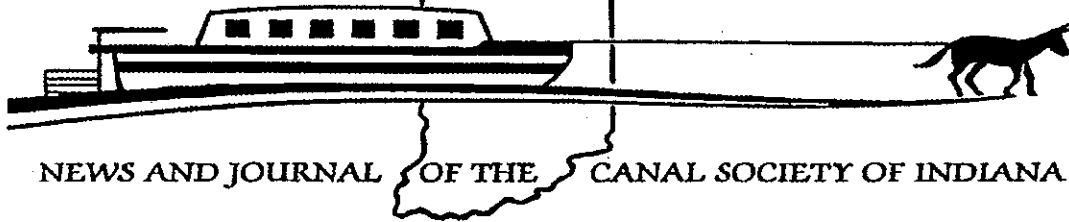


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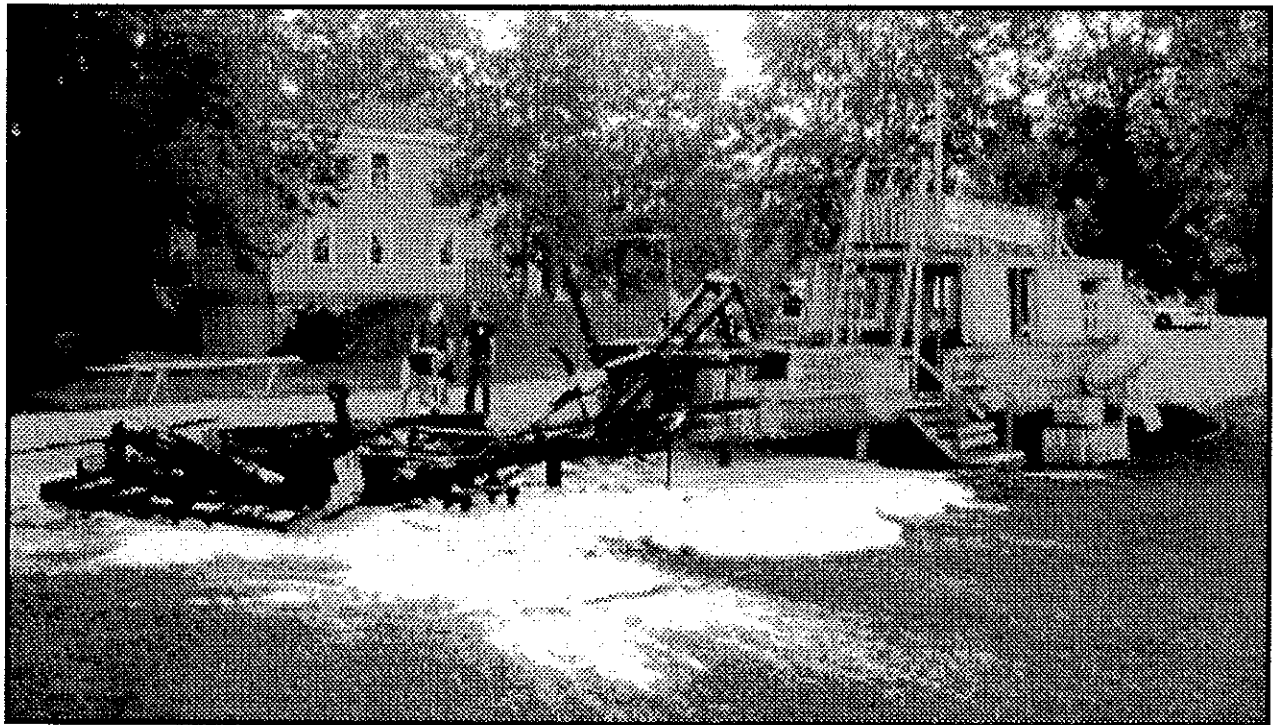


VOL. 7 NO. 10

P.O. BOX 40087 FORT WAYNE, IN 46804

OCTOBER 2008

VANDALS TORCH BOAT



Over half of the newly completed playground Canal Boat in Canal Park in Delphi, Indiana, was destroyed by vandals, who set it on fire on August 31, 2008. Photos by Dan McCain

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A RUDE AWAKENING AT 6 AM

By Dan McCain

Sometime around 5 a.m. Sunday, August 31, 2008, vandals invaded Canal Park in Delphi, Indiana, and torched its "just completed" playground canal boat. By dawn's early light Dan McCain, president of Carroll County Wabash & Erie Canal, Inc., was called out of bed by the Delphi police saying that he had better come to assess the damage to the boat.

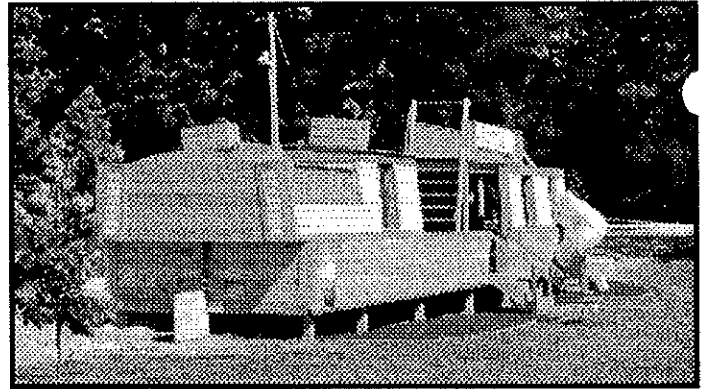
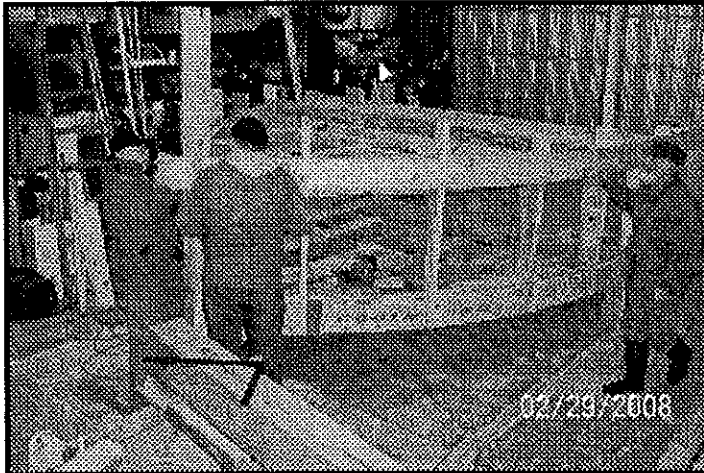
The fire started on the rear deck of this beautiful full scale canal boat. Many volunteers worked hundreds of hours since February when they started the bow

EDITOR: CAROLYN SCHMIDT

5908 CHASE CREEK CT. FT WAYNE IN. 46804

260 432-0279

section. It was their "pride and joy" -- it was the kid's favorite outdoor venue.



it again! Help us in any way you might with donations, labor or love for our canal endeavors. We are not sure at this time if the boat is covered by insurance as it is not recognized as a building.

Construction began last winter working at Ed Gruber's barn west of Delphi where they enjoyed a different kind of "heat." Ed has a wood stove to heat the workshop where they began the tedious process of assembly.

As sections of the frame were completed they took them to Canal Park and began the on-site construction "one piece at a time" until a week before the fire when the volunteer crew declared it completed - except for painting. This 72-foot-long playground item literally represents "*blood, sweat and tears*" by dozens of volunteers.

This event is kind of like getting thrown off a horse -- they will have to pick themselves up and get at



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**PLANK ROADS: THE RADIATING
TRANSPORTATION
SPOKES FROM CANAL TOWN HUBS**

By Richard F. Brown, Jr., AICP

The canal building era in the first half of the 19th Century saw many navigation canals developed for waterborne commerce and travel within and between states. Direct access to and the economic prosperity derived from each canal tended to be limited to those fortunate communities located along its route. In some instances, branch, feeder, and lateral canals were beneficial to the economy of communities off the main prism channel.

At the same time, for these new inland ports created by the canals to prosper, some method of improving access from farms and rural communities to the canal town was needed. Roads, when they existed at all, tended to be dirt. These often became slow, muddy bogs in wet weather. Publicly funded road building efforts were in their infancy and many were unsuccessful, with the exception of some military roads and the National Road.

Plank road construction was a technique initiated in Russia, before being utilized in Canada as early as 1836 (Abbott, pg 96 and Glass, pg. 513). The first formal authorization of a plank road in the United States occurred when the Michigan Legislature approved the Detroit & Port Huron Plank Road Company on March 9, 1844, though the entire route was not completed until 1850 (Michigan Legislature and www.erin-halfwaydays.org). The first plank road to open for travel occurred in July of 1846 between Salina and Central Square in upstate New York near Syracuse (Klein and Majewski, pg 44).

Other states soon followed these trendsetters. By the late-1840's, the plank road boom was well underway. Though plank road construction took place in many parts of the country during the mid-19th Century, the vast majority were proposed, chartered, and/or built in the Great Lakes Region stretching from New York to Wisconsin in the United States and in the Canadian Province of Ontario. An interesting side note is while the majority of plank road building boom took place around the Great Lakes, the longest plank road in the country was in North Carolina; extending 129 miles between Fayetteville and Bethania, in the Winston-Salem area (historync.org and www.northe Carolinahistory.org).

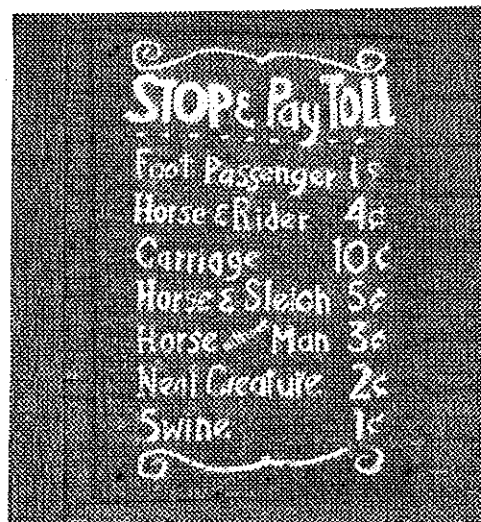
Plank roads varied from corduroy roads in that they were constructed of flat, sawed planks of wood laid side-by-side, often across stringers or sleepers, instead of rough logs laid side-by-side upon the earth (Wilson, pg. 291-292). The following description from the

article "The Plank Road Enthusiasm in the Antebellum Middle West" published in the *Indiana Magazine of History* summarizes the process for constructing a plank road:

"In the most generally approved system, two parallel rows of small sticks of timber (called indifferently sleepers, stringers, or sills) are imbedded in the road, three or four feet apart. Planks, eight feet long and three or four inches thick, are laid upon these sticks, across them at right angles to their direction. A side track of earth, to turn out upon, is carefully graded. Deep ditches are dug on each side, to ensure perfect drainage; and thus is formed a Plank Road. In addition, the surface of the road was frequently covered with fine gravel or sand to protect it from horseshoes and steel rimmed wheels, and the edges of the planks were staggered so that wagons could more easily turn onto the road. If the planks were not spiked down, dirt was heaped over the ends to help hold them in place. For all except the most heavily traveled roads it was thought sufficient to lay a single track of eight foot planks paralleled by a track of dirt on which vehicles could turn out to pass" (Abbott, pgs. 99-100).

The flat planks provided a smooth even surface compared to the rough, bone-jarring rumble created by corduroy roads. Generally, once a minimum of five miles were completed and open for business, tolls could be charged by the company which owned the plank road. Toll gates (usually toll houses) were placed at semi-regular intervals along the roadway to collect the toll required to use the plank road, much as can be found along many toll expressways today.

**TOLL SIGN AT THE PROCTOR TOLLGATE
HOUSE IN OKEMOS, MICHIGAN**



In some cases, the plank road ran along side an existing dirt road. The traveler could decide whether they wanted to pay the toll to use the plank road or utilize the unimproved dirt route.

While canals and later railroads were seen as long distance transportation options to bind a growing nation, plank roads became the short to mid-length option of choice for lesser distances (Klein and Majewski, pg. 40). Often, as individual plank roads were built, they formed a radial pattern outward from the antebellum-era hub communities, usually canal towns and river ports, like the spokes of a bicycle wheel. These spokes served

to enhance communication, trade, and commerce between the principal hub and the outlying portions of their trade area, thus increasing the importance of the hub. A similar transportation pattern is reflected in the hub and spoke system of airlines today. One only need look at the impact the hub and spoke system has had on Atlanta's airport over the past 40 years to see the increased importance of its hub.

The following chart lists some canal towns and larger cities served by canals and the number of plank roads that were either built or proposed to radiate from them.

CITY	CANAL(S)	PLANK ROADS*
Buffalo, New York	Erie Canal	5
Delphi, Indiana	Wabash & Erie Canal	3
Fort Wayne, Indiana	Wabash & Erie Canal	4
Hollidaysburg, Pennsylvania	Pennsylvania Canal	2
Johnstown, Pennsylvania	Pennsylvania Canal	3
Lafayette/West Lafayette, IN	Wabash & Erie Canal	3
Meadville, Pennsylvania	French Creek Feeder Canal	7
Rochester, New York	Erie Canal /Genesee Canal	10
Syracuse, New York	Erie Canal	9
Utica, New York	Erie Canal	8

* Includes proposed (chartered but not built) and completed plank roads.

As competition grew between canal towns and from railroads, some communities saw constructing plank roads as a method to enhance the use of and access to its canal and shipping facilities. A clearly documented example of this trend comes from Milan, Ohio, where part of its capitalization for the Milan Ship Canal was also applied toward financing "the Milan and Richland Plank Road Company, which built a 'feeder' road for wagon deliveries of wheat to the canal warehouses for transshipment by water" (ohiohistory.org).

Plank roads were frequently referred to as "Farmers Railroads," because they were often built to enhance farmer's and manufacturer's ability to reach distant markets with their products (www.historync.org). Such a description is found in the article "The Plank Road Enthusiasm in the Antebellum Middle West."

"Plank roads, in short, 'were the feeders of railroads and canals,' of more use to the country's

farming than to its commercial population" (Abbott, pg. 99)

Canal towns were not the only communities to utilize plank roads as a method to enhance trade and commerce. As described in Abbott's article, river and lake ports saw plank roads as a potential boon too:

"Missourians valued plank roads as potential feeders of their state's river commerce; Milwaukeans, as auxiliaries of the town's lake trade. At Fort Wayne they were built 'in aid of the business of the canal,' and Chicagoans hoped that they would feed their city's canal boats, schooners, and freight cars" (Abbott, pg. 108).

Evidence of this application of plank roads can be seen from the number of plank roads chartered to serve Mississippi river ports of Iowa, Missouri, and Tennessee, as well as Great Lakes ports. The following chart provides representative examples:

MISSISSIPPI RIVER PORT	PLANK ROADS CHARTERED
Muscatine (then Bloomington), Iowa	3
Burlington, Iowa	8
Keokuk, Iowa	3
Hannibal, Missouri	3
Louisiana, Missouri	3
Ste. Genevieve, Missouri	4
Memphis, Tennessee	7
GREAT LAKES PORT	PLANK ROADS CHARTERED
Chicago, Illinois	5
Saginaw/East Saginaw, Michigan	8
Detroit, Michigan	11
Monroe, Michigan	8
Erie, Pennsylvania	3

Smaller communities saw the plank roads as a way to enhance their commercial reach within their county or local trade area (Abbott, pg. 111).

In the case of plank roads, the boom-era was quite short, only 5-15 years depending on the state. The downfall of plank roads was largely due to their lack of durability and the revenues generated from the toll to use the plank roads did not generate enough funds to adequately offset the cost of their maintenance. Instead of lasting from seven to 12 years as projected, the planks were often in need of replacement within three to four years, at roughly 60 percent of their original cost (Klein and Majewski, pg.62).

PROCTOR TOLLGATE HOUSE IN OKEMOS, MICHIGAN
No. 2 Toll Gate on the Howell & Lansing Plank Road



Photograph by Richard F. Brown, Jr., AICP

Unfortunately, unlike canals, few reminders of the plank road building boom on the mid-19th Century remain. Below is a photograph from the winter of 2008 of the only remaining plank road toll gate house in Michigan. It once served as Toll Gate #2 along the Howell & Lansing Plank Road (now known as Grand River Avenue) near Park Lake Road. Today the house awaits those visiting the Meridian Historical Village in Okemos, Michigan, and sits aside a short stretch of reproduction plank road.

Other plank road tollgate houses have been preserved at various locations, while in south suburban Chicago and Sheboygan County, Wisconsin, former plank road corridors have been turned into recreational trails (oprt.org and www.co.sheboygan.wi.us). In North Syracuse, New York, Plank Road Village occupies a portion of Toll-road Park and includes a section of the old plank road (www.northsyracuse.org). The chart on the next page lists the plank road tollgate houses known to have been preserved as part of local historical museums.

In 1996, a small segment of foundation logs for the Howell & Lansing Plank Road was unearthed during a road improvement project to Grand River Avenue in East Lansing, Michigan (kevinforsyth.net). These rotted, but historic remnants of the antebellum era were photographed and documented before they were discarded (kevinforsyth.net). A similar discovery was made under Main Street in Fayetteville, North Carolina, in the 1980's (arch.dcr.state.nc.us).

If the few precious remaining artifacts of the

PLANK ROAD	TOLLGATE LOCATION or NAME	YEAR BUILT	CURRENT LOCATION
Canton & Liverpool	Canton	ca 1850	Dickson Mounds Museum: Lewistown, IL
Glens Falls, Moreau & Lake George	South end of Ft. Edwards Rd.	ca 1840's	Fort Edward Museum: Fort Edward, NY
Howell & Lansing	#2 (Okemos)	ca 1850	Meridian Historic Village: Okemos, MI
Oil Springs & Sarnia	Modeland Road & Plank Road	ca 1880	The Petrolia Discovery: Petrolia, ONT
Rochester & Hemlock Lake	Lima (South)	ca 1850	Genesee County Village: Mumford, NY
Southwestern	Beaubien/Lisle	Unknown	Lisle Station Museum: Lisle, IL

plank road era teach us anything, beyond a lesson on a brief but exciting chapter in American transportation engineering, it is to protect and preserve those unique bits and pieces of our history before they are lost forever. A drawing and a photograph are only two dimensional. They may depict the object, but they hardly tell its story like the real thing. As a resident of mid-Michigan, I am heartened that nearly 35 years ago, local history lovers found a way to save a key component of Michigan's

transportation heritage by moving the Proctor Plank Road Tollgate House to the Meridian Historical Village.

For more information on the tollgate house and the Meridian Historical Village, please see the following web sites:

- [http://www.merhistvill.org/;](http://www.merhistvill.org/) or
- http://www.meridian.mi.us/Parks/hist/hist_village.htm.

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- <http://kevinforsyth.net/ELMI/plank-rd.htm>
- <http://oprt.org/>
- <http://publications.ohiohistory.org/ohstemplate.cfm?action=detail&Page=0057241.html&StartPage=237&EndPage=246&volume=57&newtitle=Volume%2057%20Page%20237>
- <http://www.arch.dcr.state.nc.us/amonth/plankrd.htm>
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- <http://www.waymarking.com/waymarks/WMV24>



A RUM TRAGEDY

Fort Wayne *Sentinel* August 8, 1846

A RUM TRAGEDY — A CHILD SHOT. — James Ryan, living on the Flats near the Canal, got into an affray last night with some fellows up the tow path, in which he got considerably bruised and beaten. He was laboring under the excitement of liquor, and maddened it is said with jealous rage towards his wife both of which causes operated to produce the quarrel in which he got badly worsted. In this exasperated mood he went home accompanied by a single individual, it being about 12 o'clock at night; and on entering the house, his wife, frightened at his bloody clothes and angry appearance, fled to a near neighbor's, leaving their only child, a bright little boy about three years old, asleep in the foot of the bed. Ryan in a rage, seized a gun from under the bed, and swearing vengeance upon some one whom he declared was standing between him and his wife discharged it apparently at random. The man who accompanied him home, had hold of him at the time, and soon succeeded in wrenching the gun from his hands. It was some minutes after this melee, that it was found the bed was on fire, occasioned by the burning wadding from the gun, and in extinguishing the flame, it was discovered that the contents of the gun had passed through the child's head from back of its ear out at its forehead.

We visited the house to-day, and a more wretched picture of rum's doings we never saw. There sat the wife, with her eyes blackened by blows from her rum-maddened husband. Beside her, was her only child, but yesterday, a promising, prattling boy — a corpse; the house in uproar, and its walls stained with blood. — The partner of her miseries, in the dungeon of a prison! Surely, "truth is stranger than fiction."
George & Shirley Clark, CSI members from Louisville, KY

The Old Plank Roads
by Richard F. Brown, Jr.

Along the old plank roads
Moved pioneers in streams
To overcome distant vistas
In search of ardent dreams

Conestoga wagons laden
With each nomadic estate
As they rolled o'er the beams
Toward a self-determined fate

Seeking promised landscapes
And freedom's liberation
Our ancestors journeyed forth
Binding the American nation

As settlement spread outward
In concentric radial spokes
From canal towns and city ports
They linked the farmstead folks

The stringers bore the weight
Of burdens they encumbered
The planks were laid side-by-side
As many trees were lumbered

Tollgate houses were constructed
At set intervals of mileage
To maintain the route's integrity
And fund it with needed millage

Viable for a brief decade plus
Amid a booming timber passion
But trampled by iron horses
In a swift, merciless fashion

Ships may move commodities
Railroads carry freight and coal
But the old wooden plank roads
Helped settlers reach their goal.

ORDER NOW

"ACROSS THE CROSS-CUT"

Not going on CSI's fall tour? Don't miss out on the only book ever published on just the Cross-Cut section of the Wabash & Erie Canal. Order "Across The Cross-Cut" now for the prepublication price of \$15 (includes shipping/handling). This 123 page book contains the history of the canal and of the counties of Vigo, Clay and Greene as well as diagrams, maps, photos, and an index of over 500 names. Much of this material has never been published in book form.

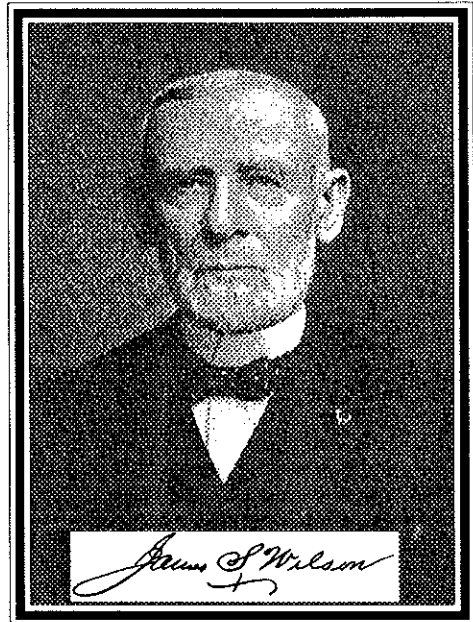
Make check payable to: Canal Society of Indiana
P.O. Box 40087
Ft. Wayne, IN 46804

CANAWLERS AT REST

JAMES S. WILSON

b. October 9, 1823
d. March 26, 1901

By Carolyn I. Schmidt



James S. Wilson was born to Andrew Wilson, a native of Pennsylvania, and Elizabeth (Schooley or Shoo-ley) Wilson, a native of England, on October 9, 1823 in Alleghany Co., Pennsylvania. He received his education at the common schools until he was twelve years old. At that time he became a salesman in a drug store. During three years spent there he acquired a practical business education. He also learned to be industrious, a habit that he continued throughout his life.

James decided to study medicine. He quit his job at the drug store, began his study and then became disenchanted with it. After only a short time he abandoned it and took a job as a steward on a packet boat. He served in this capacity from 1840-45.

On May 21, 1844, James married Delia (Delilah) Creveling (b. April 24, 1828, d. September 11, 1891) of Akron Ohio. They became the parents of two girls and a boy:

1. Indiana Wilson b. 1845 Pennsylvania
Married Robert J. Connolly (he died)
child Wilson J. Connolly b. 1871
Married John L. Maurice 1893
He had 2 sons: David W. and Charles L.
He owned a meat market/was butcher
Lived in Logansport, Indiana
Member of Second Presbyterian church
2. Frederick Wilson b. 1848 Indiana (died before
1860 census)
3. Virginia (Jennie) Wilson b. 1859 Indiana
Married George W. Stevens (president of C. &
O. Railway)
Had 4 children: Helen, Paul J., George
J. and Sharp J.
Lived in Richmond, Virginia

In 1845, James arrived in Logansport, Indiana, as master (captain) of a canal boat on the Wabash & Erie Canal. He was freighting goods principally between Logansport and Toledo. His settlement date in Logansport is listed as 1845. We assume that his wife and baby Indiana came with him at this time.

In 1850, James abandoned the canal business to become a clerk for William Beach & Company in the Forest Mills. Seven years later he, in partnership with George Cecil, of Cecil & Company, took charge of the mills and operated them successfully until 1883. During that year he took over the entire control of the business. He successfully managed the Logansport Mills located on Broadway and was a local manufacturer until 1890.

The 1850 Federal Census lists James Wilson as a canal captain and he has no Real Estate. Francis H. Beard, age 12, is living with his family.

The 1860 census says he was a miller and values his Real Estate at \$4,000 and Personal Estate at \$900. He has a servant, Bridget Flanagan, age 20, living with his family.

The 1870 census says he was a flour manufacturer and values his Real Estate at \$24,500 and Personal Estate at \$2,400. His wife; two daughters; Indiana's husband Robert J. Connolly; Savannah Crolling, age 69, of Pennsylvania; Bradfield Caistone, age 29, domestic servant, of Ireland; and Quigley Lawrence, age 26, hostler, of England, are living in his home.

Sometime prior to 1880 Cecil and Wilson laid out an addition to Logansport.

The 1880 census says he is a miller and flour merchant. His wife; two daughters; Indiana's husband Robert J. Connolly and son Wilson J. Connolly age 9; Louisa Yagurka, age 20, domestic servant, of Prussia; and Jacob Geppinger, age 21, Hostler, of Ohio, are living in his home.

The Logansport Jenney Electric Light & Power Company, was organized on October 2, 1883 to light the city following the plan's adoption by the city council. The cost of lighting Logansport for one year was \$5,500. The list of its stockholders were: Cecil & Wilson (George & James), A. R. Shroyer, P. W. Moore, J. A. Adrian, Joseph Seiter, Victor E. Seiter and E. Hattery. The company was put into operation in January 1884 as the first city plant from the Jenney Electric Light Company of Fort Wayne, Indiana.

A. R. Shroyer became the president and treasurer of the company; Victor E. Seiter, its secretary; William Dolan, its manager; and James S. Wilson, O. W. Moore, V. E. Seiter, A. R. Shroyer, R. T. McDonald, Wm. Dolan and J. N. Booth, its directors.

In 1890 James sold the water power/mills to the city of Logansport. They converted it to use for municipal power and lighting.

Delia Creveling, James' wife, died on September 11, 1891 at the age of 63. She was buried in Mt. Hope cemetery on September 13, 1891 in section 13 lot 0545 space 07 and shares James' tombstone.

When James could not be found in the Logansport, Indiana census of 1900, it was assumed that after Delia's death he had gone to live with one of his children. He was found in the Richmond City, Virginia, census living with Virginia, and her husband George W. Stevens; their four children; J. Sharp, a cousin, age 47, a railroad agent, of Pennsylvania; Philip Gibson, age 68, capitalist, of Virginia; and Kate S. Gibson, age 61, of Virginia.

James was a supporter of the Republican Party. He also was a member of the I.O.O.F. Later he became a member of the Elks in Richmond, Virginia.

James S. Wilson died on March 26, 1901 at the age of 77. He was brought back home to Logansport to be buried on March 30, 1901, alongside Delia in Mount Hope Cemetery's section 13, lot 0545, space 06. It appears that his current tombstone replaced an earlier tombstone.

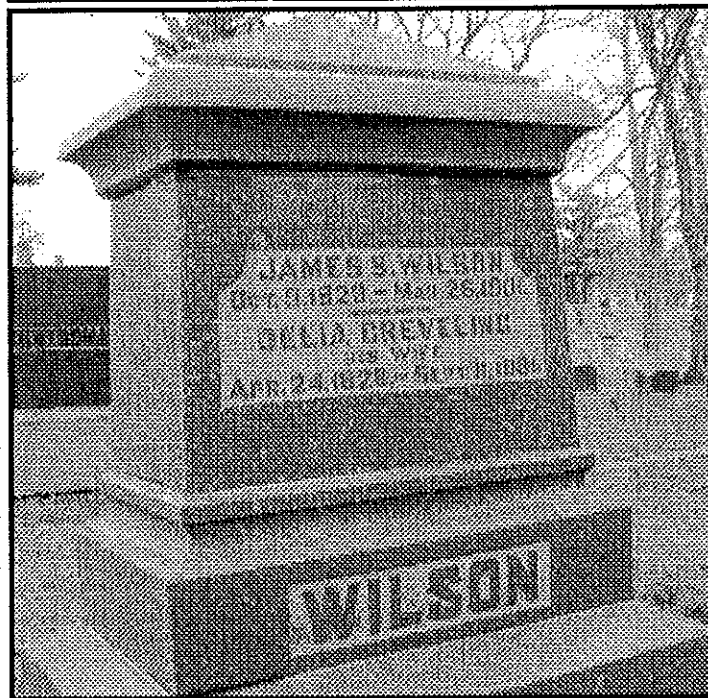
In the *History of Cass County* James Wilson is mentioned as follows:

"Mr. Wilson has probably manufactured more flour and handled more grain than any other man in Indiana, and during his long residence in Logansport his business record has never been impeached. He began life, if not in the field of adversity, at least unaided and dependent wholly upon self-effort. His capital consisted of a full share of brain power, energy and an inbred determination to succeed among men. Possessing a strong appreciation of the value of integrity and justice and well defined purity of purpose, it has won for him an enviable distinction in Business circles."

Mt. Hope Cemetery is a combination of several old cemeteries.

- 01 Highland 5th
- 02 Highland 4th
- 03 Mt Calvary II
- 04 Mt. Calvary I
- 05 Highland 2nd
- 06 Highland 3rd
- 07 Highland 1st
- 08 1st Addition
- 09 7th Addition
- 10 5th Addition
- 11 Highland 6th
- 12 Pleasant Hill
- 13 Old Part/Old Plot
- 14 Barnes Addition
- 15 Legion Circle
- 33 Highland 7th

Mt. Hope Cemetery
Logansport, Indiana



Grave stone of James S. and Delia C. Wilson Photo- Bob Schmidt

Sources:

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<http://incass-inmiami.org/cass/cemeteries/mthope/MTHwilmwim.html>

CANAL BROUGHT LABORERS TO LAGRO

When it was learned that a canal would be built through an area, young men soon followed seeking work. They often remained when their work was completed thus settling in towns along the canal. This is the case of Lagro in Wabash county, Indiana as is seen in these excerpts from Thomas B. Helm's *History of Wabash County, Indiana* published in Chicago, Illinois by John Morris Printer in 1884.

"In the spring of 1834 (April), John Russell, Samuel Layser, Mitchel Hushaw, Henry Hushaw, Thomas Nelson and Adam Nelson, six young men, active and muscular, came on foot from near Indianapolis to La Gro, expecting to get work on the new "canal." They got it before long, their work at first being to erect shanties for the laborers; but the letting [of contracts] was done in May, 1836, and the boys got all the work they wanted; and they continued in the canal labor (some of them, and perhaps all) with intervals of intermission it may be for many months."

"John Russell, after working on the canal through the summer of 1834, went home, and persuaded his father to return with him to Wabash County and enter some land, which he did. In the course of the winter, John Russell was married to the daughter of Daniel Ballinger, and became a householder in the county of Wabash in the spring of 1835. Mr. Russell and his wife were the first couple married in La Gro."

"John Eagan came from Ireland to La Gro, and, working on the canal and saving his wages, he entered three eighties as soon as the canal was completed."

"Thomas Fitzgibbon, who had been a successful contractor on the canal, and who came in 1831, continuing also his work in connection therewith, entered a section of land south of the Wabash River, southwest of La Gro, upon which he resided till his death, in 1865, being then in his seventy-second year. He was buried in the Catholic Cemetery at La Gro." [St. Patrick's Cemetery]

"John Watkins (still a resident at La Gro) burned upon the ground where the court house [Wabash, Indiana] now stands the lime to build the lock on the canal which was where the Lock Mills are at this time." [Cissna's Mills were located by the Cissna, sometimes called the Hipskind, Lock #16 in Wabash.]

"The town of La Gro is located on the north side of the Wabash River, on both sides of La Gro creek, as also on the north side of the Wabash & Erie Canal."

FROGS AND THE CANAL

CSI's mascot is the frog since frogs have continued to live in Indiana's canals from the time they were built until today. Toledo, Ohio, is often referred to as "Frog Town" since in its early days it was swampy with frogs everywhere. When frogs became a delicacy, they were shipped by canal boat to Cincinnati restaurants as seen in the following article submitted by George and Shirley Clark:

Ft. Wayne *Sentinel* August 8, 1846
Reprinted from the Cincinnati *Atlas*

NEW ARTICLE OF TRADE. — We have from time to time noticed the establishment and progress of several branches of trade in the Queen City (Cincinnati); and among the rest the importation and *ingulphation* of large quantities of green sea turtle. In our road, on Monday, we came across another new article of *gastromanie*, which we take pleasure in noticing, as it not only marks the progress of commerce, but indicates the march of civilization; it is only *refined taste* that can appreciate and value such delicacies, — and because the article is likely to make some *noise* in the market. It was no more or less than an invoice of live *Frogs* from the Junction of the Wabash and Miami Canals.* They were regularly shipped and consigned to Mr. Bates, subject to freight and charges as customary for "Bull Frogs." The consignee informs us that this is likely to become a considerable branch of trade, as the article is in great demand among our fashionable Restaurateurs. Arrangements have been made for the regular shipment from the Wabash and Maumee counties, and there need be no fears of a "short crop," as the product in that region is abundant and never failing.

Vive la Commercial! Viva la Gastromania!! Viva Johnny Crapand!!! — Cincinnati Atlas.

*The Miami and Erie Canal joined the Wabash and Erie Canal in Junction, Ohio. The portion of the Wabash and Erie from Junction to Toledo was renamed the Miami and Erie Canal in March 14, 1849. CSI usually refers to it as the (Miami) Wabash & Erie Canal.

RATES OF TOLL
ON THE WHOLE LINE OF THE

Wabash & Erie Canal,

As established by the board of Public Works of Ohio, and the Commissioner of Indiana, on the Wabash and Erie Canal east of Lafayette. (Distance from Toledo to Lafayette 229 miles.)
Ordered, That from and after the 1st day of May, 1843, on each article of property transported On the Wabash and Erie Canal, of Ohio and Indiana, there shall be charged and collected the rates Of Tolls hereinafter affixed to such articles, in lieu of the rates heretofore charged to wit:

FIRST, — Property charged with Toll according to Weight.

On each thousand pounds, and in the same proportion for a lesser or greater weight.

Of Flour*

- Bread and other articles manufactured from flour,
- *Wheat,
- Beans, Peas,
- Flaxseed and all other kinds of domestic seeds
- Whiskey
- *Salted and fresh provisions, including Lake and other fresh water fish
- *Salt,
- Pot and Pearl ashes,
- Black and white salts of ley,
- Beer, Porter and Ale,
- Lard,
- Butter, Cheese,
- Tallow Candles,
- Soap,
- Rags,
- Wool,
- Hemp, Flax,
- Leaf Tobacco,
- Ginseng,
- Sumach,
- Brooms, Broom Handles, and Broom Corn
- Potters ware
- Hides and Skins, including Deer, Buffalo, Moose, Sheep, and Bear Skins,
- Horns, horn tips, cattle's tails, hair, & hog's bristles,
- Dried fruits and nuts, the product of the U. States,
- Tar, rosin and pitch
- Coopers' ware and *Hollow wood ware, manufactured in either state,
- Carpenters' and joiners' work, prepared for building,
- Wagons, carts, and other carriage,
- Sleds and sleights,
- Ploughs, harrows, and other agricultural implements
- Domestic animals,
- Buhr bocks, the product of the United States, and mill stones made thereof,

Editor's note:
c = Cents
x = Mil. or 10th of a cent
* added charge (could be for container weight)

Example 1,000 pounds of wheat for 185 miles :
100 miles x .009 = \$.90
85 miles x .006 = .51
185 miles \$1.41
Plus container weight

	c	x
For each mile not exceeding 100 miles,	0	9
For each mile in addition to 100,	0	6

Of *Corn, *Rye, *Oats, *Barley, *Buckwheat, Bran and shorts, whether ground or unground,

- Empty flour barrels,
- Vinegar,
- Cider,
- Apples and other undried fruits,
- Potatoes,
- Turnips and other vegetables,
- Grindstones,
- Cut stones for building, or mechanics' tar, except ashler.
- Marble (unwrought)
- Tombstones, other than marble,

For each mile not exceeding 100	0	6
For each mile in addition to 100	0	4

THE HOOSIER PACKET - OCTOBER 2008

Pig or scrap iron, Gypsum, Charcoal, Living trees, plants, or shrubs, Tanners' Bark,			
Of writing, wrapping, and printing paper, manufactured in either state, Foreign buhr blocks, and millstones made therefrom, Whetstones and scythe stones, Feathers, Hops, the produce of either state, Flags for chair bottoms, or other manufactures *Hollow wood ware, Window glass and hollow glassware, Iron castings of every description, except pig and scrap iron; and on blooms and half blooms, Linseed and rapeseed oil, Machinery, mechanics' tools, hames and saddle trees Marble (wrought) Oysters and clams in the shell, Bar iron, mail rods, sheet and rolled iron, nails, spikes, anvils, sledges, crowbars, axes, and other iron tools, weighing over five pounds each, Lead in pigs, Sole Leather, Cordage, Dye woods, Clocks, Manufactured tobacco, Furs and peltries,		For each mile not exceeding 100, For each mile in addition to 100,	1 5 1 0
Of Merchandize, including dry goods, groceries, hardware, cutlery, crocery, and glass ware Household furniture and baggage over 600 lbs for each passenger of eight years and upwards, of the family to which the baggage or furniture belongs, And all other article not herein specified,		For each mile not exceeding 100 For each mile in addition to 100, and not exceeding 200, For each mile in addition to 200,	2 4 1 8 1 2
Of wood ashes, Manure, Lime, Clay, Sand and other earths,		For each mile not exceeding 100, For each mile in addition to 100,	0 4 0 2
Mineral coal, Iron ore,		For each mile not exceeding 100, For each mile in addition to 100,	0 2 0 1
Staves, heading, and hoop poles, and split flat hoops,		For each mile not exceeding 100, For each mile in addition to 100,	0 3 0 2
Hay, straw, and other fodder,		For each mile not exceeding 20, For each mile in addition to 20,	0 6 0 3
Coke,		For each mile not exceeding 100, For each mile in addition to 100,	0 4 0 2
Quercitron, ground or unground, (inside oak bark for tanning)		For each mile not exceeding 100, For each mile in addition to 100,	1 0 0 5

Provided, That only the following rates shall be charged and collected on Wheat, Flour, Beef, Pork, Lard, Oil or Candles manufactured in either state from lard, if transported towards Lake Erie, to wit:

For each mile not exceeding 100	0 7½
For each mile in addition to 100	0 3

And on Corn, Rye, Oats, Barley and Buckwheat, transported as aforesaid, —	
For each mile not exceeding 100	0 3
For each mile in addition to 100	0 2

Provided, also, That only the following rates shall be charged and collected on Salt transported south in the direction of Lafayette, to wit:

For each mile not exceeding 100	0 6
For each mile in addition to 100	0 4

SECOND. Articles charged with Toll by Number or Measure.

On each 1,000 superficial feet of boards, plank, scantling, and other sawed lumber, (reducing to inch board measure all such as are over one inch in thickness,)	}	For each mile not exceeding 100	1 2
		For each mile in addition to 100,	0 6
On each 1,000 shingles or laths	}	For each mile not exceeding 100,	0 2½
		For each mile in addition to 100,	0 1
On each 1,000 bricks, for each mile			1 0
On each 100 posts or rails for fencing, each mile			1 2
On each 100 cubic feet of timber, hewed or round, transported in boats	}	For each mile not exceeding 100,	1 2
		For each mile in addition to 100,	0 6
On each 100 cubic feet of hewed timber, transported in rafts (round timber in rafts prohibited)	}	For each mile	3 6
On each cord of wood for fuel,	}	For each mile not exceeding 15,	1 2
		For each mile in addition to 15,	0 6
On each perch of 16½ cubic feet of stone dressed for ashler,	}	For each mile not exceeding 20,	1 0
		For each mile in addition to 20,	0 5
On each perch of rough stone for building, for lime, or other purposes	}	For each mile not exceeding 20,	0 6
		For each mile in addition to 20,	0 3

THIRD — Boats.

On each boat used chiefly for the transportation of freight, per mile	2 4
On each boat used chiefly for the transportation of passengers, per mile,	5 0

FOURTH — On Passengers.

On each passenger of eight years old and upwards, per mile,	0 3
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In ascertaining the amount of toll chargeable on any article, the weight of the cask, box, bag, crate, vessel or thing in which said article is contained, shall be added to the weight of such article, and the toll charged accordingly.

If two or more articles chargeable with different rates of toll shall be contained in the same cask, box or thing, the whole shall be charged with the highest rates of toll chargeable on any article so contained.

In case any article, the product of either State, or the United States, shall be chargeable with a lower rate of toll than a similar article, the product of other countries, the collector shall charge the rate of toll, which would be chargeable on such article if of foreign product, unless the owner, shipper, or master of the boat, shall produce satisfactory evidence to the collector that such article is the product of either State, or of the U. States.

R. Dickinson, For the Board of Public Works of Ohio
S. FISHER, Commissioner of Indiana canal, East of Lafayette

NOTE — This (*) shows that more than one rate is charged on such articles.
April 20, 1843

This Rates of Toll chart was published in the Ft. Wayne *Sentinel* on May 5, 1843

THE WABASH & ERIE CANAL: A STUDY OF TECHNOLOGY CHANGE IN NINETEENTH-CENTURY INDIANA

By Anthony G. Blake

This is the eighth installment of Blake's paper and is a continuation of Chapter 3 from the July 2008 issue of The Hoosier Packet.

Indiana Goes Broke

....In 1843, the Whig party lost the governorship, when for the first time the state elected a Democrat, James Whitcomb. Whitcomb's contribution to the insolvency problem was his view that the state should not be liable for the \$4 million worth of bonds for which the state had never received payment. Thus, while there was much rhetoric, there was no action. The bondholders, many of whom were large British banks and their customers, remained unpaid.

Wabash and Erie Canal Rescued

There seemed to be two lines of approach to the solution of Indiana's problems in 1845. The first was to find a way to complete the Wabash and Erie Canal, at this time under construction between Lafayette and Terre Haute, the rest of the way to Evansville on the Ohio River. The canal advocates believed that by completing the canal they would see an increase in revenues similar to that seen two years earlier, when the canal was completed from Lafayette to Toledo. The second issue to be addressed would be the restoration of the state's good name by honoring its debts to its bondholders in full, notwithstanding the governor's opinion noted above. As we shall see in what follows, these two approaches came together in the effort to rescue the canal.

Canal supporters had already in the previous year mounted an impressive campaign to extend the canal to Evansville. They believed (correctly, I suspect) that their case might not be strong: there was no money to finance the completion of the canal, and, in any case, by this time it was clear that elsewhere in America internal improvements were taking the form of railroads rather than canals. In Indiana, former Governor Ray was still promoting railroads, prophesying that Indianapolis in the future would become a great rail center.

To counter these threats, canal advocates induced the legislature to petition Congress for additional federal land grants. The legislature's "memorial" makes fascinating reading. Its primary argument is that the Wabash and Erie Canal, extended to Terre Haute, would still be a *sectional work*. For it to be *national* in charac-

ter, as called for in the original Congressional act, it would have to be extended to the Ohio River. It also argues for a "liberal construction" of the wording of the previous Congressional land grant acts, noting they specified that land was to be donated "for the purpose of opening a canal to unite *at navigable points* the waters of the Wabash River with those of Lake Erie." They further note that Congress had already acknowledged that the *navigable point on the Wabash* was not Lafayette but Terre Haute, and had accordingly granted lands to support the ongoing extension to Terre Haute. Now, they suggest, "stoppage of the canal at Terre Haute, on the Wabash, renders it perfectly useless...[since] the Wabash river (as is known to all who are acquainted with it) is not navigable for more than four months in the year." Therefore the canal should be extended to the Ohio, supported by another land grant.

Additionally, the memorial contained substantial detail about availability of land in the Vincennes land district. The memorialists knew exactly what land they wanted in the requested donation, indicating that they had done their research. It appears that they got their information from Thomas Blake, who was Commissioner of the General Land Office in Washington, DC between 1842 and 1845. The memorial then concludes with estimates of the costs for extending the canal to Evansville, adding that the state had already spent more than \$500,000 before abandoning the work in 1839.

Within weeks, The Senate Committee of Public Lands had reported favorably on a bill to agree to the Indiana request; the bill passed Congress shortly thereafter amid praise for the Indiana congressional delegation promoting it. Thomas Blake later admitted that there were difficulties in gaining President Tyler's approval; apparently the president had "constitutional scruples." The Indiana congressmen, together with Blake, found appropriate precedents and met with the president, successfully heading off the veto. The bill was in the end enacted on 3 March 1845. It provided for a federal donation of 766,000 acres, valued between \$3 and \$3 million, contingent upon the decision to build the canal to the Ohio River. At no point during this 1844-45 campaign or in legislative and congressional documents was the issue of a railroad mentioned.

For the canal to proceed, however, something had to be done about the state debt. In 1845, Charles Butler, New York financier, staunch Presbyterian, and faithful canal advocate, volunteered his services to the American and European bondholders. He offered to represent them in Indiana and attempt to recover what he could for them. He had previously carried out such an assignment in Michigan and believed he could straighten out the situation in Indiana, too. The bondholders agreed and authorized Butler to act on their behalf. But-

ler's first action was to invite himself to a canal convention in Terre Haute, where interested parties were to debate the best means of financing the extension of the canal to Evansville. The sense of the meeting was that the value of the donated land was enough to cover the cost of extending the canal, but that raising cash to actually pay for the construction work would require borrowing. And, as we have seen, the state's credit was not very good. At this point, Butler rose and made a flattering and politic speech to the effect that the state's credit had to be repaired in order to make any progress on the canal. Butler asserted his belief in the canal and in the proposition that its revenues upon completion were the key to putting the state on a sound financial footing. He then offered a clue regarding his ideas on how the state might reach an agreement with the bondholders. He suggested that if the state of Indiana would commit to enact taxes for payment of a portion of its obligations, the bondholders in turn might be prepared to forgive the balance in exchange for revenues from the "profits of the canal operation." The bondholders might even look favorable on additional loans, especially if the donated lands were made available as collateral. The convention adjourned with no further substantive comment. Again, railroads were not mentioned.

Butler then shifted attention to Governor Whitcomb and the state legislature. His chances did not at first seem promising. No one in Indianapolis was willing even to discuss additional taxes; the state seemed to be drifting toward repudiation of its debt. In this environment, Butler delivered a speech to a joint session of the legislature in December 1845. He covered the same ground as he had earlier in Terre Haute, although somewhat more forcefully. He emphasized the need to honor the entire \$11 million of bonds and \$4 million of overdue interest. Apparently the audience was favorably impressed; in a letter to his son, Butler reported that one "plain country member" had described the speech as "first a little sugar, then a little soap, then sugar, then soap, and it was sugar and soap all the way through." After a month of intense lobbying of Butler's part and endless debate among the legislators and governor, they arrived at a bill that would require the state to honor the debts in full, raising half of the funds by taxation and the other half from canal revenues. The bondholders would loan the state an additional \$2.25 million for completing the canal to Evansville. Butler and Blake went off to England in the summer of 1846 to convince the bondholders to accept this arrangement. The mission was not successful; the English banks sent Butler and Blake back to Indianapolis to negotiate something more favorable. Thus in the following months Butler and the legislature replayed the scenes from the previous year. This time they came up with a bill that eventually was accepted by both sides. The new bill also required that the state undertake payment of half of its debt

through taxation. The bondholders would forgive the other half of the debt and the state would deed the canal to trustees who would act for the bondholders, operating the canal and finishing its construction to Evansville. The bondholders would loan the canal another \$800,000, to be used, together with proceeds from land sales, to finance the construction work. The bondholders would be paid from future canal revenues.

There was some unhappiness on both sides about this agreement: some in Indiana thought that the state was dodging its responsibilities, and bondholders were concerned that they were not likely to recover their investment. But most historians believe that the Butler bill was the best that could have been expected; the legislature would never have agreed to raise taxes to pay the entire \$15 million. Gray says that the generous land grant was the "carrot" that persuaded the bondholders to agree to this arrangement. In his view, it also was the factor that ensured that a canal, not a railroad, would be built from Terre Haute to Evansville.

In July 1847, the state of Indiana turned over the Wabash and Erie Canal to its new trustees. Charles Butler was the president, based in New York; Thomas Blake was the resident trustee, based in Terre Haute; and Nicholas B. Palmer, of Indianapolis, was the third trustee. Blake would be in charge on the operation of the canal and its continuing construction. The new management team moved quickly and decisively to carry out their responsibilities. They assigned responsibilities clearly, established controls, and exhorted everyone in their employ to be diligent and pay attention to their customers. It is evident that these people believed that by adding good management to adequate finances, they could make the canal a great success.

Wabash and Erie Canal Finally Finished

However, as always with the Wabash and Erie Canal, the tasks that lay ahead were formidable. By the fall of 1847, the canal was open to Coal Creek, about forty miles north of Terre Haute. The newly opened stretch from Lafayette to Coal Creek was beset with problems, however. The canal had been finished with gravel beds, through which water drained easily; these areas would have to be sealed. The inclination of the canal was insufficient, and river dams would have to be heightened to provide an adequate water flow. Locks and culverts had been built of wood and would have to be replaced with stone construction to prevent decay. And the canal needed to be finished to Terre Haute; the chief engineer, Jesse Williams, estimated the cost at \$350,000, with work to be completed by the end of 1848. The first boats actually arrived in Terre Haute from Toledo in October 1849. Terre Haute celebrated with a band, crowds of cheering citizens lining the

banks of the canal, and a fine dinner with toasts and "hearty good feeling" at the Prairie House.

Construction between Terre Haute and Evansville should have, according to Williams, begun in May 1848 and been completed in July 1851. However, Williams had not taken into account the problems they were to have. The Wabash and Erie would follow the partly excavated Cross Cut Canal to Point Commerce, and then turn south to the Pigeon River north of Evansville. The portion between Terre Haute and Point Commerce would be the first part of the Wabash and Erie not to follow a river valley. They needed to build across hills rather than in valleys and they needed to build large reservoirs to provide water. In addition, there were periodic outbreaks of cholera and malaria, which halted construction work for long periods. Hundreds of canal workers died, including Thomas Blake in 1849. The Wabash and Erie Canal was completed to Evansville only in July 1853, although as just about the estimated costs of \$1.6 million. By this time, public enthusiasm for canals had lessened. When the first through boat from Toledo arrived in Evansville, there was no celebration.

Notwithstanding the difficulties in finishing its southern extensions, the late 1840s and early 1850s turned out to be the best years for the Wabash and Erie. The opening of the canal between Toledo and Lafayette spurred growth in northern Indiana. Towns such as Fort Wayne, Huntington, Wabash, Logansport, Peru, and Lafayette grew rapidly and sported grand public buildings and mansions for their leading merchants. People in Fort Wayne talked of living in a "city," much to the disdain of the longer-established southern parts of the state. Linking these new communities was the canal, a "well-traveled highway." During these years, canal revenue climbed rapidly, peaking at \$193,000 in 1852. The increase was almost entirely due to traffic from Lafayette northwards. Opening the canal to Terre Haute and Evansville made very little difference; for example, toll receipts from canal traffic between Lafayette and Evansville in 1854 were less than \$14,000.

One of the reasons for the poor performance of the southern parts of the canal was resistance by local residents. It was generally believed that the large reservoirs needed to supply water to the canal near Point Commerce promoted malaria. Bands of vigilantes organized themselves and carried out attacks on dams, bridges, and the canal itself, interrupting service for months at a time in 1854, 1855, and again in 1857. Finally, with the help of state militia, the saboteurs were brought under control. But the damage had been done; shippers began to view the canal as unreliable. In the newspapers of the time there were many complaints of boats running aground or just scraping through. There were frequent breaches in canal banks and excessive

seepage caused, it was said, by shoddy workmanship. Frequent floods could interrupt service for protracted periods. Cargoes frequently were delayed for weeks or months. It was clear that the canal was not meeting the needs of its users, particularly in southern parts, but also, to some extent, along its entire length.

Compounding the difficulties of the canal in the 1850s was the arrival of railroads in Indiana. Indiana's first railroad, the Madison and Indianapolis, had started in 1837 as a part of the Mammoth Improvements program. It was taken over by private interests when the state stopped work and was finished to Indianapolis in 1847. While it did not compete directly with the Wabash and Erie Canal, the Madison and Indianapolis demonstrated the feasibility of railroads and set the stage for what was to follow. Almost immediately, the price for which farmers in central Indiana could sell their wheat more than doubled. The railroad built a depot in a previously unsettled part of Indianapolis; homes, warehouses, and a depot hotel soon followed. Revenues in its first full year of operation amounted to \$212,000, more than the Wabash and Erie Canal collected in its peak year.

Other railroads followed. By March 1851, Indiana had 245 miles of operating railroads; this increased to 1,400 miles by the end of 1854. At least in Indiana, those who claimed railroads would be easier to build than canals turned out to be right; railroads required much less labor and could be put in operation much more quickly. As in Massachusetts, the railroaders used the Wabash and Erie Canal to bring in supplies and equipment. Already in 1851, rails and locomotives for the Lafayette and Indianapolis Railroad and for the Terre Haute and Richmond were delivered on the canal. By 1853, there were seven railroad lines operating through Indianapolis; it was on its way to becoming the major railroad center predicted by Governor Ray. There were two railroads built next to the Wabash and Erie Canal. The Crawfordsville and Evansville Railroad was completed between Terre Haute and Evansville at the end of 1854, less than two years after the canal opened. And by 1856, the Lake Erie, Wabash, and St. Louis Railroad carried freight and passengers along the Wabash River and "almost literally on the embankment of the canal" from Toledo to Attica, below Lafayette.

Not surprisingly, these railroads were disastrous for the Wabash and Erie Canal. As noted above, there was never much business on its southern parts. Few were willing to invest in boats; the trustees later reported that there were never more than thirty-three boats operating between Terre Haute and Evansville. In the north shippers diverted their valuable cargoes of manufactured goods to the railroad,

(To be continued in next month's *The Hoosier Packet*)

**LIEUT. JOSEPH ADDISON GURLEY
AND HIS W & E CANAL CONNECTIONS**

By Charles Davis

Pump makers played a large roll in Parke county and many plied their trade at Annapolis. The following is their story:

William and Laben Rubottom began making the round pump on the northwest corner of the four roads one mile south of Annapolis in 1843. Today this is on the corner of the Bloomingdale road and CR 500 N. These men made the pumps well into the 1850s. One ad in the Rockville paper on March 13, 1856 reads:

PUMPS! PUMPS! PUMPS!

The undersigned would say to the citizens of Parke county generally, that he is engaged in the manufacture of the most improved and durable

WOODEN PUMPS

Now in use. He will keep constantly on hand, at his shop, one mile south of Annapolis, a large supply of these pumps, and will also keep a team traveling through the different neighborhoods so that all who wish a good pump can be accommodated on reasonable terms. Pumps can also be had by applying to O. J. Innis, Rockville, and at Hise's wagon shop at Waveland. This pump has taken the 1st Premium at both the State and County Fairs, as the best in use. Warranted not to freeze if properly attended to.

Wm. L. Rubottom

The Rubottoms sold out to Quincy Hoskins, who continued the business for quite a while. John Goffard made chain pumps in Annapolis in 1848; also Joseph Addison Gurley, our subject, made the round pump in 1853-1854. Following the Civil War he once again made pumps.

William P. Stanley made the round pump in 1863. He is the one who built the large house on the spot where Dr. Horace Cannon was living when he drowned in Sugar Creek. Our history and historical marker incorrectly states that this was the boyhood home of Joe Cannon. It was built sometime after 1872. Deeds prove ownership and further proof is in a write up in the *Rockville Tribune* of August 5, 1886 entitled "Penn Township Farms." Part of the article says: "Mr. Stanley has owned it three times. The first owner I ever heard of was Dr. Horace F. Canon, whose melancholy fate created widespread sorrow in the northern half of the county thirty-five years ago. After him it passed through various hands till Mr. Stanley got it and built a fine house costing \$3000. In 1876 he sold it for \$6,350 to Capt. Daniel A. Porter," and the story goes on.

J. C. Ward and Joseph Addison Gurley made the pumps after the Civil War in Annapolis. The last ones were made by Jefferson Jones.

To construct the round pumps, large poplar trees were felled and sawn into suitable lengths. These were then split into pieces suitable for upper stock. They were then put into lathes run by horse power and turned to the proper size and bored. The piping was also bored by horse power. The finished pumps were sold from wagons by Joseph Addison Gurley, Marion Edmonson, William L. McIntire [another Canal man], and others throughout this part of Indiana, from Terre Haute to Lafayette, and in Illinois from Paris to Danville. This business was of wide extent and there were very few farms that didn't have an Annapolis made pump.

A description of Joseph's pumps is seen in the ad he placed in the Rockville *Patriot* on August 17, 1871:

J. A. GURLEY

EXCELSIOR PUMP MANUFACTURED
AT ANNAPOLIS, IND.
BY J. A. GURLEY

This pump is not the "Celebrated Rubottom Pump," but is a Pump that stands on its own merits, and the mechanical ability of the manufacturer.

Though I believe that we are the only party now Manufacturing Pumps in Parke county, that ever worked for or was a partner of Wm. L. Rubottom. We claim that we have by our long experience in Pump Making, made improvements on the old Rubottom Pump. Give us a call and we will be ever ready to give you work good and substantial at as reasonable prices as any other parties in the county.

PUMPS AT WHOLESALE AND RETAIL

We also Manufacture Manlove Butler's Patent Lever Hay Rake, which is on sale at dealers or at retail."

From this ad we see that the place where he manufactured the pumps was on Lot 4 Block 1 of the original plat of Annapolis. It was recorded on December 22, 1866 in DR 26/47. His partner that year was J. C. Ward. This lot was purchased by both of these men right after the Civil War. Later Gurley bought out Mr. Ward.

Joseph Addison Gurley shipped many of his pumps by the Wabash & Erie Canal. He owned his own Canal boat and was the Commander of it. The name of

his boat was the "Hidden Path." He registered it with the Boat Registry of November 22, 1855. Its former name was the "I. L. King" and its previous owner was from the same area.

Joseph Addison Gurley was born November 10, 1830 at Guilford, North Carolina. By profession he was a hydraulic engineer. He moved to Annapolis around 1853 and set up shop. On April 28, 1856, he married Sarah Belle Carty.

When the Civil War broke out, Joseph A. Gurley joined the cause and was mustered into Company A 85th Regiment, which was organized at Terre Haute, Indiana. Regiment officers were: John P. Baird, Colonel; Alexander B. Crane, Lieutenant Colonel; and Robert E. Craig, Major. Company A officers were Abner Floyd, Captain; Josiah H. Sherman, First Lieutenant; and Henry R. Ingram, Second Lieutenant. Once organized they proceeded to Covington, Kentucky. Later in a heavy battle the 85th was captured at Thompson's Station. This is where Salmon Lusk's son, Salmon Jr., was killed. Salmon was a brother of John Lusk, who owned the land that is now Turkey Run State Park.

Those members of the 85th that were not killed in the battle were sent to Libby prison at Richmond. Several of the men died along the march and later in the prison. During their captivity, they suffered exceedingly from ill usage.

In June 1863 the remaining prisoners of the 85th were exchanged and went to Franklin, Tennessee to continue fighting in the war. At the end of the war, they participated in the grand march down Pennsylvania Avenue. They were mustered out on June 12, 1865.

The "Report of the Adjutant General of Indiana" in Volume 6, 186616-1865, p. 372 says:

Joseph A. Gurley, Muster August 2, 1862. Remarks: Promoted 2nd Lieutenant.

Volume 3 of the same report says:

J. A. Gurley. Resides Annapolis. Date of Commission September 21, 1862. Remarks" Mustered out with Regiment.

The *Rockville Republican* of August 6, 1862 reports: "The ladies of Annapolis present a beautiful silk flag to the new company (85th) of U. S. Volunteers formed at that place last Friday. The presentation address was delivered by Mrs. Wilburn, and was responded to on behalf of the volunteers by Dr. J. S. Dare. Both addresses were appropriate and breathe a fervent patriotism."

The same issue of the paper also ran the following: "What Annapolis has Done for the War." "Out of a

population of about 200 souls, embracing 84 adult males, Annapolis has sent to the army, in the various companies made up in this county, 52 soldiers, leaving only 82 adult females and but one boy over 18 years of age in the village. Annapolis is in Penn township (called Quaker township), and it is estimated that the township (which is the smallest in the county) has sent to war 100 soldiers. What will Cookerly say to this!"

This is a bit of interesting history on J. A. Gurley. Another article entitled "SOLDIER KEPT HIS PROMISE" said, "Sgt. J. A. Gurley made a solemn pledge to the people of Annapolis in 1862 as Co. A of the 85th Indiana Regiment prepared to leave for service with Union troops fighting the Civil War. When it was determined that young men of the community would provide sufficient manpower to form a single company, local women got together and made the unit's flag. Custom made company flags was a usual feature during the war. When they were completed, the flag was presented to the company. Sgt. Gurley told the large crowd he would see to it that the flag was returned to its donors. The unit eventually was engaged in the heavy fighting at Thompson's Station, Tennessee. During battles, it was the custom the company flag not be displayed and only the regimental banner be used. This made it possible for commanding officers to determine the exact location of the various major elements. Apparently, Co. A's flag was being used that day as the regimental colors; because it was in use. Gurley explained the unit was eventually surrounded and there was little doubt as to the outcome. Gurley said he removed his shirt, wrapped the company flag around his body and then covered it with his garment. It was on March 3, 1863 that the survivors of the 85th Indiana were captured and confined in Libby prison. Gurley, with the flag concealed under his clothing, was one of the prisoners. A month later, Gurley and several members of the 85th were exchanged and the sergeant, with the flag still undetected, walked out of Libby Prison. The flag was finally returned to Annapolis and a determined Sgt. J. A. Gurley kept his solemn pledge."

To sum up the flag story and the grand welcome back home to Annapolis veterans, the following story appeared in the *Rockville Republican* on July 5, 1865: "THE FOURTH" "Another National Anniversary has come and gone. Its return was celebrated in this place [Rockville] in an enthusiastic but becoming manner. All having been served the audience reassembled at the stand, when the flag presented to Co. A, 85th Indiana near three years ago, by the ladies of Annapolis and vicinity, was returned to its donors by Lieut. Andy McClure, who in the course of his remarks, touchingly recounted the many conflicts through which it had passed, and made mention of the names of the 'brave boys' who died to maintain and uphold it."

Rockville Republican June 21, 1865

"HOMEWARD BOUND THE 85th"

"Home again, the 85th arrived Sabbath morning last. Their arrival was announced by the firing of a cannon. A special extra train was used to bring them into Rockville."

At the bottom of the page it said:

"James Yeates, a deserter of the 31st was arrested at his father-in-laws home, John Miller, near Bellmore. Yeates deserted and fought for the rebel forces under Wheeler."

Rockville Republican Saturday July 29, 1965

"Soldiers Pic-Nic at Annapolis"

"About 500 attended a table of 100 yards long and expected to accommodate those present, the table filled with food. After dinner Dr. Dare gave a one-half hour speech."*

After the war Joseph returned to a grand welcome with his 85th Regiment, then resumed his business at making pumps, etc. This continued for several years after which time he moved for he did not die in Parke county. After a very long search I found an article in the Rockville paper of May 3, 1885 that stated that J. A. Gurley moved into the Welch property. Looking through deed records I found in DR 47/546 that on March 2, 1887 J.A. and wife Sarah were living at Escombia, Florida. I then wrote to CSI member Larry Ligget, who is an expert on the 85th Regiment. He sent various census records, land records, some genealogy and death dates for Sara B. Gurley and her daughter. Then he sent me papers he had received from Robert Pederson, who is related to Joseph's daughter Estelle, who married John Clinton Calhoun. In Mr. Pederson's papers I found a clue as to what year to look for Joseph's obituary. His wife Sarah B. filed for Civil War widow's pension on September 9, 1900. The recorded information from Larry and Robert showed the Gurleys were living in Mobile, Alabama. It appears that they moved there from Florida sometime after 1891. I looked back a month from the time Sarah filed for the widow's pension and found Mr. Gurley's obituary in the *Rockville Republican* of August 22, 1900. It said:

"DEATH OF LIEUT. GURLEY"

"After an illness, extending over a lengthy period, Lieut. Joseph A. Gurley, late of Co. A 85th Ind., died at his home in Mobile Ala., Aug. 8, and was buried at Milton, Florida. Deceased had long been an invalid and had visited places in search of improvement in vain, and last fall returned to Mobile where he gradually grew worse till death. He was born Nov. 19, 1830, at Guilford, N. C. He moved to Annapolis, this county, prior to

the war, at which place he was married to Laura Bell Carty [Sarah, somehow the paper got the wrong first name], April 28, 1856. Mr. Gurley volunteered at Annapolis in 1862, served during the war and was discharged as 1st lieutenant. By profession he was a hydraulic engineer. Deceased leaves his wife, five daughters and three sons, none now living in Indiana. Several years ago Mr. Gurley moved from Annapolis, his last visit to Parke county being to attend Company A's reunion two years ago. He was a good soldier and many people about his old home will hear of his demise with regret."

Sarah B. Gurley

b. May 1837, d. January 2, 1915

Sarah was born May 1837 in Ripley, Brown county, Ohio to William and Clarissa (Davidson) Carty. The *Rockville Republican* of January 13, 1915 says: "Tangier. Mrs. Laura Shirk received word of her aunt, Mrs. Addison Gurley of Mobile died." And the *Tribune* on January 12, 1815 said: "was the widow of the late J. A. Gurley of Annapolis."

Ovilla Beatrice Gurley

b. August 1868, d. January 16, 1919

This child of J. A. and Sarah Gurley has more information in her obituary in the *Rockville Republican* of February 5, 1919:

"Ovilla Beatrice Gurley"

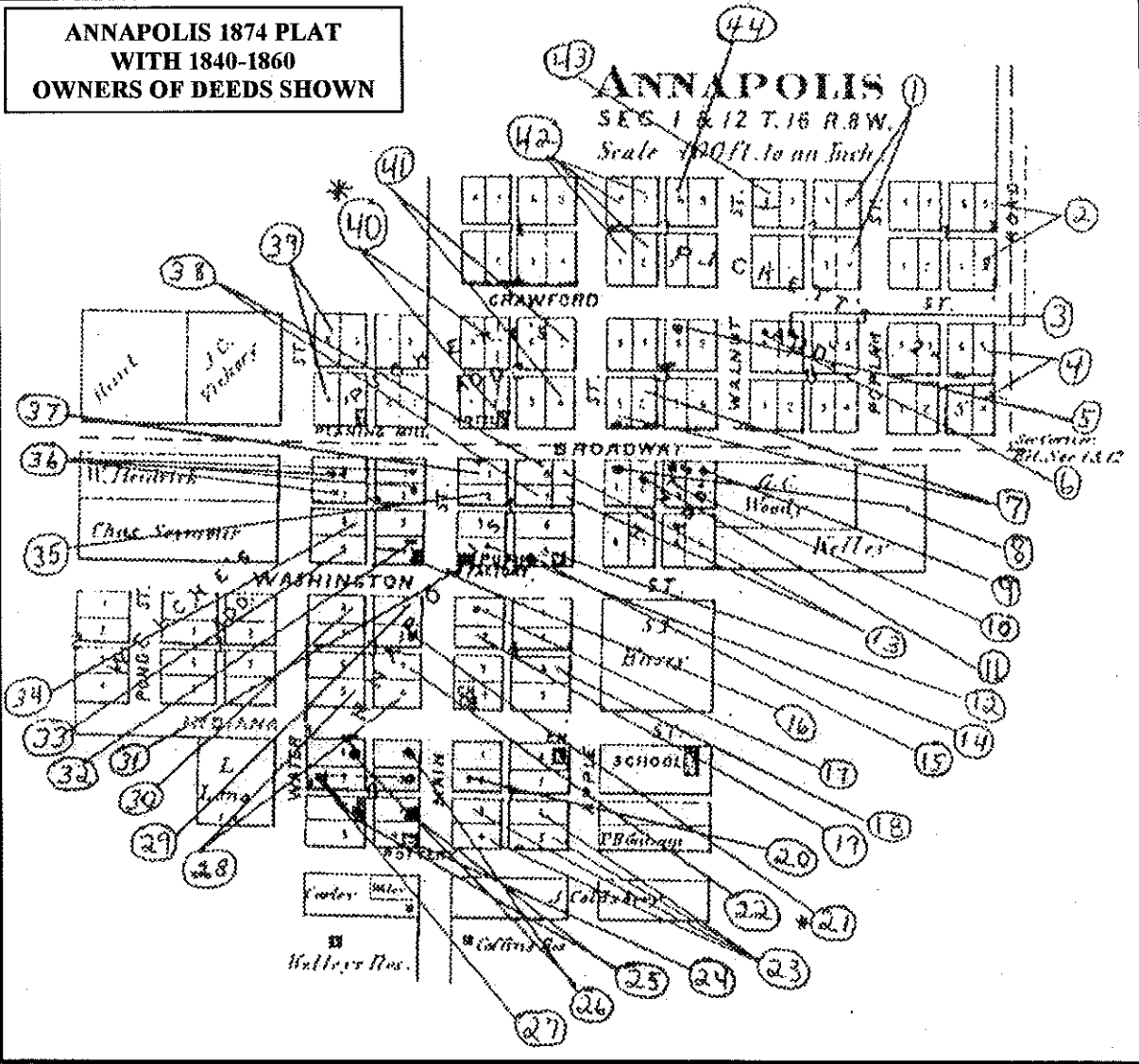
"Ovilla Beatrice Gurley, daughter of the late Joseph A. and Sara B. Gurley died Thursday night, January 10, at 7 o'clock, at the home of her sister, Mrs. June Gurley McCrary, Mobile, Ala. The deceased was born at Annapolis, Ind., and is survived by three brothers, Arthur T. Winterset, Washington, Robert E., Chicago, Ill., J. Whitlier, Houston, Tex., and four sisters, Mrs. George Morris, Jay Fla., Mrs. John C. Calhoun, Houston, Tex., Mrs. D. O. McCrary, Mobile, Ala., Mrs. John S. Gaston, Houston, Tex., and other relatives. The funeral was held the following Saturday afternoon at the First Christian church, Mobile. The Gurley family, then well known formerly lived at Annapolis, this county, and as will be seen from the above is now widely scattered. Mrs. June McCrary was at one time a stenographer in the office of Puett & McFaddin for several years, about 1900. Miss Gurley had been a semi-invalid and was tenderly cared for by her sister since the death of her mother four years ago."

*Charlie notes that the reception received by the 85th Regiment on its return from the war was altogether different than the one he received at Washington State airport upon his return from Viet Nam. Then the soldiers had to pass between two ropes through a crowd of hippies while they called the soldiers "baby killers." Charlie believes veterans should be honored for giving us our freedom. He has ordered headstones for some Civil War and War of 1812 veterans.

**DAVIS
PLOTS
OLD
DEEDS**

Charles Davis, CSI member from Rockville, has spent hours looking in old deed records to find Annapolis property owners during the canal era. He has marked them on this 1874 Plat of Annapolis. Note the site owned by Joseph Addison Gurley.

**ANNAPOLIS 1874 PLAT
WITH 1840-1860
OWNERS OF DEEDS SHOWN**



1. John Engle, 1856 DR 17/46
2. Wilson Hobbs 1857 DR 17/70
3. Fleet Hunt 1854 DR 15/188
4. Wm. Hunt 1856 DR 16/295
5. School 1846 DR 10/49
6. Jos. Wolf 1859 DR 15/602
7. Caleb Bundy 1847 DR 10/239
8. Dan A. Porter 1860 DR 24/424
9. Wallace and John Baird DR 13/143
10. Isaac Hunt 1857 DR 17/111
11. Cyrus Garrigus 1850 DR 12/423
12. Geo. And Wm. Hunt 1847 DR 10/145
13. John Hoskins 1856 DR 17/121
14. Wm. Hunt 1858 DR 17/401
15. M. E. Church 1849 DR 11/390
16. Jacob Ephlin 1856 DR 16/232 S½
17. Solomon Jessup 1841 DR 6/313
18. Daniel Simmons 1846 DR 10/5
19. James P. Tucker 1852 DR 14/103 then Leonard B. Dunningan 1854 DR 15/296
20. Joseph Scott 1850 DR 13/400 then the home of Nelson McClure 1865 DR 24/368 who sawed the timbers for the feeder dam on Sugar Creek
21. Dr. Jn. A Goldsberry DR/, then to Alonzo B. Deverter 1877 DR 40/2 was used as a boarding house after the Ensey Hotel closed in 1881 and is still standing.
22. John Moulder, Wm. Marris and Company 1843 DR 10/144
23. Solomon M. Connolly 1865 DR 24/305
24. John Welch 1853 DR 14/226 is the site of the 2nd pottery in Annapolis located just south of the 1st pottery
25. David Atcheson and Jacob Bennage DR 7-281, Crawford Laughlin DR 8/57, Ed Laughlin DR 8/466, C. Laughlin and Alex Lee 1849 DR 11/398, Jacob Cartmill 1851 DR 13/338 is the 1st pottery site in town starting in 1840-1853
26. James Davis 1849 DR 12/342
27. Jacob Cartmill 1851 fr. C. Laughlin DR 13/173
28. Nathan Hunt 1855 DR 15/556
29. Dr. James P. Tucker 1849 DR 11/508 by estate of John B. Fauchier, dec'd to pay for dec'd memorial
30. Thomas Owen Est ½ lots 1853 DR 14/472
31. Joseph A Gurley and J. C. Ward, 1866 DR 26/47 site of pump factory which they bought from Geo. F. Deverter a boot maker
32. Thomas Ware 1856 DR 17/46 Nth½
33. Sam T. Ensey and Evans 1852 DR 14/432
34. Calvin Rubottom 1856 DR 17/46
35. Dr. John S. Dare 1855 DR 15/ 542
36. Samuel T. Ensey 1851 DR 13/458
37. Wm. P. Stanley 1853 DR 14/600
38. Henry Lindley 1855 DR 15/719 20' off Wst side lot 7 39
39. Calvin Evans to Dr. Wilson Hobbs 1854 DR 15/407
40. *Samuel T. Ensey 1849 DR 11/238 Hotel Suite
41. Sam Goldsmith 1851 DR 13/492
42. Isaac L. Branson 1864 DR 22/417
43. See. No. 6, Wolf bought lot 1855 from Sevin Forcum DR 15/602 Wolf sold to James Gorrell Nth½ lot in 1859
44. Sam Goldsmith 1850 DR 15/493

NEWS FROM DELPHI

zations and communities in preserving and revitalizing endangered landmarks through education, advocacy, and financial support to enrich contemporary life and leave a legacy of landmarks.

AWARDED FOR BRIDGES

CSI headquarters was notified on August 4, 2008, that the Historic Landmarks Foundation of Indiana singled out stewards of two western Indiana bridges for recognition with preservation awards. "These regional award winners benefit the community by maintaining and restoring history in its most public form — landmarks that add richness to the environment all of us enjoy," says Marsh Davis, president of the statewide private foundation.

Carroll County Wabash & Erie Canal, Inc. won recognition for its restoration of a 1905 wrought iron bridge it saved from demolition. The group dismantled the Stearns Truss bridge that originally spanned the Big Monon Ditch in Pulaski County. A largely volunteer effort restored the bridge elements before the span was rededicated in November 2007 at its new site spanning the Wabash & Erie Canal on the southwest edge of Delphi. Dan McCain, the group's president, was joined by Mark Smith in accepting the award at Historic Landmarks Foundation's regional preservation meeting held last month in Farmers Institute.

The Carroll County Board of Commissioners received a preservation award for restoring the 1927 Carrollton Bridge. The concrete arch bridge by preeminent designer Daniel Luten had been slated for replacement by previous commissioners. For nearly a decade, preservation advocates contended that the picturesque historic bridge could be rehabbed to meet modern standards at a lower cost to taxpayers than constructing a new bridge. The current commissioners agreed and in 2005 voted to save the bridge. The restored and upgraded span reopened earlier this summer. Commissioners Bill Brown, Loren Hylton and George Mears accepted the preservation award for the Carrollton Bridge project.

"Historic Landmarks Foundation's awards recognize restoration that meets high standards. The against-the-odds nature of preserving these bridges only heightens the prestige of the winners' accomplishments," said Tommy Kleckner, director of the foundation's western office in Terre Haute.

Historic Landmarks Foundation of Indiana, a private not-for-profit organization, saves, protects, and restores places of historical and architectural significance. The largest statewide preservation group in the U.S., Historic Landmarks leads and assists individuals, organi-

THE CANAL BOAT IS COMING

By Dan McCain

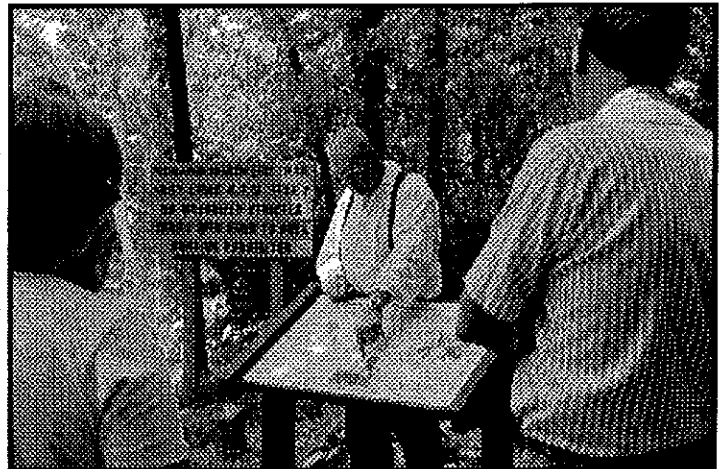
INDOT our major funder for the replica canal boat and warehouse opened bids the second week of August and found a qualified low bidder for work that should start in September of this year. That makes us very happy as the final product should be operational by early summer 2009. That's when "OUR SHIP WILL ARRIVE"

In the meantime we have lots to do to get ready for the increase in Canal Park and Trails visitors. We are aggressively moving forward with many exciting outdoor interpretive exhibits and trailside informational panels that need your support. Our volunteers are working the M-W-F schedule and accomplishing some phenomenal projects.

Canal Park and trails attractions have been carefully planned by LifeSpace Design and now are underway. We have initiated a fundraising campaign titled. . . .

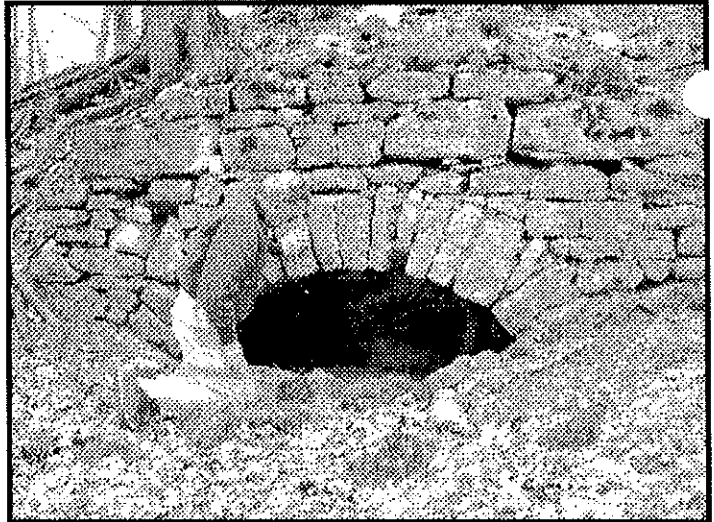
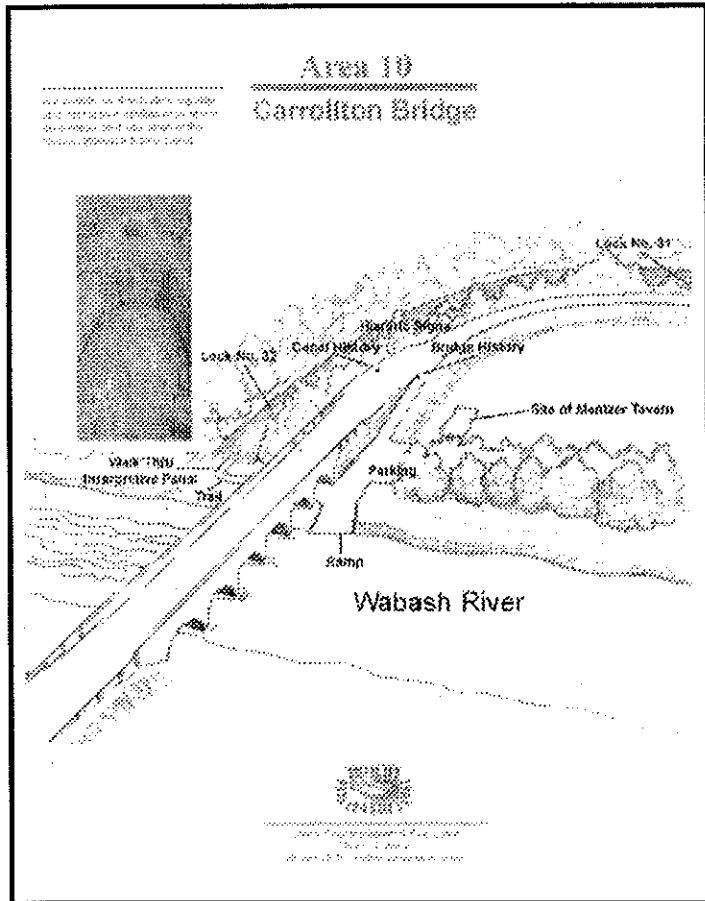
Making THE TOTAL CANAL EXPERIENCE a Reality

This brings public excitement in experiencing our ventures with interpretive displays and graphic panels that depict the canal era. Plans call for twenty-five sites where we will place interpretive panels featuring special historic information along the trails.

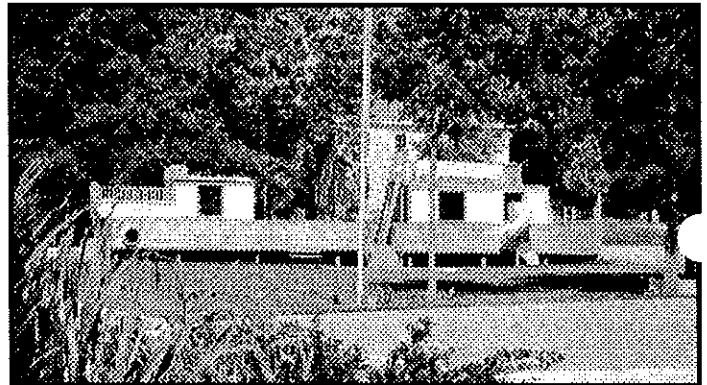


Signage is already completed at Carrollton Bridge (Area 10) with a recent grant from the Canal Society of Indiana. Land was donated by descendants of the Grantham family and it involves a very special "slackwater crossing" of the canal. You might want to help us with

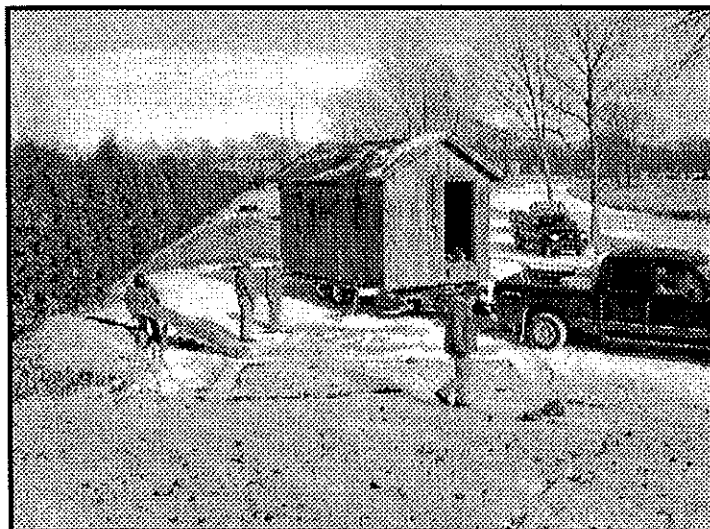
more special areas like this drawing of Carrollton depicts.



Just completed was the "playground boat" that permanently sets in the "basin" in front of the Canal Center. It was a popular attraction for kids of all ages until it was torched by vandals.

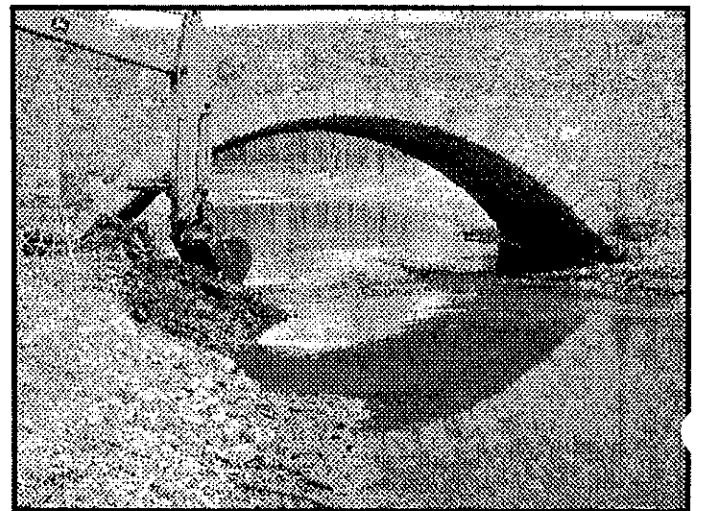


We have begun construction of other special interpretive sites -- i.e. where the railroad intruded into the commerce of the canal (depicted by the old Wabash RR building moved to the back of Canal Park last winter):



Photos in article courtesy Dan McCain

We even have dreams of moving a large lime kiln in Canal Park Annex:



If you would like more information on volunteering or leaving a family legacy by supporting one of the many outdoor exhibits, graphic panels or illusionary items contact us by return email, phone 765-412-4308 or by mail:

Wabash & Erie Canal Association
1030 West Washington Street
Delphi, Indiana 46923

*Help us bring back the feel of the 1850s
in Carroll County by*

Making THE TOTAL CANAL EXPERIENCE a Reality

Partnerships During The Canal Era in Delphi and Carroll County, IN

By Mark Smith

For those unfamiliar with the business scene during the Canal era in both Delphi and Carroll County, let me state that the business landscape was characterized by many partnerships. The scenario of the "lone wolf" entrepreneur, such as Jay Gould, John David Rockefeller, and Henry Ford, were light-years in the distance. It is my observation that the canal-era business scene was characterized by an atmosphere of cooperation and camaraderie instead of that of rugged individualism, which carved out both the county and state in the early 1820's and 30's. Such a partnership was that of Spears, Dugan, and Case.

Reed Case was a man of renown in many ways. He first exhibited his construction skills by erecting the Hendricks County Courthouse at Danville, Indiana, as a brick mason. In 1832, he secured a contract for the construction of culverts under the National Road in Hendricks and Putnam County. Somehow hearing of the canal construction mania, which was sweeping the state with great fervor in 1836, he performed no small amount of work on the Wabash & Erie Canal in Miami County. In 1838, he and James Spears erected the steamboat lock and dam across the Wabash River at Pittsburg, Indiana. In 1842-1843, he erected a side-slip (or side-cut canal), packing house, and grain terminal at the foot of Main Street in Delphi, Indiana. Then in 1854 he joined forces with James Dugan and James Spears in constructing a fine edifice on the corner of Main and Washington in Delphi that covered up an unsightly corner of the "Burnt Block," which had been the result of a disastrous fire.

Reed Case was born in Nelson County, Kentucky on January 29, 1808, and passed away on October 23, 1871 in a home in Delphi to which he had moved in 1853. Reed also was a co-engineer of the Delphi to Frankfort Road, now the Prince William.

James Spears hailed from Rochester, New York, and his initial enterprise was a mill on Burnett's Creek, near Battleground, Indiana. He was married in Delphi in 1842 to Julia Crooks, sister of Miranda Crooks, who had married James Dugan in 1836. Spears moved to Lafayette in 1844 and became well known in banking circles that included Joseph Hanna, Nat Stockwell, John Purdue, and others. He was also known by a Mr. Early in Terre Haute, Mr. Hardy at Covington, and other notables. Albert S. White, who was one of the first Directors of the Wabash and knew him well, described him in one word---"Gold." He was also a personal friend of Adams Earl.

James Spears passed away in February of 1881 following an excursion to Brookston to survey land, which had formerly been owned by both himself and Reed Case. Coincidentally, the Spears monument in Springvale Cemetery just outside of Lafayette bears a finial similarity to that of Reed Case' in the IOOF Cemetery near Delphi. The finial was carved out of Cararra marble, and is a likeness of a lady with an anchor, symbolizing "Faith".

James Dugan was born in Champaign County, Ohio on June 9, 1812. He spent a few days in Champaign, Darke, and Madison Counties in Ohio, and at the age of twenty-three, accepted a position in a dry goods store. Following that enterprise, he became Discount Clerk to the Commercial Bank of Cincinnati. Entering the Delphi scene in 1834, he served his adoptive city as banker, assuming the reins of the First National Bank in 1873 until that bank dissolved in 1877. James also served as stockbroker in Chicago with James Case, son of Reed Case. He was married on June 30, 1836 to Miranda Crooks, who bore him one child, Jennie. Jennie was fatally burned in February 1860 during a lamp fire in her home.

James Dugan passed away in 1890. He had contributed a full one-third of the cost of the Methodist Episcopal Church in 1870. He was an Episcopalian and his wife was a Methodist.

Both Case and Dugan are laid to rest in the IOOF Cemetery in Delphi. Thus concludes the first in a series of articles on business partnerships during the Canal Era in Delphi, Indiana.

33rd Annual Miami County Heritage Days

On August 23 from 10-5 and on August 24 from 12-4 Miami county held its 33rd annual Heritage Days around the courthouse square in Peru.

Featured were:

- Children's games and activities, demonstrations and great food.
- Talks with Frances Slocum, a Canal Boat Captain, a Canal Merchant and more.
- Local produce picked up at the Farmer's Market and bowls of Chili or Ham and Beans with cornbread and some apple fritters for dessert were eaten.
- Music from local musicians playing old time favorites was heard. Some of the performers were The Jubilees, The Swampwater Stompers, The Celebration Band, The Bluegrass Buddies, Ellen and Mike Wilson, The Slack Family, The Berkeley Conservatory and The Cosby Family.
- Puppet shows, children's activities and more kept the whole family entertained.

WAIT 'TIL YOU GET TO WABASH

The Wabash Area Community Theater presented the musical, "Wait 'til You Get to Wabash" by Susan Jones, in the Ford Theater of the Honeywell Center in Wabash, Indiana, on August 22-24. It had a cast and orchestra of 80+. Over 25 CSI members, families and friends attended.

The play was based on a true canal story related to Jones by the great-granddaughter of Archibald Stitt, Superintendent of the Wabash & Erie Canal from 1836-47. The Stitts moved from town to town along the canal line while it was being built. Catharine, his wife, wanted to settle down. Archibald told her to "just wait 'til you get to Wabash." She did. After Archibald retired he remained in Wabash as a hotel keeper until his death in 1867. To learn more about Stitt, see the April 2008 "Canawlers At Rest" article *The Hoosier Packet*.

"The Prairie Hen" arrived on the opening of the Wabash & Erie Canal to Wabash on July 4, 1837. Settlers, commerce, and industry were brought to the fledgling town by the canal as well as to Fort Wayne, Huntington, and Lagro, other towns along its route.

The canal entered Wabash at today's Paradise Spring Historical Park and then ran behind the block of business buildings on the south side of Canal Street. It passed just a half-block south of the present Ford Theater where the play was held. Lock #16 was located near today's loading dock for the *Plain Dealer*, Wabash's newspaper. It is more commonly known as "Hipskind Lock" or "Cissna Mill Lock." It had a 9 feet lift and water passing over its tumble powered the Thompson Flour Mill located nearby. It was built by Sanford Honeywell, whose son, Mark Honeywell, founded the multi-national Honeywell Corporation.

GRAND KOREAN WATERWAY

Lee Myung-bak, newly elected president of South Korea, is proposing a 336-mile long canal that would cut diagonally across his country between Seoul and Pusan passing through the craggy mountains where miners once dug for coal. The mountains provide engineers with a challenge. Will they lift freight barges and tourist boats through them on a skyway of locks and lifts or will the boats cruise through a 13-mile-long tunnel? Their goal is to connect the Yellow Sea through the Han River at Seoul to the canal and then to the Nakong River through Pusan (the country's largest port) to the Korea Strait. The rivers will be widened and deepened. They also propose an auxiliary canal linking Seoul to Incheon (the second largest port).

The new president wishes to make his mark on the country as others have in the past. Will it jolt the country's economy or become an environmental catastrophe? Some say it will cost \$16 billion and that 60-70 per cent of its cost could be recovered by selling sand and gravel dredged from the riverbeds and that private investments could make up the rest. They argue that the dredging would make the water cleaner and the new dams needed would control flooding. Others say it would cost \$50 billion, pollute the rivers that provide two-thirds of its population with drinking water, and make the flooding problem even worse. Buddhists are afraid their relics will be submerged. Some claim it will end the current land development restrictions that were placed to protect water quality and bring development to towns. Property owners expect the price of land to increase when digging begins. It has already doubled in one month, but little has been purchased. Some are more concerned in how it will benefit their businesses than with environmental damage. [Doesn't this all sound familiar only almost 200 years later?]

Mungyong, once an important coal producer located high in the mountains, has lost half of its population (150,000 to 75,000) in two decades mostly due to South Korea's switching to oil. Its citizens see the canal as its savior. They have put up signs welcoming the canal and have hung banners depicting high-rise buildings, and an amusement park on a thriving inland harbor.

President Lee hopes the Grand Korean Waterway will be completed by the end of his five-year term. Will this be his future legacy?

Linda Barth, CSI member, Somerville, NJ; Tom Castaldi, CSI Advisory Council, Ft. Wayne, IN

WELCOME NEW MEMBERS

CSI welcomes aboard the following new members:
Mark & Deidre Dickmeyer Ft. Wayne, IN