah Campbell) with whom I lived for several years after the death of my parents, have a hot time near the feeder dam on Sugar Creek with three Irish men, one a large man. My uncle took a load of corn to their camp on a previously agreed price. The corn was measured in a barrel with a hand spike ran thru big auger holes bored in the sides by which to carry it. When five barrels had been carried the big Irish man said there were only three. My uncle, knowing their tricks, told me to throw an ear of corn on the opposite side of the wagon for each barrel. I knew there were five. My uncle kept count also and we agreed. The Big Irishman began his bluff. My uncle drew a long dirk knife which he could handle quickly. Irishman made a grab at a club, but one end was frozen to the ground. Uncle darted at him like a hawk, running him several yards. Purchaser got scared and agreed to our count.

"Famous Race in Cook's Lane.' The racing in Cook's lane, I think was in July or August, 1847. The Irish had a pony-built horse called the "Brimmer" raised near Annapolis by Jesse Hinshaw. The Brimmer was as quick as a cat, and Puett was back of the bet. One hundred it was thought no horse could beat him in a race of a quarter mile. All the Irish bet on the Brimmer, owned then by one Gallagher. Austin Puett of Rockville owned a fine sorrel mare. Bob Barnaby did the betting. It was

understood that Puett was back of the bet. One hundred dollars was bet by the owners, and many side bets were put up. The fence along the land was as black with men as of a flock of blackbirds, and all the fence corpser(?) were filled with men on horseback. There were easily 2,000 men at the races, one-half Irish. I was on one of Burns' horses at the outcome of the race. There was a long waiting to get the track clear of men and horses. At last the hurraing was heard at the start at the south end, and it followed northward as the horses ran, and sounded to me like a coming tornado. The Brimmer (Irish horse) got the advantage in starting, as he was so quick, but at the half way point the Puett mare caught up, and was 50 feet ahead at the outcome and young Austin Puett, the rider, yelled like an Indian as the mare by leaps of 50 feet passed under the line. The riders jumped off and was leading the horses back to the wire and young Puett was taunting the Irish rider, and snapping his finger in his face. It was stated the Irishman had struck Puett several cuts with his cowhide as Puett passed him in the race. The Brimmer looked like a short-legged dog while he was running.

"After the race, the quarreling began, the losers contending it was not a fair race. The quarreling soon led to fighting, and there were fights beyond count, sometimes groups of a dozen in a melee, each fighting he knew not whom, or what about, but generally the Hoosiers against the Irish. The Irish were the most expert boxers and when one struck at a Hoosier, the Hoosier went to grass. While this fighting was going on, other men were running scrub horses on the track. Ere one pair had covered the track another pair would be started, running over and around



bunches of men along the tracks. A Negro from the Coloma (then Rocky Run) Quaker settlement, had an old blind Kentucky race horse and he had been a rider of races. He put up his little money and joined in the races. His horse easily beat the scrub horses, but who would pay a losing bet to a 'dammed nigger?' So he was fleeced. O' what a savage animal is man when he allows himself to become degraded and brutalized!

"Two weeks later there was another race in Cooks' lane which I did not attend, but I heard enough from those who did to make this article cover 40 pages of the Republican. At this race there was more fighting than at the former race. Well, what have these races and fights to do with the building of the canal? Answer: The principle interest in the canal while it was being built, was the actions and customs of the people along its line, and the antagonisms between the Irish and the Hoosiers. The fight continued from the race track to Montezuma where it continued till late at night. I had gone to work for my cousin, attending ferry (Patterson Ferry) at the mouth of Big Raccoon, two miles south of Montezuma. I could hear the yelling of the men and hear stones and brick bats strike the houses as sound travels easy on water. At last a few shots were heard and the rioting soon ceased. Single barreled pistols were then in use and but few were carried. One shot then had more terror for rioters than a wagon load of revolvers have now.

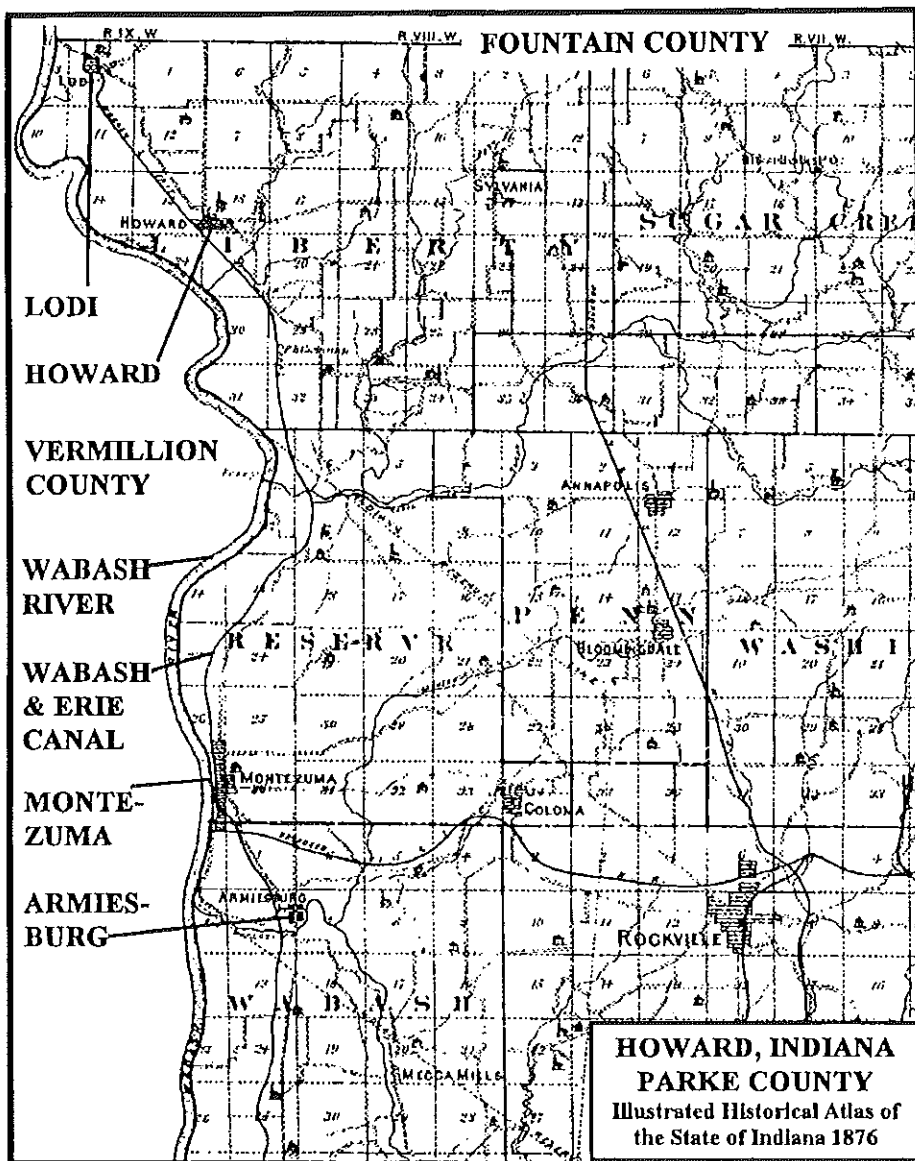
"Burns, whom I worked for had a double or long cabin with a partition. The horses were stabled in the east part and the family in the west. An Irishman and I slept in the lower bunk next to the horses, and the hired girl and two children in the bunk above us. Burns and his wife slept in a bunk at the south side. He and his wife quarreled all the time and seemed to enjoy it. One night

he went to bed first. I was in bed, but Mrs. Burns was doing nothing and had a lighted candle in her hand. Burns was cursing and damming her. She was his match. After he had been in bed a few minutes, he yelled out 'Now ye blasted spalpeen, ye have made me forget to say me prayers!' He raised up in bed, crossed his breast with his hands and muttered a prayer, fell back on the pillow and went on cursing his wife. When she blew out the light and got in bed the quarrel ceased.

"I had bought a second hand accordion and swapped to Eli Hunt for a three-stringed fiddle. This I swapped to Tom Gilkeson for a New Testament. During the seven weeks of a 'dry month' I worked for Burns I read much of that Testament and nothing I ever read so affected me as did that Testament. I have read it several times since and wished it would again reproduce that feeling but it did not. Burns often borrowed from me at noon in the stable and would read it, keeping a sharp watch thru the cracks of the stable and if he saw any one approaching who would likely see what he was doing, he would shut the book with a slap like a fly trap and hand it to me quickly. If the person passed on out of the way Burns would again call for the 'little book.'

"My uncle boarded 20 or 30 choppers and teamsters. These were all Hoosiers and Suckers. The teams were two to three yoke of oxen. No horses were used in the log and timber hauling. The haulers went up the ridges north of the Creek and came back with long round logs full length of the trees and also hewed timber for the feeder dam across Sugar Creek. They dragged their loads close by our door yard. The cracking of the ox whips and swearing at the oxen sounded like skirmish firing at the opening of a battle.

"Captain John Lindsay,



from the Indiana Iron Furnace five miles southwest of Clinton, was boss of the choppers and teamsters. He was the greatest expert with an ox whip I ever saw. I thought then that I could ever be as great a man as John Lindsay, I would never seek any greater honors. He had a heavy, rich voice and was a great singer. He was a captain in the 14th Indiana Infantry during the Civil War.

"The state of Indiana borrowed about \$43,000,000 to build that canal, giving state bonds, but could not pay even the interest. About 1850 the state induced the bondholders to take the canal and give up the bonds, the state agreeing

to protect the canal against injury and also not to charter any competing canal or railroad parallel to and near it. But about the same time the new constitution was adopted which provided for a general law for charters. Under that law the Wabash railroad was chartered, running beside the canal from Toledo to Attica. In the summer when the canal would operate the road reduced freights, then in winter when the canal was frozen up the railroad increased freights to make up and in that way killed the canal. The bondholders then asked the state to take the canal and return the bonds. State refused and passed an amendment

to the constitution prohibiting any legislature from paying the bondholders. In 1868, Indiana voted to pay the 5-20 bonds in gold which were clearly payable in greenback; then two years latter voted to repudiate a debt as sacred as any debt that ever existed. Governor Hendricks was inaugurated just in time to issue the proclamation for the election on the Constitutional amendment, prepared by the Republicans and the Democrats seeing Hendricks name to the proclamation supposed it to be a Democrat measure, voted for it in great droves, when two years before they had voted in the opposite direction. Such is the whim of public opinion."

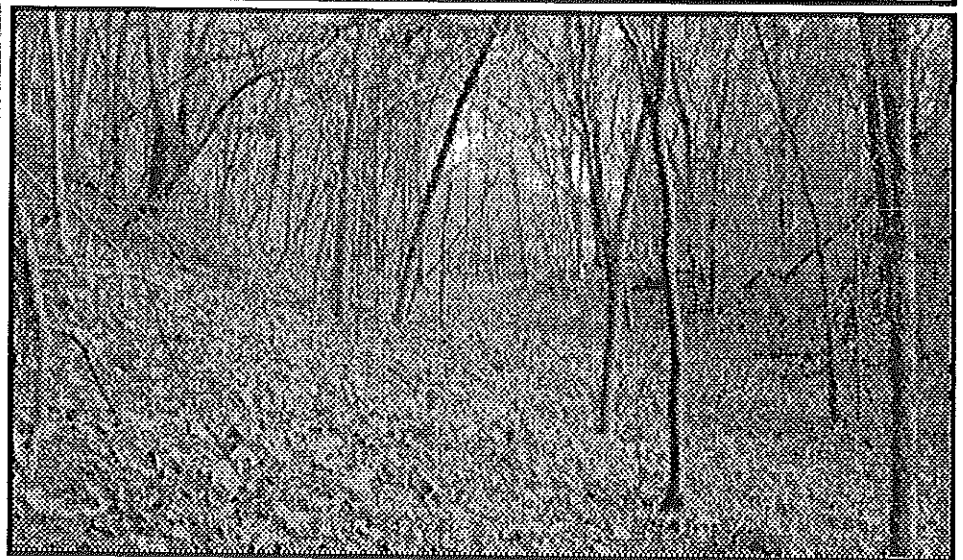
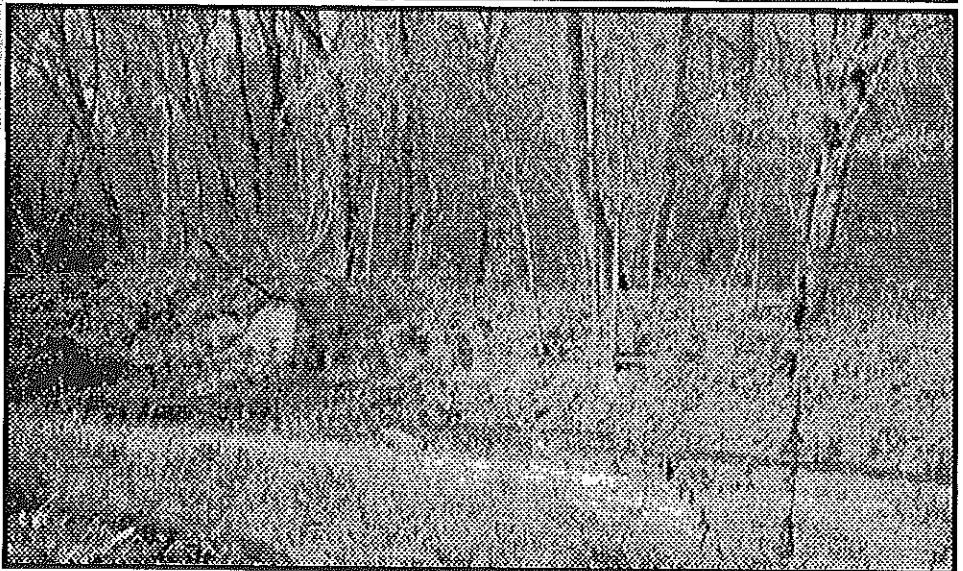
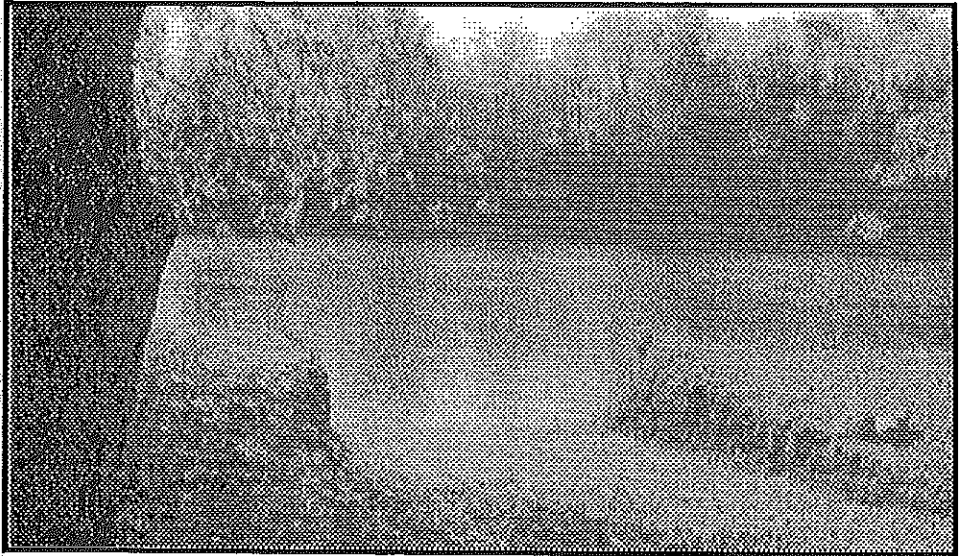
John T. Campbell died in 1911 at the Lafayette Soldiers home. He is buried in the Rockville Cemetery.

Following Campbell's reminiscences, this article appeared in **The Rockville Republican** on October 30, 1907:

"Wabash-Erie Canal. Reminiscences by Gen. William Henry Harrison Beadle of South Dakota."

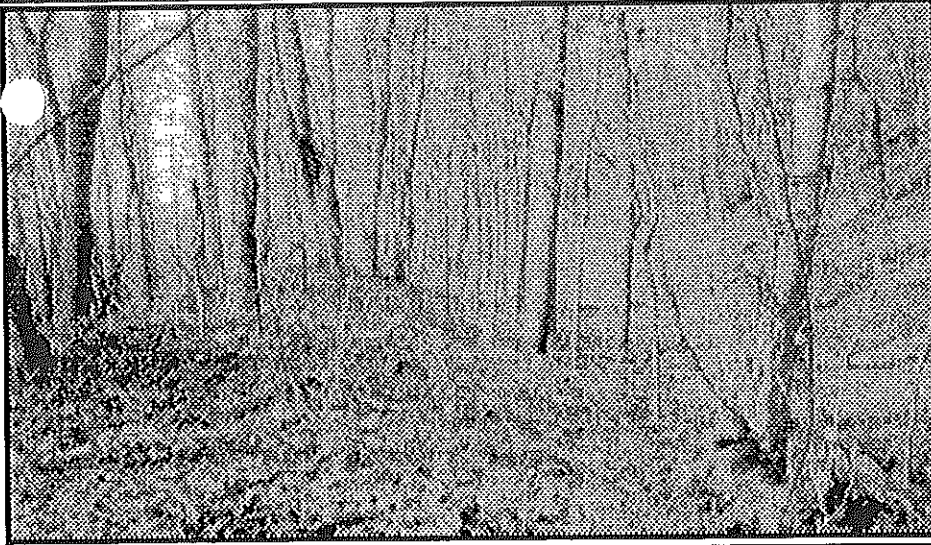
Capt Campbell's description of the building of the Wabash and Erie Canal thru Parke county, published a few weeks ago in this paper attracted much attention and favorable comment. It also brought the letter below from Gen. W. H. H. Beadle, a Parke County boy, which Capt. Campbell has kindly forwarded for publication. It explains itself."

"My Dear Capt.. Campbell: - Your remembrance with copy of **The Rockville Republican** has given me much pleasure. I read with much interest your article on the Wabash and Erie Canal. Much that you describe I saw, but of it I was not even a small part. My father (James Ward Beadle)



1. Filson's (Johnson's) Ferry on Wabash River near Howard, IN Sec. 23 Liberty Twp.
2. Northside of Mill Creek Aqueduct #10 Center Sec. 19 Liberty Twp., Parke Co., IN
3. W & E Canal prism 100 yds. north of Mill Creek Aqueduct #10 Sec. 19 Liberty Twp., Parke Co., IN looking south toward Mill Creek with towpath on the right

Photos by Charles Davis



Wabash & Erie Canal prism looking north from Mill Creek Aqueduct #10 Sec. 19, Liberty Twp, Parke, Co., IN. Photo by Charles Davis

lived nearly a mile northeast of Howard, when that point was called 'Westport.' It was the Canal boom that changed it to the honorable name of Howard. Lots were sold at auction to the west of the old town toward the Canal, on the road leading to 'Filson's ferry' (later Johnson's ferry) and Newport.

Filson's ferry was an old landmark locally. (See Canal Society of Indiana Newsletter September 1996 p. 8)

A little way below it my father annually built a flat boat which he floated with the spring rise (following the breaking up on the ice) then the only marked rise we had in the Wabash. I have seen the progress of the construction, the loading with pork and somewhat with other produce and finally the 'sailing' of the boat. When all was ready, father at the steering oar, they pulled out into mid stream and all the crew standing along the middle of the deck, they waved their hats and gave a cheer. They were off for New Orleans, that wonderful and very distant port where dwelt a people so different from us - certainly very different when judged by the stories and allusions of the flatboatmen as they talked for a year or more afterwards about their experiences there.

"Some were vivid as when the Mexican War began and while all

were at New Orleans on the day when it was reported that Taylor's army was surrounded by the Mexicans, and the day following when the swift steam packet brought the news of his victory at Palo Alto and Resaca de la Palm. There the older boys, John and myself, were imbibing the longing for travel - the 'wanderlust' as Germans call it. It was in the family blood from both lines of ancestry. So, you see, I was near the Canal, say from Coal Creek to Sugar Creek, especially near Howard. Down below Mill Creek I witnessed a race much like the one you describe as occurring in Cook's lane. Westport or Howard, was a poor sandy sample for a town but it was the only one I saw for many years, till one day my maternal uncle John Bright, came by in a real buggy and took me in and clear over to Newport and into a real circus show!

"In 1849 we moved to Rockville and began to see the world. In Canal building times father kept the 'store' at Howard and had to deal with the Irish, but they kept the Irish out of town proper. So the only new house that was ever to my knowledge built in the new or Howard addition was a saloon called a 'grocery' nearly opposite the old Yow (Gaw) home. Thereabouts the drinking and fighting had to be done. Father had a dreaded 'pistol,' at least they believed he had, this and his decided manner of

dealing with them did not tend to undermine their belief. Strangely, not a drunken Irishman was permitted to enter the town proper - at least he was hustled out if caught near. Over the door of the 8 x 10 building that was the 'grocery' was a stuffed (mounted) wildcat. So 'up' or 'down to the Wildcat' was the phrase. Among the Irish laborers was an occasional big and physically powerful bully. There was one such a half mile above the road to the river and thru fear and leadership in process he gradually won quite a following. It was dangerous. He committed a crime of violence, not fatal to any one. It was determined by the good men of the community to proceed against him criminally and the warrant must be served, the arrest made! I saw all the mighty preparation and went with the men as far as the store in Howard. A stalwart and much esteemed young man became the hero - name forgotten. His fame had reached huttery, so when the crisis came and the posse thought it wasn't a bloody encounter, this hero marched right up to the bully and told him he was a prisoner and he wilted at once and followed like a lamb. If we had not had such a vast amount of 'dirt' to 'move' in those days, all over the county what would we have done with the vast, hungry and rude migration we received? Yet they and their descendants became peaceable and good citizens. There is much more - but no time for it.

Sincerely yours,

W. H. H. Beadle.
Madison, S. D.
Oct. 10, 1907."

This article, with its good description of transportation of pork and produce via flatboats on the Wabash River before the canal was completed, shows the sentiment of the settlers toward the Irish canal diggers. It led me to find out more about W. H. H. Beadle, his family and how they fit into the Howard picture. I began first with the author of the letter.



**Gen. William Henry
Harrison Beadle**

Wm. H. H. Beadle was a 1st Lieutenant when the 31st Regiment, Company A was raised in Parke County for the Civil War. (See "Wabash and Erie Canal Civil War" Canal Society of Indiana Newsletter Sept. 1999 Vol. 13, No. 9, p. 16) The picture of himself and the birth place log cabin was taken from a book he authored: **Beadle, Wm. H. H. Beadle's Memoirs.** Aberdeen, S. D./ News Printing Co. found in the Department of History Collections, South Dakota Vol. III, 1906. This original book is in the Rockville, IN. library. In it was found a handwritten letter dated February 16, 1907 from Mr. Beadle to Capt Jn. T. Campbell. Inside the hard-bound cover is written "This volume was presented to me by General Wm.. H. H. Beadle of S. D. for my person, after which I was to place it in some Library in Parke county, preferably, Rockville. John T. Campbell, soldiers home, LaFayette, Ind. 3/16th 1907." Below this inscription is written: "The book was given to me by Captain John T. Campbell shortly before his death, there being

no library in Rockville at that time. It is with pleasure that I comply with the original wishes of my uncle, William H. H. Beadle. Edmund P. Beadle November 24, 1919."

Trying to learn more about W. H. H. Beadle I found his obituary in **The Rockville Republican** of November 17, 1915; spoke with Frank Passic at Albion, Michigan, who is the Calhoun county historian; and spoke with a relative, Oris Friesen. Here is what I found.

Gen. Beadle was born in 1838 in Howard. He attended Ann Arbor University in Michigan and graduated in 1861. Returning home he enlisted in Co. A, 31st Ind. and became captain. After resigning this position he returned to Michigan and recruited the 1st Michigan sharpshooters regiment becoming a lieutenant colonel. He was promoted as a brigadier general in the 9th Army Corps and at the close of the war he was brevetted major general.

President Grant appointed Beadle surveyor general of Dakota Territory (North & South Dakota) in 1869, and later he was elected to the legislature of South Dakota. He introduced a bill organizing the school of the state along the lines of the Indiana public school system. In 1879, he was appointed the Territorial Superintendent of Public Instruction by the Territorial Governor. He held this position until 1889. He was instrumental in saving 20 million acres of school land in South Dakota, North Dakota, Montana, Washington, Idaho and Wyoming from speculators by provision of his bill that no school land should be sold for less than ten

dollars an acre. After retiring, Beadle received the job of president of Madison Normal School, holding this post until 1912. In appreciation of his great service the state provided for the erection of a marble statue of Gen. Beadle which stands in the rotunda of the state house at Pierre, South Dakota. Few, if any, sons of Parke County have equaled his service record in so short a time.

In 1912 Beadle decided to reside at Soldiers home in Hot Springs. The month of November he was operated on for bladder troubles in a hospital at Los Angeles, California where he died on November 13, 1915. His body was transported to Albion, Michigan and buried next to his wife Ellen S. (Chapman), who was originally from Albion. He was survived by one daughter, Mrs. F. G. Frink of Eugene, Oregon; a stepdaughter, Mrs. Ella Hughes of Los Angeles, California; one brother James W. Beadle of Rockville, Indiana; and one sister, Mrs. Reeder of Kansas. A classic story from rags to riches, from a log cabin to the state house.

James Ward Beadle
(b. September 30, 1806,
d. April 18, 1879)

Wm. H. H. Beadle's father, James Ward Beadle, was born in Jefferson county, Kentucky, near the city of Louisville, Sept. 30, 1806. He married Elizabeth Bright on June 2, 1832. She was born March 12, 1805. They came to Parke county in 1839 and for ten to 12 years James did business in Howard - farming, pork packing, dealing in dry goods

and groceries and shipping to New Orleans. He bought land for his place on August 30, 1842 the NE quarter of NW quarter Section 18, 39.73 acres. (Deed Record 8/4) His next purchase was on August 20, 1844 the Pt. W half of the NE quarter of Sec. 18 and SE quarter of Section 7, 260 acres. They sold out March 11, 1847 and moved to Sec. 2 and Sec. 11 on a farm west of Rockville in Adams township. Their children were James W. Beadle (b. 7-8-1844, d. ?), Catherine A., Mary E., Laura V., Wm. H. H., John H. Fred R., Edward T., and Sara E. In 1848 James W. Sr. was elected sheriff of Parke county and served two terms. Upon his death in 1879 he was buried in Rockville Cemetery. (Beckwith. Biography: History of Parke and Vigo Counties. 1880. and Straus, Isaac. Parke County Combined Atlas 1874-1908-1916. p. 112)

Elizabeth Bright Beadle
(b. March 12, 1805,
d. March 30, 1890)

"The Twin Sisters, Nancy and Elizabeth Bright, daughters of Capt. John Bright, were born near Leonardstown, St. Mary County, MD on the 12th of March, 1805. They were the fourth of a family of three sons and nine daughters there being another set of twins. In 1812 the schooner their father owned and ran on the bay was anchored to stay. Their recollections of the next few years dealt only in extreme poverty. The British army came and their camp enclosed the home. One night the children were awakened to look north and west to see their country's capitol was in flames. They were 9 years old, and their next memories were of the return of their father, of dire poverty and a final departure for

the West. The family located near Beargrass creek in Kentucky, and there June 2, 1831, Elizabeth his daughter, Abbe Linebarger, near married James Ward Beadle, a native Crowley, LA. During the building of the canal his father moved to West Union to take advantage of such opportunities and engaged in business then died suddenly there, leaving Zimri as the mainstay of his mother and the young children. While living at West Union he was married to Ellen Manwarring on November 1, 1855. (See "Manwarring Basin." Canal Society of Indiana Newsletter . August 1997) "Children of this union were Abbe Linebarger, Ella Rice, Kate Aydelotte, Mary Evans, Annie Wilson, Lina and Charley Maris, all born at West Union. Of that place is where he was overseer of the Wabash & Erie Canal at West Union until he was elected sheriff of Parke county in 1878, that year he and his family moved to Rockville. After serving two terms as sheriff he was engaged for several years in running a feed and supply store or as an auctioneer. He was also a preacher of the gospel of the Methodist church." Researching the newspapers of that era shows Zimri marrying or giving services for burials so numerous it would be hard to count them. (Rockville Republican. October 27, 1920)

grew to maturity. She died Feb. 17, 1890. When Elizabeth heard of her death, she merely said, 'Nancy was just worn out, and I soon will be.' Elizabeth breathed her last March 30, 1890 just at sun rise of Sunday. Her twin Nancy died at sunset and thus each sister died at the hour she was born. The funeral of Elizabeth was assisted by Rev. Zimri Maris." (Rockville Tribune. April 3, 1890)

Reverend Zimri D. Maris
(b. December 13, 1835,
d. October 19, 1920)

The Rev. Zimri D. Maris was a long time canal superintendent in Parke county. He was the son of pioneer William and Abbie Hunt

Another eye witness description of Howard-Westport appeared in **The Rockville Republican** in the early 1900s date unknown. It was however written by Samuel Chew Madden in the late 1800s and titled "My Early Recollection of Westport."

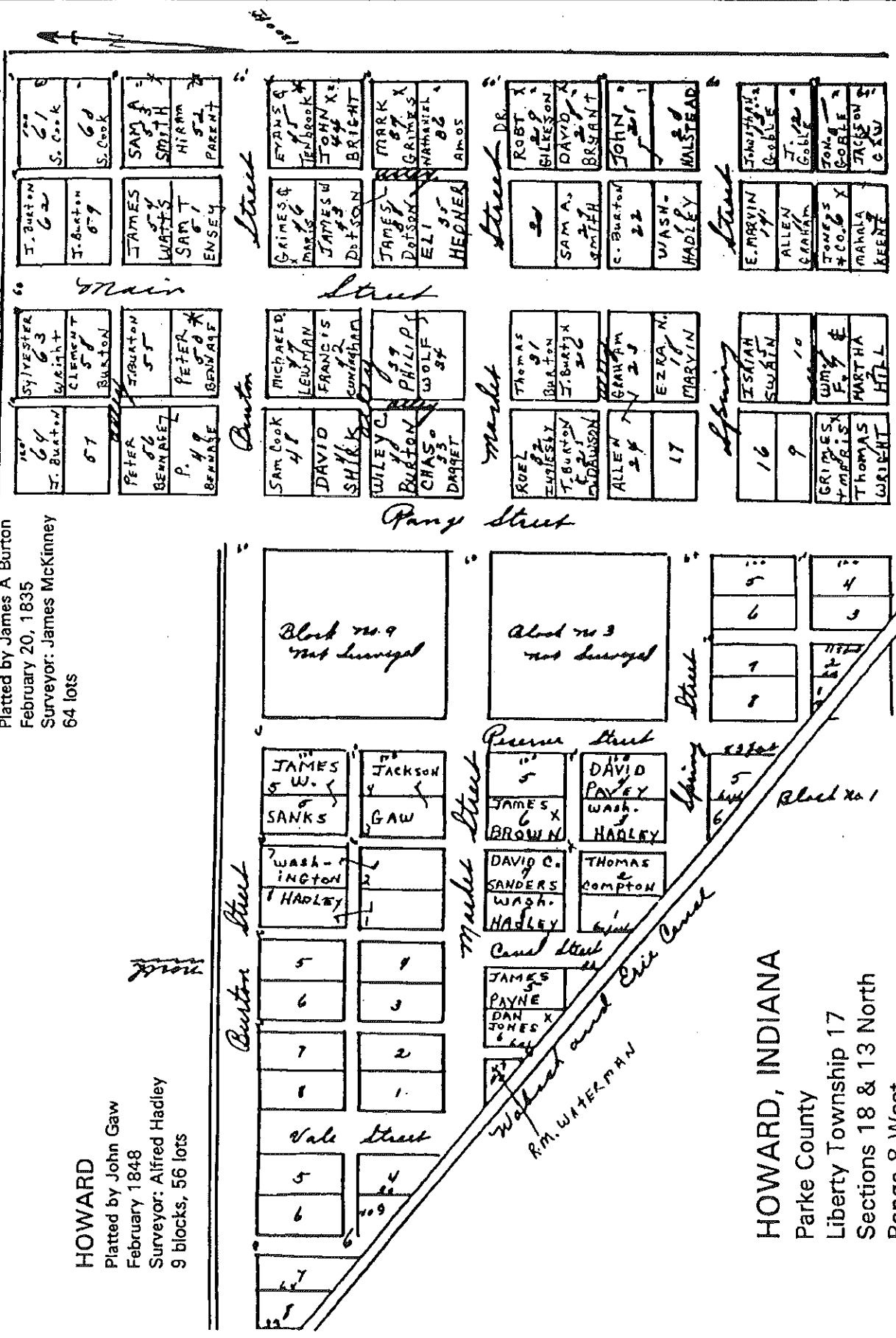
Howard is located in Liberty Township 17 Sections 18 and 13 N Range 8 W, Parke County, Indiana.

Plot of Westport

WESTPORT
 Platted by James A Burton
 February 20, 1835
 Surveyor: James McKinney
 64 lots

HOWARD
 Platted by John Gaw
 February 1848
 Surveyor: Alfred Hadley
 9 blocks, 56 lots

HOWARD, INDIANA
 Parke County
 Liberty Township 17
 Sections 18 & 13 North
 Range 8 West



"I first saw the place in the spring of 1838. The town was made up of s. Burton, her sons Josephus, James, Tom and Wiley. They kept a small notion store. I think the building is still standing. On the arrival of the Irish to work on the Canal, grocerymen came with their wares to supply the demands of the workmen. One of their leading articles was whiskey which was sold without lot or hindrance. One of the saloons as they are called today, had a wildcat skinned and stuffed for a sign and indeed it was a wild cat of a place. And on one day of the presidential election in 1840 there was a score of Hoosiers who had got on the outside enough whiskey to make them believe that they, too, were just from Erin's isle.

"After the Canal was opened up it became quite a center of trade. Daniel A. Jones built a large warehouse on the canal and the lettering on it was 'D. A. Jones' 'Westport Landing.' A great deal of wheat and corn was marketed here, quite a large amount from across the river (Wabash). There was at one time three good dry goods stores doing a thriving business, a saddler's shop run by Joseph Wright and a tailor shop by J. D. Russell, who was afterwards killed at Jackson ville, with two or three blacksmith shops and a wagon maker's shop run by Michael Loaming (Lewman). With this wonderful improvement in Liberty township, we felt that we were on the road to Buffalo. The Canal soon went down, the town declines and today it is but little more than a large watermelon patch. Up to the time the Canal was built all the produce was shipped to New Orleans on flat boats. I should have said in the proper place that when the Canal was built John Gano (Gaw) laid off an addition to the town of Westport and at that time it took on the name of 'Howard.' The post office was established as 'Burton' in 1840."

(Carmack, Paul. Early History of Parke County. 1945)

Howard had various names. It was first called Burton-town, then soon after Sand-town, and then just Burton when it became a post office. The land here was purchased by Thomas N. and James A. Burton on February 20, 1835 for \$100. (Deed Record A)

The town was laid off by the Burtons in June of 1836. The surveyor was James McKinney of Montezuma. Once the town was platted it was called Westport. It consists of 64 platted lots in the southwest corner of Sec. 18 Range 8 W.

Howard was platted in February 1848 by Alfred Hadley, surveyor for John Gaw. It consists of nine blocks and is immediately west of Westport in the southeast corner of Section 13 Range 9. The nine blocks contain fifty-six lots. The range line separates the two parts, while Market Street extends east and west through the entire town. When the Howard addition was added the whole town graduated to the name of Howard. It was named for General Tilghman A. Howard who lived in Rockville. Gen. Howard knew men such as Crocket and Bowie in his earlier life in Tennessee. He died of yellow fever while minister to the Republic of Texas in 1844. This area is just but one of the many beautiful parts of Parke County.

Before and during the Canal construction, the Burtons kept a store in Westport. From 1836 through the 1860s the lots in Westport and Howard changed hands many times. James Ward Beadle, Harlan Harvey and others

shipped grain and hogs to New Orleans. The canal bed is still visible here. To see it take the old ferry road (Rd. 1025 N) west to the bottom of the hill and you are there.

Howard is well noted for its sweet watermelons, especially when picked at night by the boys! Just north of town is Pearson's famous watermelon farm. In the fall you can buy them there in his front yard.

About a mile east of Howard is the Ephlin Cemetery where many early settlers are buried. Its on a high mound and was used by historic Indians as a burial ground. A log school house was erected on the east side of this mound. School district No. 5 bought this spot for the school from Edmond Brockway, an early pioneer, on November 20, 1838. (Deed Record 4 p. 493) Later a school was built next to Mt. Herman Church on November 8, 1862. (Deed Record 20/477)

The Rockville Tribune of November 6, 1879, gives an account about the Canal construction days.

"In 1846, William H. Biggs made his first and last venture to New Orleans, 'They'd laft at me,' he says, 'a long time because I'd never been to Orleans and I swore I'd go once if it kild me - and once done me for good and all. I joined with Jim Beadle awayile and on the river bank before we started he offered me for my boat and load more than I got at Orleans! I had two good offers - both more than I finally got at Orleans - but I had a pride in going. But we all got stuck. When we shoved off bank at Westport everything was booming, but before we got to Orleans there was a crash. Beadle got stuck worse than I did. So did Mark Grimes, and he never

fully got over it. Pork worth more on the hoof in Westport when we started than in the barrel at Orleans when we got there."

Another interesting item from this same story said:

"Liberty has always been remarkably free from crime, yet there were three peculiar murders that have stained its annals. While the country was still new, William Slocum, while hunting in the woods near Westport, came suddenly upon a wildcat dragging something from a brush heap. One shot kild the cat, and he found in its claws a new born infant, fully developed and not long dead. A girl named Smith, living near by, was suspected; and as soon as an inquiry was ordered, she rose from bed, dressed herself in mans clothes and hastening to the Wabash hailed a passing steamer and departed, and that was the last Liberty township heard of the unwedded mother."

"Wolves in Parke County were hunted out so rapidly that as early as 1830, a wild wolf was a rarity for the state began to pay a bounty for their scalps. The tradition in Liberty township is that the last wolf which ran at large in Parke was killed on the bluff on Wabash Mill Creek, near the old residence of John Clickner." ("Pioneers." Rockville Tribune. October 16, 1879)

This spot is located in the NW quarter of section 8, one mile northeast of James Ward Beadle's log cabin.

On May 3, 1846 a Presbyterian Society was organized (Cumberland Presbyterian) at Howard with twenty members. In 1847 they built their first house and named it Mount Herman. This house burned down and the second one

was built in 1877. Reverend James Ashmore was their first pastor. Carl Huxford is the present minister.

Dr. Robert M. Gilkeson
(b. February 8, 1803,
d. February 3, 1862)

Looking through the **Commissioners Records 1844-1850** Vol. 3 gave me a list of businesses that existed in this period of time:

Uriah Shoemaker to vend foreign and domestic groceries and Spirituous Liquors, June 22, 1846-48, Sept. 1847.

Thomas N. Burton and Marens C. Dawson lot 25 to vend foreign and domestic merchandise.

Joseph Russell (Taylor shop) to vend merchandise 1844-1850.

Robert Ramsey and Ensey to vend merchandise 1850.

William Manwarring to vend groceries and spirituous liquors 1851.

William Maris to vend merchandise 1848.

Peter Sharp to vend spirituous liquors 1845.

The 1851 tax list gives the following businesses as the highest taxable:

Daniel A. Jones (of Vermillion county) \$1,500.

Joseph Burton \$2,132.

Robert Ramsey \$3,861.

Samuel Smith \$682.

Robert M. Gilkeson who had a business on lots 28-29, was a second Lieutenant in a company called the Parke County Volunteers. It was organized and held muster in the United States army in 1846 when war with Mexico was declared. This company was enrolled among those on the waiting list by the Adjutant General of the state, but the war ended before they could be reached in the order of priority of organization. (Straus, Isaac. Combined 1874-1908-1916 Atlas of Parke County. p. 24) Mr. Gilkeson was also a Doctor that practiced medicine in Montezuma. Upon his death in 1862, he was buried in the Old Montezuma Cemetery.

LOT 46 WESTPORT

Justice Mark Grimes
(b. ?, d. August 25, 1852)

Mark Grimes and Wm. Maris had a store on lot 46, both pioneers of Parke County. (Deed Record 7/97) Grimes was Justice of the Peace in Parke county in 1832. Their taxes in 1851 were \$370. He died in 1852 at the age of 52 yrs. 9 mo. 2 days and was buried in the Grimes cemetery.

LOT 47 WESTPORT

Michael D. Lewman
(b. ?, d. February 16, 1880)

Michael D. Lewman was a wagon maker in Westport. His shop, located on lot 47 was purchased by him on March 8, 1856. Michael and

wife Louise Horn Lewman were from Fleming county, Kentucky. On his death in 1880, he was buried in the Linebarger Cemetery.

John Thomas Lewman
(b. April 22, 1852,
d. January 30, 1910)

John Thomas Lewman was born in 1852 in Fleming county to Michael and Louise Lewman and spent his time at or near Howard assisting his father during canal times. At the decline of the canal John bought land in section 17 in Reserve township, south of Linebarger Chapel. On September 24, 1879, he was married to Elizabeth Lourine, daughter of Andrew Linebarger. To them was born Cecil who died in infancy. Their other two children were Evert, living in Hammond, Indiana, in 1910 and Bertha, wife of Elmer Garrard of West Union, Indiana. John T. Lewman's home can be seen on page S-81 in the **Combined Atlas of Parke County 1874-1908-1916**. He died in 1910 and was buried in Linebarger cemetery.

On November 13, 1852, Wiley C. Burton sold a lot 60 ft. by 120 ft. in Westport for \$10 to Alex Surbaugh to use for the Methodist-Episcopal church. (Deed Record 36/521) The structure cost \$350. Their membership at that date was around 200 people with Isaiah Smith as their first pastor. After January 1891 the church was dissolved. On that date **Miscellaneous Record Index Vol. 4 Sec. E** shows the church had an election of trustees. The church land ed wasn't recorded until November 13, 1872.

Andrew Jackson Marshall
(b. August 1, 1840,
d. April 29, 1920)

Preacher Marshall once preached at this M-E church. He also had Wabash and Erie Canal connections. Marshall was born in Orange county, North Carolina.

When five years of age he came with his parents to Parke county, north of Tangier. He attended a log school there which had one door and a small window through which the sun light would shine. On one side of the school was a large fireplace. The seats were heavy log slabs laid on pegs, which were fastened in the logs. These seats were so high young Marshall said his feet never touched the floor and when going to his classes he would jump from the seat and on returning would give a hand spring and land in his seat again.

As a small boy Marshall went to the Shirk settlement to see David Shirk, who owned much timberland east of Lodi, and asked to cut cord wood. Mr. Shirk gave him a job of deadening one acre of densely timbered land (girdling the trees so that they would die) paying him thirty cents for the work with the privilege of cutting cord wood and having it for his own to sell. Marshall thought himself rich with a whole acre of timber to be worked into wood for which he had ready sale to R. M. Waterman, who owned a large slaughter house on the Wabash and Erie Canal. (For further information of Richard M. Waterman and David Shirk see *Indiana Canals Summer 2000 "Lodi and Its Wabash and Erie Canal Connections."*)

After the timber was worked up and ready to be delivered he would work one day for a man to pay for the use of a team of oxen to

haul the wood the next day and thus the wood was delivered without cost. He would receive \$1.50 per cord when delivered. In this way he bought the first colt he owned from a widow lady, giving her orders to the store for goods until the debt was settled.

The colt was traded for a team of oxen with which he raised his first crop of corn, paying the difference or boot between the colt and oxen with corn that was measured in a barrel. Half bushels were unknown then. He was paid 62 1/2 cents per day for husking corn, and one man told him if he would husk as much corn in a day as he did he would pay him 65 cents, as he was a good boy to work. Marshall says, "I never worked harder than that day to receive the 65 cents." By his hard work over time he finally owned a team of horses. When twenty years of age he united with the M.E. Church above mentioned and began preaching at the age of 23.

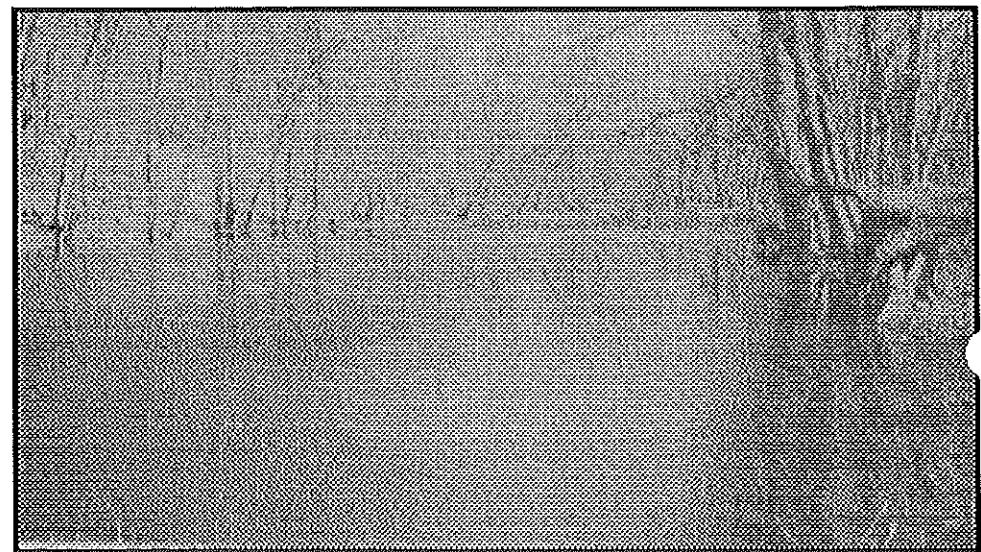
On September 13, 1862 Marshall married Mary "Polly" Christie. She was quoted as saying, "the first time he took her to church they went in a buckboard and felt as proud as people now feel in their autos." Their first house was of rude logs hewed by Marshall. Mary daubed the cracks with mud. So happy were they, they thought it a mansion. A deep snow fell one night that came through the roof and completely covered the bed where they slept. When the morning came Mrs. Marshall waded in snow a half shoe top deep to get their breakfast. Now wasn't this the good old days!

In their elder years the Marshalls had 391 acres of land. Not desiring to be away from home, his business interests demanding much of his time, he left the M. E. Church and united with the Missionary Baptists in Lodi. They were governed locally and allowed him to both preach and be at home to attend to his business. In his lifetime as a preacher he married over 299 couples and preached 371 funerals. Upon his death in 1920, he was buried in the Miller Cemetery.

**Mary Priscilla "Polly"
Christie Marshall**
(b. September 13, 1843,
d. April 25, 1923)

Marshall's wife Mary was the third child of John and Mary Christie who lived near Highland, Vermillion county. She was given the name of Mary Priscilla, but she was known by all as Polly. She lived with her parents at West Union (near Manwarring's Basin on the Canal) until she married A. J. Marshall. A. J. and Mary had eight children. She died at her son William's home in Cayuga in 1923. William was the only child out of her eight children to still be alive. Nancy Rhodenbaugh, her sister, lived at Lodi.

Although records don't say it, I imagine David Shirk had an influence on A. J. Marshall as a young lad in his calling to preach the gospel. Mr. Shirk deeded land to the trustees of the Regular Baptist in section 6 north of Howard in 1848 called "Wabash," commonly known as "Old School Baptist." (Deed Record 11/86) Mr. Shirk was its minister. Owing to political strife the council dissolved the society, which did not



1. Brockway Pond/Bayou located 1/2 mile north of Howard was the site of an Irish work camp for the Wabash & Erie Canal builders.
2. The Howard Basin for the Wabash & Erie Canal is 1/2 mile north of Howard, IN.

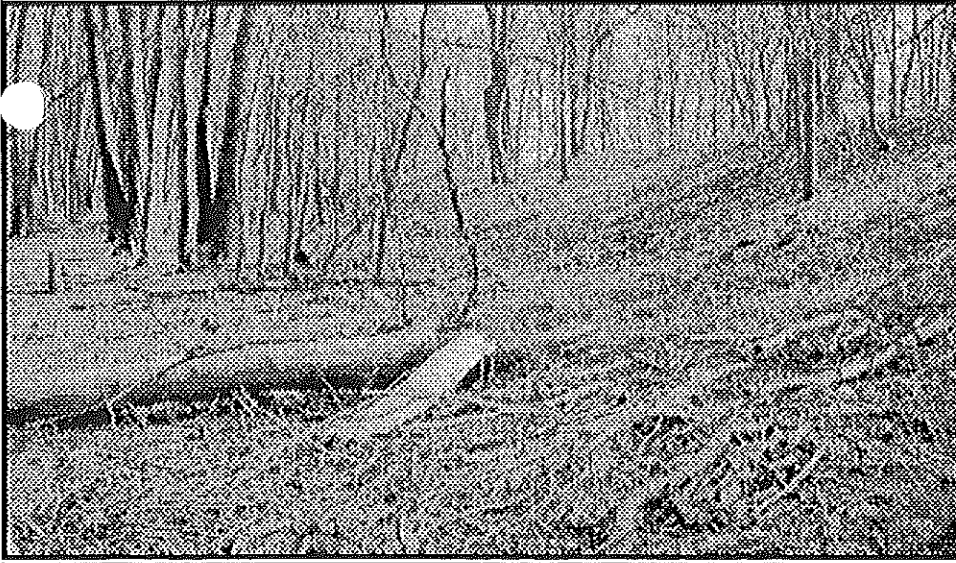
Photos by Charles Davis

survive the Civil War period.

Canal Basin

I was told by the locals of the area that there was an Irish work camp on the Brockway pond in the Northwest quarter of Section 13. A survey map of 1821 shows this as "Pond Bayou" in the shape of a horseshoe. It is actually a small tributary off of Coal Creek near Lodi. By the time it flows into Section 12 it widens into what

appears to be a pond below the bluffs. The pioneer Brockway family never owned this land, but it seems the pond took on their name as they were ardent fisherman. This stream or pond plays out about a half mile above the old Filson's Ferry road. As was suggested in Wm. H. H. Beadles' earlier account "there was such a half mile above the road to the river." This puts the Irish camp at this point. The 1853 **Engineer's Report of the Wabash & Erie Canal** doesn't mention a



The towpath of the Wabash & Erie Canal is seen on the right at the edge of the Howard Basin.
Photo by Charles Davis

basin or turnaround here, but there is one at the described location of the camp. I couldn't measure it because of the water in it at the time, but looking at it, it seems to be the size of Benson's Basin at Montezuma with the towpath on the west and the bluff to the east with the length of at least 150 yards. In my opinion this was the shipping point for Howard.

LOT 6 BLOCK 5 HOWARD

There is some evidence that John Gaw had something established on Lot 6 Block 5 when he sold the land to Daniel A. Jones of Vermillion county, Indiana, on January 21, 1850 for \$125. (Deed Record 13/411) This was the main trading point in the new town of Howard. In the late 1800s Daniel Jones was a well known capitalist in Chicago, Illinois. His son Daniel A. Jones died on August 22, 1885 in Oxford, Nebraska, and was shipped back to Rockville, IN for burial. His mother Mary Jarvis Jones was a sister to Persius Harris. Harris was born in Newport and was married to James Patterson's daughter. This marriage didn't last

long. He left her to wander the country unsettled. (Rockville Republican September 3, 1885) (For more on the Patterson family see "Armiesburg and Its Wabash and Erie Canal Connections," Indiana Canals Vol. 11 No. 4, Autumn 2000.)

D. A. Jones built this business up on Lot 6 Block 5 then sold it to Horace B. Smith of Vigo county on March 28, 1854 for \$1600. (Deed Record 17/10) Then Smith sold it to Asher Norton of Parke county on February 26, 1857 for \$1400. (Deed Record 17/10) Next Norton sold it to E. E. Boudinot on August 27, 1869 for \$200. (Deed Record 29/328) Looking at all the lot transfers in Howard shows that 1869 was the year the bottom fell out of everything. At the decline, land speculators moved in and started to buy up the town with land in various sections. Boudinot sold Lot 6 Block 5 to Christian Stienbaugh on September 15, 1869 for \$200. (Deed Record 29/366) Stienbaugh sold to Josephus Collett of Vermillion county on February 7, 1870 for \$300. (Deed Record 30/134)

Collett bought up several

lots and blocks from Washington Hadley on March 21, 1870 for \$4,000. (Deed Record 28/32) Collett sold to William Rogers and Robert Stobaum of Cook county, Illinois for \$15,540., over 370 acres in all. (Deed Record 28/544) Stobaum sold this to his partner Alfred Goers of Spring Hill, Kansas, on June 24, 1882 for \$10,000. (Deed Record 45/297) I followed these deeds to February 13, 1937 when Merrit C. Johnson sold the above to Minnie Johnson. (Deed Record 103/284)

BLOCKS 8 & 9 HOWARD

I paid special attention to Block 9 within these deeds because I was trying to figure out where John Gaw's home was located in Howard. Gaw sold out blocks 1,2,3,6,7,and 9 with 240.70 acres to Washington Hadley on October 28, 1856 for \$500. (Deed Record 16/439) Gaw left the area to parts unknown. He was from Dearborn county, Indiana. A check there in that county did not find him going back to that place. Block 9 was not surveyed and, from the description that Wm. H. H. Beadle gave earlier of the Gaw home, the fact that there was a house there in that period, Gaw retaining that block until he left, gives the impression this was the site of his home. There still is a foundation there with a filled-in, hand-dug well lined with sandstone. In an interview with Paul Ray, who grew up here, he remembers people living in this house by the name of Mitchell when Merrit C. Johnson owned it. If the location of Gaw's house is correct, the "Grocery" would have been in Block 8. The evidence becomes clear in that Washington Hadley owned lots 7 and 8 in Block 8. Hadley was in

business in Annapolis. His firm was called A. and W. Hadley and Co., the company being John Tenbrook and Reuben Chew. This firm bought 50 gallons of American Brandy from Lemuel Pickett thus the connection to "up and down to the wildcat." (Deed Record 6/374)

W. T. Marshall
(b. ?, d. ?)

The only blacksmith I found was W. T. Marshall. He married Ellen Braden on August 23, 1868. This shop was straight east of the Mt. Herman church on the old road (extinct) out of Westport to Mill Creek

LOT 50 WESTPORT

Lot 50 in Westport was bought by Robert Ramsey from Joseph Burton on September 28, 1850 for \$25. (Deed Record 12/427) Ramsey built a store there but it is speculation as to what it sold. He was in partnership with Samuel T. Ensey in Annapolis in the pork packing business. His home was in Russellville. On April 20, 1855 he sold the store to Peter Bennage for \$412. (Deed Record 15/607) On October 6, 1865 Bennage sold lots 50, 58, 55 to David Linebarger for \$450. (Deed Record 24/335)

Samuel B. Ray
(b. January 15, 1844,
d. May 4, 1922)

Paul Ray's grandfather, Samuel B. Ray, had only one arm. He operated the warehouse in Westport during the Canal days. It stood where the present grain house is standing. Evidently he was a

strong man. There were two men exchanging blows to each others' chest when Samuel spoke up and said let me give it a try. The men wouldn't accept the challenge saying no you are too strong in your one arm. Sam is buried in Miller Cemetery.

LOT 51 WESTPORT

Much of my research has centered on Lot 51 in Westport, which shows it was used as a business location for the longest time in both towns' history. James R. Burton built a small store on this lot around 1838. By 1851 his taxables on it were \$2,132 with personal property tax of \$537. He sold it to William E. Wright on March 3, 1851. (Deed Record 13/562) Wright sold to Hyenius Manwarring on January 31, 1853. (Deed Record 15/138) Manwarring sold to Samuel T. Ensey on April 28, 1854. (Deed Record 15/204) Ensey owned a big store on the same lot as the Hotel in Annapolis mentioned earlier. The hotel was 1 1/2 stories high with the roof built over the sidewalk. There was a long narrow room on the west end which was used for a bar. Inside there was a big stove, wooden chairs and a long table, which drummers used to show their wares. East of the bar room was a very large parlor and east of this was the living room. The north side of the hotel was only one story high. On the west end was a bedroom and then a long narrow dining room. The kitchen was in the east end and was painted a drab color. (Langley, Ellen. Memories of Parke County)

Ensey sold lot 51 to Bascomb Evans and Wm. Tenbrook in April 1856. (Deed Record 16/109) They

sold it back to Ensey on August 22, 1859 for \$320. Picking up the deed again a G. S. Jones sold it to Joseph Ellis on June 20, 1868 for \$140. (Deed Record 26/246) Ellis sold to S & Charles Wise of Tippecanoe county, Indiana on June 29, 1870 for \$414. By January 25, 1908 (Deed Record 79/289) Mary McClain bought it from John Gillespie with lot 54 for \$25.00. She sold to Andrew Christie both lots on April 22, 1908. (Deed Record 79/497) Andrew's wife, Mary Phillips Christie, sold it to Perry Rhodenbaugh on July 19, 1924. (Deed Record 93/4) She also sold lots 52 and 53 to Rhodenbaugh on January 2, 1931. (Deed Record 98/138) Mr. Rhodenbaugh ran a grocery store on lot 51 for many years until it burned down in 1951. **The Rockville Republican** carried an article on July 5, 1951 entitled "Store in Howard and two houses near Marshall burned." It said that:

"During the unusual electrical storms of last week, lightning struck in all parts of the county. During the early hours of Thursday morning, lightning struck the grocery store in Howard, Liberty township, and the building and its contents were destroyed. The building was owned by Perry Rhodenbaugh, but Mr. and Mrs. (Goldie) Mike Swank operated the store and the loss of the entire stock was a calamity."

When it burned, the small house on this lot that stood on the Southwest corner was used as a store and gas station. There once was a log house on this corner in the 1800s. Paul Ray's late mother Esther Grimes was born in it in 1893.

Ronnie and Hellen Thomas own lot 51 today along with the

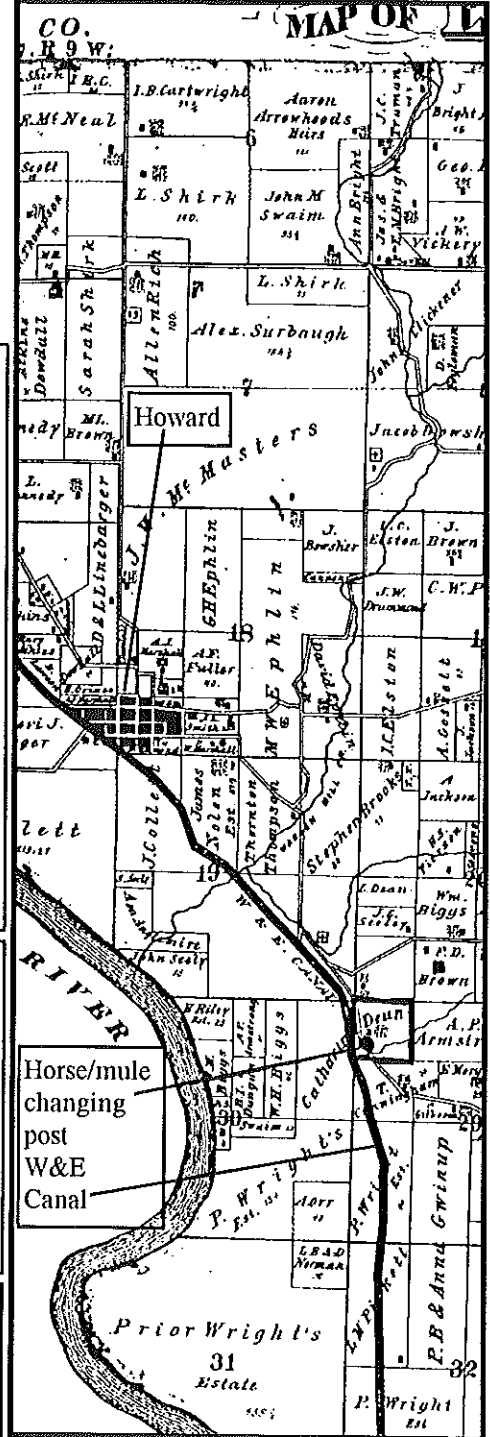
other lots. They are running a 40 acre farm there known as Sandlady's Gourd Farm. Hellen is called the "Sand Lady." She offers classes with demonstrations in the basics of working with a gourd, painting them, weaving them, etc. during her annual Gourd Fest.

I spent many of my school vacation summers at my grandparent's, Herman and Dolly Staggs, home along the Wabash and Erie Canal. They, along with their son Alva "Bus" Staggs, moved there in the early 1940s. Their home was located in the NW quarter of the NW quarter of Section 29, Liberty township and consisted of 40 acres. In the SW corner of their property was a post for canal packets and freighters to trade horses and mules. It was situated at the edge of the canal berm on the east side. The foundation of the post was still there in the 1950s but has now disappeared. I remember exactly

where it once stood. The berm is actually County Road 550 W and has been often called the "Tow Path Road" for the past several years. The local citizens believe it was the towpath, which is not the case. The canal and towpath can still be seen just south of the berm in Section 32 bordering the Wabash Farms, Inc., once known as the old Adams Farms.

**A Portion of
Liberty Township
Parke County, IN
from
Illustrated Historical Atlas of Parke
County, Indiana 1876**

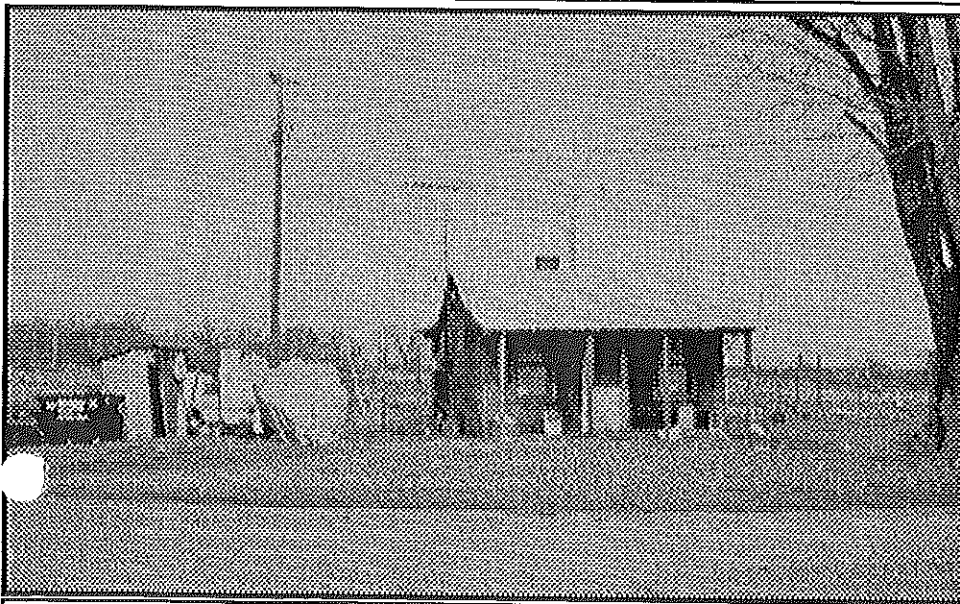
Howard, Indiana is seen in relationship to the Wabash & Erie Canal and the Wabash River. Note the location of the post where horses and mules were changed by the canal boat captains. Animals were usually changed about every 10 miles. The towpath was on the left side of the canal. It was wider than the berm bank and kept the river, when in flood, from washing out the canal.



LOT 51 WESTPORT (HOWARD), INDIANA

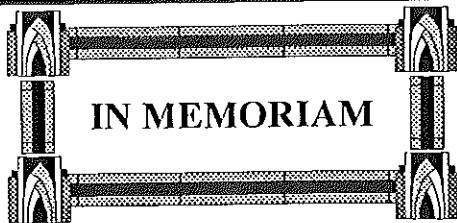
The longest running store in Westport, which today is called Howard, was located on Lot 51 at the NE corner of Burton and Main Streets. It operated from the 1830s to 1951-52. Today the small house is the last store on the site. It is operated by the "Sand Lady." Notice the thousands of gourds in the background. At the time this picture was taken the Sand Lady's Fourth Annual Gourd Fest 2001 was to take place on August 25-26, 2001.

Photo by Charles Davis




**WELCOME NEW
MEMBERS**


CSI welcomes aboard the following new members who have joined at the membership rate unless otherwise noted.
 Dr. Ed Borter - Odon, IN
 Wayne Miller - Elgin, IL \$30



Hubert A. Leslie

Hubert A. Leslie, 77, of Logansport, IN died Friday, February 22, 2002 in Logansport Memorial Hospital. He was born to Elvin W. and Zita Leffert Leslie on June 14, 1924 in Logansport. In 1943 he graduated from Logansport High School.

Hubert served as the Technical Corporal of Communications for the 75th Infantry Division in France, Germany and Belgium during World War II. He served during the Battle of the Bulge.

Returning to Logansport he was employed as a heating design engineer by Baker Specialty & Supply Company. He married Mary Margaret Conley on June 3, 1948. Later he founded and owned the Leslie Music Company in Logansport.

As a U.S. Army veteran, Hubert was a member of the Veterans of Foreign Wars and the American Legion. He held memberships with the Logansport Eagles and Elks lodges, the Cass County Izaak Walton League and the National Muzzle Loading Rifle Association. He was a long-time member of the Cass County Historical Society and had been the Cass County Historian for the past several years. He also belonged to All Saints Catholic Church and the Knights of Columbus.

The Leslies are current members of CSI. Hubert served as a director on the Canal Society of Indiana's board from 1987-1997 and was on our Advisory Committee at the time of his death. He conducted a tour of the Wabash & Erie Canal in the Logansport area in the fall of 1992. He and Mary Margaret attended

many CSI tours until his eyesight began to fail. He retained his interest in our society by having our publications read to him.

He is survived by his mother, Zita Leslie of Logansport; his wife, Mary Margaret Donley Leslie of Logansport; one son and daughter-in-law, Mark and Misha Leslie of West Lafayette; two daughters and sons-in-law, Thecla and Joe Brown of Logansport and Victoria and Terry Rouch of Royal Center; a cousin, Lucreda Hulton of Lebanon; nine grandchildren, Morgan Leslie, Madison Leslie, Justin Brown, Jessica Miller, Luke Brown, Jarod Brown, Maggie Jo Brown, Errett Rouch and Frank Rouch; and six great-grand children, Conner Miller, Cole Miller, Jacob Brown, Mason Brown, Chloe Miller and Hannah Brown.

Services were held in the Kroeger Funeral Home with Father Donald Gross officiating. A private graveside service, with military honors, was held in Mount Calvary Cemetery. Memorial contributions are to All Saints Catholic Church, Cass County Historical Society or the Cass County Izaak Walton League.

Grace D Taylor

Grace D Taylor, 72, of North Manchester, IN died Tuesday, March 26, 2002 at Peabody Healthcare Center in North Manchester. Born in Bremen, Indiana, on May 21, 1929, Grace grew up to become a homemaker, a member of North Manchester United Methodist Church, and a member of United Methodist Women. She served the church and several other community churches as an organist and pianist. She belonged to the Purdue Home Extension Chorus. She also volunteered her time and talents in music and administration for the United Methodist Camp Program.

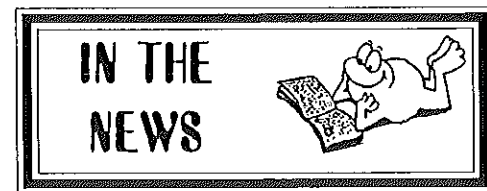
Grace was interested in history as well as her family and music. She

was a member of the North Manchester Historical Society and the Canal Society of Indiana. Grace and Jay Taylor attended several of CSI's tours. They encouraged others to join our society. Even during her illness Jay took time to present a canal program since they were both so interested in history. We will miss seeing her on the tours.

During the funeral service, the minister pointed out that there was no period after the D in Grace's name and that it was not a typographical error. He said she did not have a middle name, only an initial, therefore she always said no period was needed. He based his talk about death around this point saying that death is not the end.

Grace is survived by her husband, the Rev. Jay A. Taylor; sons Joseph of Atlanta and the Rev. Richard of Rochester; a daughter Rebecca Taylor of Highland; sisters Phyllis and Rosella O'Reilley, both of Fort Wayne; and three grandchildren. She was preceded in death by two brothers and a sister.

Funeral services were held at North Manchester United Methodist Church on March 30. Burial was in Fairview Cemetery, Servia, Indiana. Memorials are to United Methodist Camp Program of Northern Indiana.



April 5, 2002 - Logansport

The Logansport Pharos-Tribune ran an article entitled "Israel Johnson Family Built Empire in Logansport" that said the first wave of settlers to arrive in Logansport included the Israel Johnson family. Once there Israel saw a need to create a town out in the wilderness and founded a business empire on "the very edge of civilization."

Born in 1803 in Bridgeport, Washington County, Pennsylvania west of Philadelphia, Israel spent his childhood in that area until his family moved to Richmond, IN in 1820. He married Mary Hamilton and they moved to Logansport in 1829 leaving his family behind. There they operated Johnson's Tavern, an inn that provided shelter and food for those traveling on the Wabash River. The tavern was located on lots 117-123 on East Market Street. He and Mary lived nearby on Third Street.

Noticing that the community was growing rapidly, he saw the need for a mercantile business. He built the first two-story building and sold supplies to those living in and around the small community. He received his supplies from the east and often traded them for locally produced items or home grown foods. When not bartering, butter sold for 7 1/2 cents a pound, eggs sold for 7 cents a dozen, and a gallon of whiskey could be purchased for 31 cts.

The first election held in Logansport was on August 10, 1829. Israel was one of the first voters. He was the proprietor of the Logan House Hotel in 1834. He invested his profits in the Eel River and Michigan Road Bridge Company in 1837. Following a very destructive fire in one of his buildings, he proposed establishing a fire brigade for the town and was very instrumental in its formation.

At 18, in 1841, Israel's son William entered the grocery section of Israel's flourishing mercantile business. William became a full partner in the business at age 21.

The Johnsons then entered into the pork business. They bought and sold pork shipping much of it on canal boats to markets in New York and New Orleans. They made extremely high profits in this new venture and expanded their business rapidly.

Peter Johnson, their second son, joined the firm in 1847 and helped to expand their business into dry goods. The firm eventually divided into two separate firms: Israel Johnson and Sons, and P. B. Johnson and Company.

They did not enter into a grain buying and shipping business until 1848. But by building a huge warehouse on the Wabash and Erie Canal, P. B. Johnson and Company could easily collect grain and pork and ship it via the canal. They joined with J. B. Dix in a project to mill the grain. This brought even greater profits and made shipping easier. Before long this became their primary business.

Unfortunately Peter died in 1865 and was followed by his father Israel's death in 1866. This left only William in control of the firms. He sold the grocery and put all his effort into the grain side of the business, which was at the time shipping several thousand hogs to Midwest markets each year. They were also shipping wheat, corn, oats and high-grade clover seed to European markets.

The Johnson Company was so wealthy that it expanded still further into the wool market. They joined with Tanguy and Barnheisel, the area's main wool shipping company.

Another of Israel's sons, George Johnson, felt his brothers had pretty well cornered the markets in Logansport. He went to New York to "find" himself. There he worked for the Equitable Life Assurance Society of the United States and eventually became its manager. Upon his death he left \$200,000 in honor of his parents to Logansport to build a hospital. His 14 heirs fought the bequest but lost. Logansport had a similar bequest from Judge Dykeman; however, his money had pretty well run out and there was not enough left to build the hospital.

Logansport was truly thankful for the Johnson gift, which built the hospital.

Annetta Baker, CSI member, Winamac, IN

April 11, 2002 - Ft. Wayne, IN

"Official Historian For Allen County Named" was the title of a brief in The Journal-Gazette in Ft. Wayne, Indiana. It said that the Indiana Historical Society and the Indiana Historical Bureau had appointed Thomas Castaldi of Fort Wayne as the official Allen County historian. As county historian he will be a "resource person for historical and genealogical organizations in the county, serve as a liaison between statewide agencies and local organizations and answer queries from the public."

County historians are appointed for a three year term and are eligible for reappointment. Tom will follow Michael Westfall as the Allen County Historian. He may be reappointed in December 2004.

Also appointed as County Historian is Craig Leonard of Bluffton. He was appointed in March to complete the term of Jim Letsinger for Wells county. Craig is eligible for reappointment in December 2002.

Both of these men are on the Canal Society of Indiana Advisory Council. Both have worked hard to get a portion of the Gronauer Lock into the new Indiana State Museum in Indianapolis. Craig oversaw the lock removal, placement in filtration tanks, shipment to South Carolina for preservation, and return to Indianapolis to be placed in the museum. Tom worked with the museum planners to design the exhibit while he was the President of the Indiana State Museum Foundation. They will join other CSI members Kreig Adkins of Peru, Miami County and Jeff Koehler of Center Point, Clay County as County Historians. We extend to them a great big CSI HIP HIP HOORAY!

**NEWS FROM
DELPHI**

**CANAL ASSOCIATION
RECOGNIZES DONORS**

By Dan McCain

A familiar Carroll County family name of the past surfaced last week with the announcement of a major cash gift to the Carroll County Wabash & Erie Canal Association. In recognizing eminent historian Dora Mayhill and her family's long ago local newspaper publishing enterprise, Canal Board President Dan McCain announced that Tom and Peg Mayhill of Knightstown, Indiana, have contributed \$15,000 to a "Canal Boat Fund" in the name of his mother.

Mark Smith recently made the first donation to the fund after turning over the memorial contributions contributed in his late father, Robert's name. This sets the Canal Association on a course to accomplish another major piece of the local attractions relating to Delphi's canal history. The Canal Association continues to receive needed contributions and pledges to the Interpretive Center and Life Memberships as well as the new fund for an operational boat replica.

At our annual meeting on April 2, 2002 the headliner for the evening program was Douglas Noble, Executive Director of the Indiana State Museum. This totally new museum building is set to open next month in Indianapolis. Speaker Doug said to the crowd in Honan Hall, "I am here for the first time in my life and already sense a strong cooperative, historical spirit in the people I have met in Delphi today." He also had words of guidance and encouragement in the completion of the Canal Interpretive Center. Locally

the two million dollar project is under construction and is anticipated to open in time for the Canal Association's Annual Meeting in one year.

Noble presented many fresh concepts of the nearly completed Indiana State Museum in White River State Park just west of the Indiana Government Center. "Innovative display concepts and interactive exhibits in Indianapolis will entice the audience just as will Delphi's proposed Canal Interpretive Center," Noble stated. There will be opportunities to refer visitors to each other's museums by encouraging attendees to fulfill their quest for information about Indiana's noted 1832-1876 canal era.

In a related announcement there were artifacts recently loaned to the State Museum by the Canal Association. Two-dozen historic buttons and clasps were selected for loan out of nearly 1,000 buttons found near the Rinehart Paper Mill site. Originally unearthed by Archaeologist Wayne Bischoff seven years ago, these clothing fasteners will adorn an exhibit near the new Indiana Museum's canal display when the facility opens May 22nd.

At the annual meeting there were also accolades by McCain for the many donors to this planned Canal Interpretive Center. In addition, the Carroll County Historical Museum staff and curator Phyllis Moore were praised for the "historical resources" archiving project featuring over 10,000 old photographs that are being selected, scanned and stored on computer files. These references provide a "window" to view this County's history.

Levels of monetary support and pledges lead to recognition in the Center on permanent plaques. Significant individual donors will be recognized by placing attractive nameplates on galleries, rooms or beside many creative displays. For

more information on yet unnamed exhibits, facades and needed furniture items for the Center contact any Canal Board member or call (765) 564-6297 for an information packet and drawings.

**Carroll County Wabash & Erie Canal, Inc.
CANAL INTERPRETIVE
CENTER PROJECTS**

**DONATION LEVELS SUGGESTED
FOR VARIOUS EXHIBITS:**

\$25,000 and up "Canal Captain"
A major Gallery, or a store-front facade, or the Grand Lobby, or a conference room named.

\$10,000 to \$24,999 "Shop Owner"
(High end) A Primary Exhibit from the list.
Ex. G-1 Canal model or L-Hardware store
(Low end) An Interactive Exhibit from list.
Ex. B-7 Plank road or H-5 Boat types

\$5,000 to \$9,999 "Craftsman"
Any General Exhibit from the drawings
Ex. C-5 Timeline - H-2 Boat rui

\$2,500 to \$4,999 "Merchant"
Special display items, i.e. Graphics, murals, text panels, purchased artifacts, pictures.

\$1,000 to \$2,499 "Muleskinner"
Recognition on a central plaque in the Lobby and special recognition at the opening.

\$500 to \$999 "Hoggie"
Recognition on a plaque in the Lobby.

\$100 to \$499 "Donor"
Name inscribed on a plaque in the Center.

The CCWECI organization is a 501-c-3 Not-for-profit corporation organized under the laws of the State of Indiana. Donations are eligible for tax exemption to the maximum extent of the law.

Make checks or pledges to the **CCWEC, Inc.** and send to attention of:

Dan McCain, Interpretive Exhibits Coordinator
Carroll County Wabash & Erie Canal, Inc.
3198 North 700 West
Delphi, Indiana 46923
(765) 564-6297 (voice or fax)