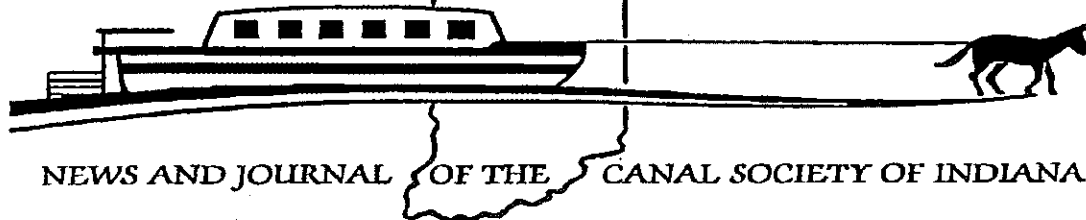


THE
HOOSIER-PACKET

ISSN 1545-421



NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 8 NO. 2

P.O. BOX 40087 FORT WAYNE, IN 46804

FEBRUARY 2009

PROJECTS PROGRESSING



Dan McCain, recipient of the Eli Lilly Lifetime Achievement Award from the Indiana Historical Society, enjoys traveling when not volunteering in Delphi's Canal Park and on Delphi's Trails. Photos courtesy Dan McCain

Features

1. Dan McCain Honored
3. Canal Aqueducts Of The Hoosier State
7. Canawlers At Rest: J. R. Goodlet Morgan
14. The Grand Canal Celebration W&E In 1843 News
17. Erie Canal Cost Effective, Towpath Trail Task Force, Western Wayne Heritage
18. Portage Article Updates, Wabash & Erie Canal Receipt
19. Welcome New Members, Trunk Used On W&E Canal, Washington D. C. Canal
20. CSI Donor Recognition
21. Burr And Brewer - A Preponderant Pachyderm
22. News From Delphi: Begin Canal Era Again, Arsonist Convicted, Canal Park Christmas, Lock & Change Bridge, After Christmas Hike
26. Winter Projects
27. Canawlers Quiz

DAN McCAIN HONORED

Daniel McCain of Delphi received the Eli Lilly Lifetime Achievement Award at the annual Founders Day dinner of the Indiana Historical Society on Monday, December 1, 2008 held in the Eugene and Marilyn Glick Indiana History Center in Indianapolis. The award is bestowed upon individuals who have made extraordinary contributions over an extended period of time to the field of history and/or the affairs of the IHS.

In 1994, following his thirty-four-year career with the USDA Soil Conservation Service (now the Natural Resources Conservation Service) during which time he

had national and international speaking engagements and hosted foreign diplomats to the United States, McCain set about devoting his time to two of his loves — Wabash and Erie Canal history and his small farm beside the canal.

McCain was instrumental in coordinating the development of Delphi Historic Trails, Canal Park and the newly completed Wabash and Erie Canal Conference and Interpretive Center — leading a \$3 million fundraising campaign to make the latter a reality. His role as president of Carroll County Wabash and Erie Canal, Inc. currently has him spearheading an effort to add a replica canal boat, warehouse, and dock to the reconstructed portion of the canal in Delphi.

Also recognized for her work was Phyllis J. Moore of Delphi. She was given the Willard C. Heiss Family History/Genealogy Award. The award is presented to a family historian for his or her distinguished service and career in Indiana family history and genealogical research.

Moore has been curator of the Carroll County Historical Museum since 1967. During her tenure, the museum has made many extraordinary contributions to the community, including: the creation of a genealogy library; a relocation/expansion that grew the museum to ten times its original size; the implementation of automation to the museum's record keeping and identification; and the digitization of 16,500 images (almost half of the museum's photographic collection), all of which are available through the museum's Web site.

Moore is active in Indiana Historical Society, D.A.R., Colonial Dames, Daughters of Colonial Wars, Canal Society of Indiana, New England Women, Ancient and Honorable Artillery Company, Continental Society of Indian Wars, Delphi American Legion Auxiliary, VFW Auxiliary, Gamma Gamma Nu, National Society of Dames of Court of Honor, Delphi Business Women, Wabash and Erie Canal, Inc., New England Historical and Genealogy Society, and Piscataqua Pioneers.

Others awarded were:

Daniel B. Smith: Caleb Mills Indiana History Teacher of the Year, which is given to a teacher at the lower or upper school level teaching American or Indiana history and recognized by his or her colleagues as making a significant contribution to the understanding of these two fields by his or her students.

Joe H. Burgess: Eli Lilly Lifetime Achievement Award

Jean Gernand: Hubert Hawkins Award, which is presented to a local historian for his or her distinguished service and career in local history.

Howard County Historical Society: Outstanding Historical Organization Award, which is given to county or local historical societies, organizations, or sites in Indiana that have demonstrated remarkable public service to the communities they serve.

Ann Allen: Jacob Piatt Dunn Jr. Award, which is given to the author of the best article in "Traces of Indiana and Midwestern History" as determined by the magazine's editorial board and staff.

CANAL SOCIETY OF INDIANA

P.O. Box 40087, Fort Wayne, IN 46804

Phone & Fax: 260-432-0279

E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

President	Vice-President	Secretary	Treasurer	Editor
Robert Schmidt Ft. Wayne, IN Indcanal@aol.com Speaker—Indiana Canals	Charles Huppert Indianapolis, IN cbh@iquest.net Speaker—Central Canal	Cynthia Powers Ft. Wayne, IN (260) 638-4291	James Ellis Ft. Wayne, IN rute1938@msn.com	Carolyn Schmidt Ft. Wayne, IN indcanal@aol.com Speaker Indiana Canals

Directors

Sandy Billing Terre Haute, IN (812) 466-2187	Don Haack Ft. Wayne, IN donbettyhaack@yahoo.com	Bette Lockhart Marion, IN (765) 662-1127	Mike Morthorst Cincinnati, OH gongoozler@fuse.net	Charles Whiting, Jr. Lawrenceburg, IN cwhiting01@comcast.net
Richard Brown Jr. Okemos, MI rbbfamily@sbcglobal.net	Jeffrey Koehler Center Point, IN koehlerjm@verizon.net Speaker Wabash- Erie Canal	Dan McCain Delphi, IN mccain@carlnet.org Speaker, fours -appointment wabashanderiecanal.org	Sue Simerman Ossian, IN simerman46777@msn.com	Mick Wilz Brookville, IN mick@sur-seal.com Speaker - tour Whitewater Canal (765) 647-6457
Gail Ginther Metamora, IN metamora@gmail.com	Lynette Kross Plymouth, IN lynettelskross@yahoo.com	Gerald Mattheis Cambridge City, IN obkhouse@verizon.net	Brian Stirm Delphi, IN stirmb@purdue.edu	

Canal Aqueducts of the Hoosier State by Richard F. Brown, Jr., AICP

Among the most impressive features of any historic canal are the graceful aqueducts. Often not given the notoriety that locks are provided, to this author the aqueducts are the most remarkable engineering accomplishment of the first half of the 19th century. When constructed of stone, significant remnants of these massive structures often withstand the test of weather and time. One only need visit any aqueduct along the Chesapeake & Ohio Canal to be truly awed.

Unfortunately, local resources of stone were not always readily available to quarry close to the canal construction route. In addition cost-reduction measures called for use of wood construction instead. As a result, a smaller number of aqueducts remain preserved in Indiana. Despite this, there were major aqueducts proposed and constructed along each of the three principal canals in the state. Of those listed, the only two aqueducts remain in use today:

- Central Canal aqueduct over Fall Creek in Indianapolis (rebuilt several times; the current structure completed in 1905)
- Whitewater Canal aqueduct over Duck Creek in Metamora (rebuilt/rehabilitated)

The following chart (Chart 1) identifies the longest completed or surveyed canal aqueducts in the State of Indiana

Chart 1: Longest Aqueducts in Indiana

AQUEDUCT	W & E* NUMBER	TOTAL LENGTH	SPANS	CONSTRUCTION (a)	COVERED OR OPEN TRUNK	CANAL	COUNTY	YEAR COMPLETED
White River East Fork	16	558 feet	6	Timber trunk stone piers	Covered	Wabash & Erie	Daviess/Pike	1852
Fall Creek (current)	n/a	360 feet	3	Concrete arch	Open	Central	Marion	1905
Sugar Creek	11	240 feet (b)	3	Timber trunk stone piers	Covered	Wabash & Erie	Parke	1849
Fall Creek (original)	n/a	240 feet	4	unknown	unknown	Central	Marion	1838
Eel River, north	5	200 feet	5	Timber trunk stone piers	Open	Wabash & Erie	Cass	1840
Patoka River	17	194 feet	5	Timber trunk stone piers	Open	Wabash & Erie	Pike/Gibson	1851
Big Raccoon Creek	12	180 feet (c)	2	Timber trunk stone piers	Covered	Wabash & Erie	Parke	1848
St. Mary's River	1	160 feet	2	Timber trunk stone piers	Covered	Wabash & Erie	Allen	1835
Otter Creek	13	160 feet	4	Timber trunk timber piers	Open	Wabash & Erie	Vigo	1849
Eel River, south	n/a	152 feet	4	Timber trunk stone piers	unknown	Central (S. Div.)	Greene	1837 Survey/Never built
Wea Creek (modified/rebuilt)	7	140 feet	4	Timber trunk Stone piers	Open	Wabash & Erie	Tippecanoe	1858
Prairie Creek	15	116 feet	4	Timber trunk timber bents/crib piers	Open	Wabash & Erie	Daviess	?
Aboite Creek	2	112 feet	4	Timber trunk stone piers	Open	Wabash & Erie	Allen	1835

AQUEDUCT	W & E * NUMBER	TOTAL* LENGTH	SPANS	CONSTRUCTION (a)	COVERED OR OPEN TRUNK	CANAL	COUNTY	YEAR COMPLETED
Wea Creek (original)	7	96 feet	3	Timber trunk timber piers	Open	Wabash & Erie	Tippecanoe	?
Honey Creek	14	94 feet	3	Timber trunk timber abutments	Open	Wabash & Erie	Vigo	1850
Shawnee Creek (modified/rebuilt)	9	90 feet	1	Timber Trunk stone abutments	Covered	Wabash & Erie	Fountain	1858
Duck Creek	n/a	82 feet	1	Timber trunk stone abutments	Covered	Whitewater	Franklin	1847
Birch Creek	n/a	81 feet	3	Timber trunk	Open	Eel River Feeder	Clay	1850
Shawnee Creek (original)	9	80 feet	1	Timber trunk stone abutments	Covered	Wabash & Erie	Fountain	1847
Big Creek	18	78 feet	3	Timber trunk	Open	Wabash & Erie	Pike	1852
Big Cedar Creek	n/a	68 feet	2	unknown	unknown	Whitewater	Franklin	?
Richland's Creek	n/a	68 feet	2	Timber trunk stone piers	unknown	Central (S. Div.)	Greene	1837 Survey/Never built
Flint Creek	8	64 feet	2	Timber trunk timber piers	unknown	Wabash & Erie	Fountain	1847
Prairie Creek	n/a	50 feet	2	unknown	unknown	Central (S. Div.)	Daviess	1837 Survey/Never built
Mill Creek	10	40 feet	1	Timber trunk timber piers	Open	Wabash & Erie	Parke	?
Bull Creek	3	28 feet	1	Timber trunk	Open	Wabash & Erie	Huntington	1835
Crooked Creek	6	28 feet	1	Timber trunk stone abutments	Open	Wabash & Erie	Cass	1837
Flint Creek	4	28 feet	1	Timber trunk stone piers	Open	Wabash & Erie	Huntington	1845
Spy Run Creek	n/a	28 feet	1	Timber trunk Stone abutments	Open	Spy Run Feeder	Allen	?

NOTES FOR CHART #1

- * W & E Number corresponds to the number of the aqueduct along the Wabash & Erie Canal counting from the Ohio state line west and southward to Evansville. Aqueducts along the other canals in the state do not appear to have been numbered sequentially in this manner.
- The total length of the aqueduct. The overall length may exceed the combined length of the span(s) due to the distance on the piers between the spans or of the abutments.
- (a) Similar to the Duck Creek Aqueduct in Metamora, many aqueducts in Indiana were built with stone piers (or abutments) and a covered wood flume (Morthorst, pg 56). It is likely that most of aqueducts listed with construction as "unknown" were of this design.
- (b) Reported to be 266 feet in the December 1848 report to the General Assembly.
- (c) Reported to be 197 feet in the December 1848 report to the General Assembly.
- ? Completed, but the exact year is unknown.

Chart 2 identifies significant aqueducts known to have existed, but complete data has not been located for inclusion in this article. As always, additional information, corrections, or updates to both charts are very welcome.

Chart 2: Aqueducts Where More Data is Needed

Garrison Creek	Whitewater
Laurel (Whitewater River)	Whitewater
Lick Creek	Whitewater
Pleasant Run (proposed)	Central
Simon's Creek	Whitewater
Symonds Creek	Whitewater (Hagerstown extension)
Williams Creek	Whitewater
Three aqueducts surveyed along east fork of Whitewater River. Total length 126 feet	

SOURCES:

Published

American Canal Society: Canal Information and Data Sheets.

Castaldi, Thomas E. *Wabash & Erie Canal Notebook I: Allen and Huntington Counties*. 2nd revised edition, Parrot Printing, Inc. 2002.

Castaldi, Thomas E. *Wabash & Erie Canal Notebook II: Cass, Carroll, and Tippecanoe Counties*. Hinen Printing, 1998.

Castaldi, Thomas E. *Wabash & Erie Canal Notebook III: Wabash and Miami Counties*. Parrot Printing, 2004.

"Fall Creek Aqueduct," *Towpaths to Trails: Indiana's Old & New Central Canal*, Canal Society of Indiana, 2005.

Fatout, Paul. *Indiana Canals*. Purdue University Press, 1972.

Great Expectations: Wabash & Erie Canal, Warrick & Vanderburgh Counties, Canal Society of Indiana, 2001.

Indiana House Documentary Journal of 1847 "Report of the Chief Engineer to the Indiana General Assembly," as of July 1, 1847.

Journal of the Senate of the State of Indiana During the 22nd Session of the General Assembly. Douglas & Noel, 1837. (from <http://books.google.com/books>)

Morthorst, Michael E. "The Whitewater Canal from Metamora to Harrison," *Towpaths*. Canal Society of Ohio, Vol. XLV, No. 3 & 4; 2007.

Schmidt, Carolyn. "Midwest Canals Hit by Floods," *The Hoosier Packet*, Vol. 4 No. 4, April 2005.

State of Indiana. *Annual Reports of the Officers of State of Indiana*, "Annual Report of the Trustees of the Wabash & Erie Canal" and "Annual Report of the Chief Engineer of the Wabash & Erie Canal." 1847.

State of Indiana. *Annual Reports of the Officers of State of Indiana*, "Annual Report of the Trustees of the Wabash & Erie Canal to the General Assembly," December 1848; "Annual Report of the Chief Engineer of the Wabash & Erie Canal," November 30, 1848; and Report of the Resident Engineer of the Wabash & Erie Canal," November 30, 1848. (from <http://books.google.com/books>)

State of Indiana. *Annual Reports of the Officers of State of Indiana*, "Annual Report of the Trustees of the Wabash & Erie Canal to the General Assembly," December 1850; "Annual Report of the Chief Engineer of the Wabash & Erie Canal," December 4, 1850; and "Resident Engineer's Report," November 25, 1850. (from <http://books.google.com/books>)

State of Indiana. *Annual Reports of the Officers of State of the State of Indiana*, "Annual Report of the Trustees of the Wabash & Erie Canal to the Governor," December 28, 1853, "Annual Report of the Chief Engineer of the Wabash & Erie Canal," December 19, 1853; and Resident Engineer's Report," December 15, 1853. (from <http://books.google.com/books>)

Trustees of the Wabash & Erie Canal. *Annual Report of the Trustees of the Wabash and Erie Canal to the General Assembly of the State of Indiana*, December 1847. John D. Defrees, Indianapolis, 1848. (from <http://books.google.com/books>)

"Wabash & Erie Canal by Indiana County: Clay County," *The Hoosier Packet*, Vol. 7, No. 3, March 2008.

"Wabash & Erie Canal by Indiana County: Cass County," *The Hoosier Packet*, Vol. 6, No. 3, March 2007.

"Wabash & Erie Canal by Indiana County: Tippecanoe County," *The Hoosier Packet*, Vol. 6, No. 1, January 2007.

E-mail Correspondence

Schmidt, Robert. E-mail correspondence with additions and corrections from his information; as well as additional data provided by Paul Baudendistel. Information provided in e-mail correspondence between May 7, 2008 and May 11, 2008.

Web Based

- <http://teraserver-usa.com/default.aspx>
- <http://www.americancanals.org/indiana.htm>
- <http://www.americancanals.org/indiana/Wabash%20Erie/Big%20Creek%20Aqueduct.pdf>
- <http://www.americancanals.org/indiana/Wabash%20Erie/Patoka%20Aqueduct.pdf>
- <http://www.indcanal.org/>
- http://www.indcanal.org/Central_Canal.html
- <http://www.indcanal.org/canals-erie-michigan-cross-cut.html#crosscut>
- <http://www.indcanal.org/canals-wabash-erie.html>
- <http://www.randomnally.com/>
- <http://www.terrypepper.com/w&e/engrepts.htm>



WHITE-WATER CANAL NEWS

TRANSPORTATION ENHANCEMENT GRANT RECEIVED FOR PROPERTY PURCHASE

On November 14, 2008, the Indiana Department of Transportation (INDOT) awarded Franklin County and the Whitewater Canal Scenic Byway Board \$689,600 in Local Public Agency (LPA) funding. These funds will be used to purchase 33 acres of property in the Town of Metamor? formerly known as the MacLyni. Campground. The property will be used for the development of a visitor's center, museum and interpretive center hub for the Whitewater Valley Byway Regional District's Interpretive Park.

Franklin County officials made their case for the federal matching funds before an award panel at the INDOT Seymour District offices on September 24, 2008. The panel's decision to choose Franklin County's project was confirmed by a selection committee in Indianapolis.

Franklin County's application was one of nine received in which over \$5 million was requested. The total amount of federal funds available for Seymour District is \$1,340,000.

HIP HIP HOORAY!

Gail Ginther, CSI Director, Metamora, IN

CANAWLERS AT REST

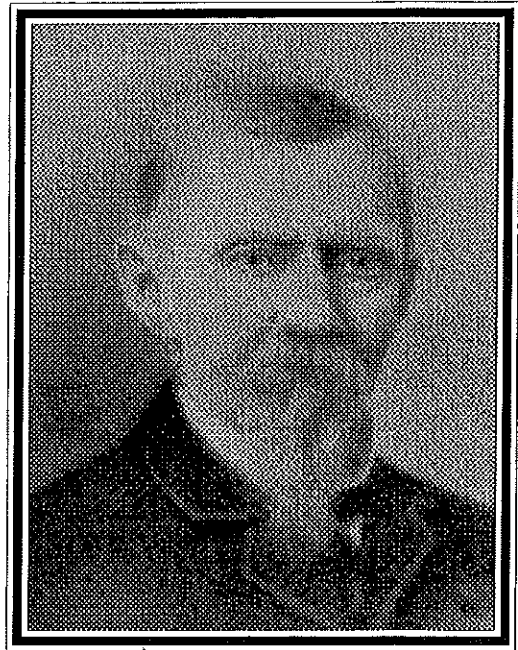
J. R. GOODLET MORGAN

b. February 26, 1825

d. October 13, 1907

By Robert F. & Carolyn I. Schmidt

Photos by Robert F. Schmidt



Today, in southeast Petersburg, Indiana, on 701 Goodlet Street between 7th & 8th stands the brick home of canal contractor and commissioner Goodlet Morgan. This prominent citizen of Pike County was born on February 26, 1825, in nearby Dubois County. He was the fourth child of eight born to Simon and Rose Reed Morgan.

Simon Morgan, Goodlet's father, was born in Virginia where he received a fine literary education. In his early life he studied medicine and was graduated from a Philadelphia college. He lived for a time in Ohio and was planning to move to St. Louis. He became ill while en route and after remaining some time in Dubois County (organized in 1817), he decided to stay in the area. He soon became involved in government and served as the county clerk from 1818-1839 and as county recorder from 1818-1841. He taught school in the log court house in Portersville, which was the early county seat (1818-1830). He was one of the founders of Jasper, Indiana, which became the second county seat in 1830. He was also a merchant at a store on the southeast corner of the courthouse square in Jasper. He died on January 12, 1841.

Rose Reed Morgan, Goodlet's mother, died in March 1836 when Goodlet was 11 years of age. She left Simon with a large family to rear.

In letter written to George R. Wilson on August 16, 1890, Goodlet writes about his boyhood days:

"My father, who was clerk and recorder put me to writing in the [Jasper] office about 1836. I continued to do so until 1839 [when he was sent to Petersburg]. By this means I got to know a great many of the people, for, at that day, at least that was the case in Dubois and Pike counties, the clerk's office was where nearly all the clerical work was

done. The clerk wrote the wills, made the settlements for the administrators, guardians, etc. I speak in reason when I say that much more than one-half of the voters could not write their own names. Of course, then the clerk yielded a much greater influence, especially in politics, than at the present day.

"My father's office was headquarters for the Whigs, he being a strong partisan and the principal leader of the Whig party at the time in Dubois county. The Edmondson and Barker families were the acknowledged leaders of the Jackson men, for at that time men were known politically as either Clay or Jackson men. Politics was "red hot." Men were thoroughly in earnest and maintained their beliefs both with tongue and fists. I have myself seen in Jasper as many as fifteen or twenty men fighting on the first Monday in August, which was then general election day, generally over politics. Then there was nothing like the methods used to secure votes that prevail at present. Men could neither be bought nor intimidated to vote against their own convictions. They seldom changed their politics. The parties were pretty equally divided and success depended largely upon personal popularity of the candidate. In 1836 General Harrison was the Whig candidate for president, and Martin Van Buren was the Democratic candidate. My father sent me with the Harrison tickets to Columbia township. I was only eleven years old. The election was held at the house of Phillip Conrad — 'uncle Phil' as he was generally called. The ballots were put into a hat, the voters filled the room, where the votes were received. There was no fighting or trouble, for they were nearly of all one mind. The votes, when counted, stood thirty-six for Van Buren, and three for Harrison. The three Harrison votes were cast by Phillip Conrad, one of his sons, and Mr. Richard Kirby. Phillip Conrad was with General Harrison at the battle of Tippecanoe.

"By the way Van Buren's name was never mentioned, but when the whisky began to take effect there was one continuous yell for General Jackson. As to the personality of the voters, there were two thirds of them dressed in Buckskin, with coonskin caps and moccasins. Each man came to the polls with his long rifle and hunting knife. All had likely killed a deer on their way to the election. Before then I had seen a number of persons partially dressed in buckskin, but never so many together. At the time of which I speak the county was sparsely settled. In 1839, I think, there were fewer than six hundred voters at the presidential election. The south part of the county, what was then Patoka and Hall townships, with Columbia township in the east, was almost an unbroken forest. In the southern part of the county there were very few roads and many of the principal streams were without bridges. In Patoka and Hall

townships the leading families were Bolin, Hendricks, Cox, Lemmon, Miller, Able, a notable and well known fighter, Jonathan Walker, also an Englishman by the name of Robert Oxley, a county commissioner. The families of all of them were exceptionally large, physically. The men were generally over six feet high and their weight ran from 225 to 275 pounds. All took pride in their manhood. They had many hotly contested fights, but finally Walker was acknowledged to be the champion not only of Dubois county, but also of Pike. He wore the belt until the day of his death.

"The people, as a rule, were brave, generous and hospitable. All were great hunters and lived well for that day. The principal amusements, and which were participated in by nearly all, were shooting matches, horse racing, fox chasing, wood chopping, foot racing, jumping, wrestling, and winding up with a dance, properly called a 'hoe down.'

"As a matter of fact, people had more leisure, lived easier, were more upon an equality and enjoyed themselves better than at the present time. It did not require that constant and persistent exertion to live, and live well, that it does now. The woods were full of game, such as deer, turkey and wild hogs. The clothing was principally made at home. A patch of flax and cotton and a few sheep furnished the clothing, but is all that was required. Cotton was then grown successfully in southern Indiana. There was a cotton mill at Portersville. Everybody raised cotton. Each family had a large wheel, a small one and a loom. The women corded, spun and wove the cotton, wool and flax, out of which they made the clothing for themselves and their families.

There were several tan yards in the county. Hides were tanned on shares; the tanner took one-half for his work. The shoemaker went from house to house and made the shoes for the family for winter use. There were comparatively few goods bought out of the stores for dress, either for men or women. Calico sold for thirty-seven cents a yard, and other goods in proportion. Ladies' dresses were then made out of six yard patterns. Buttons or drawstrings were used. There were no hooks or eyes. The cooking was done in iron vessels in a fireplace. I do not recollect of ever seeing a cooking stove in Dubois county up to 1839. I never saw a carpet, except home made ones, and few of them, until 1841, when I first traveled on a steamboat."

In 1839, at age 14, Goodlet Morgan was sent to Petersburg to live with Judge Matthew Foster, a prominent merchant, and to learn a trade. Since Goodlet's life was closely related to Matthew Foster and the influential Foster family it important to know more about Foster. How the Morgan family got acquainted with Matthew Foster is not fully known, but it is assumed that they met Foster through his trading store and flatboat, which traded at Portersville on the White River where young Goodlet's family lived.

Matthew Foster was born in 1800 in England. He came with his parents to New York and traveled by wagon via the Buffalo Trace to St. Louis. Becoming disillusioned with the slavery controversy there, Foster decided to settle at a site in Indiana, which he had passed on his way west. He moved to Indiana in 1819 and purchased 240 acres at "Delectable Hill."

At first Foster operated the aforementioned trading post along with Robert Logan, the builder of stone Lock #47 (Riley Lock) in Vigo County. Logan's home at "Highbanks" along the White River was about three miles from Foster's home "Delectable Hill" outside of

Petersburg. Foster made his first flatboat trip to New Orleans under Robert Logan's employ.

In 1828 Foster opened a store with Albert Hammond. On June 18, 1829, Matthew Foster was united in marriage to Eleanor Johnson (d. 9-22-1849), daughter of another prominent man, Col. John Johnson, who fought at the battle of Tippecanoe, was Territorial Secretary for William Henry Harrison, and served in the Indiana Legislature from 1816-1824. They had a eight children: George, Eliza, John W., Eleanor, Alexander H., James H., and two others. Their son, John Watson Foster, became a brigadier general in the Civil War and later Secretary of State (1892-93) in the Benjamin Harrison administration. Their great grandson's were John Foster Dulles, Secretary of State under President Dwight Eisenhower (1953-1959) and Allen Dulles, longest serving director of the CIA (1953-61).

Eleanor Johnson Foster was like a mother to Goodlet. She died on September 22, 1849. Matthew Foster then married Sarah Kazar. They had two children William C. and Elizabeth.

Matthew Foster was appointed Probate Judge from 1831-32. For several years from 1835-39 he spent a great deal of time developing his farm lands, because the mercantile business in which he had engaged for fifteen years had run on credit with accounts continur. over year after year. They were adjusted by barter. The farmer would pay with his surplus products, which Foster would then transport by flatboats and sell down river.

Foster built a large house at "Delectable Hill" that was much finer than the first cabin he built there in 1819. The new one was constructed of hewn timbers that stood two stories high, had two large rooms on the first floor with a broad open space between them. It had doors fitted with hardware, window sashes, and brick chimneys made from brick fired on the farm. Its out-houses included a dairy, provision storehouse, smoke-house, and frame barn. There was a yard with trees, ornamental shrubbery, flowers, arbors, an orchard and a fruit and vegetable garden. Inside the house they had a loom and different sizes of spinning-wheels. Religious meetings were held before the large brick fireplace, politics were discussed and gossip exchanged. Foster also owned another farm about two miles away in the White River bottom.

In 1839 Foster returned to the mercantile business and erected [one history says an abstract shows he purchased Johnson's store] a large store known locally as "The Big Store," in downtown Petersburg on the corner of Seventh and Main. The building covered about half a block and the family living quarters were located

in its eastern portion. Foster needed help with the store. He hired 14-year-old Goodlet Morgan to work for him in "The Big Store" and provided Goodlet with room and board. There Goodlet learned thrift and industry working with the flatboat business, large scale farming and merchandising. Later in life Goodlet became the owner of that store.



Emily Proffit Morgan

Goodlet wrote several articles in 1905 describing life in Petersburg in 1839 when he moved there. Below find his description of "The Big Store" and about the town in general:

"About forty feet above [a hardware establishment] Judge Matthew Foster lived in a frame building one and a half story high, which at that day was considered to be the best dwelling house in the county. Under the same roof there was a room 20' x 50', in which he conducted a general mercantile business. He was largely engaged also in the produce trade, each spring shipping several flat-boat loads of pork, corn, venison hams, etc., to the southern market we then had.

"As to the trade in Petersburg in 1839, and for several years after, it was by barter - exchanging the pork, corn, venison hams, deer hides and product of the housewife's loom for groceries and dry goods. There was very little money in circulation. Bank paper, which was at a heavy discount, as all banks had suspended specie payment, was the only circulating medium, there being no silver.

All the surplus produce of the county was shipped in flat boats to the south, it being the only market we then had.

Prices of produce were very low, corn 10 to 12½ cents per bushel; wheat 30 to 37 and one-eighth cents; oats 10 to 12½ cents; pork \$1.50 per 100 pounds, in trade or payment of debts. Good horses were \$25 to \$30 each; Milch cows sold for \$5 to \$7; stock cattle in proportion, all cattle being sold by the head.

There were no scales in town until about 1855 or 1856, when the corporation bought a scale and built it on the street below the Eisert corner, and appointed John Eisert as the weighmaster.

While produce was low, goods were high. Chopping axes were \$2.50, and nails were 12½ cents per pound. Domestic goods were worth 16 to 20 cents per yard.

Our town in 1839 was well supplied with liquor refreshments. There were two hotels with bars, three saloons and a distillery.

Signed, Goodlet Morgan, May, 1905

In 1846 Matthew Foster moved to Evansville to pursue business interests there and for better educational opportunities for his children. He died on April 13, 1863 in Evansville and was buried beside Eleanor, his first wife, in Evansville's Oak Hill Cemetery.

It is not clear if Goodlet Morgan went to Evansville in 1846 with Foster, but we know he was in Evansville for several years. The Census of 1850 shows him as a merchant or store owner at age 26.

Goodlet Morgan married Emily Proffit on November 24, 1848. The Proffits were one of the most prominent families in Petersburg.

Emily's father George H. Proffit was born September 7, 1807, and moved to Petersburg in 1828 from Louisiana. He was a state representative from Pike and Dubois counties from 1831-39 and a United States congressman from the 1st Congressional district from 1839-43. Proffit was a huge supporter of internal improvements for the state of Indiana, especially the National Road and the Wabash & Erie Canal. In 1843 President John Tyler appointed him as Minister to Brazil 1843-44. He died unexpectedly on September 7, 1847, at the Comstock House in Louisville, Kentucky, where he had gone seeking medical attention for a lingering illness. He was only 40 years old. He was buried in Walnut Hills Cemetery in Petersburg. At the time of his death he owned 1541 acres of land, all in the vicinity of Petersburg. On February 1, 1848, Mahala Proffit, his widow, was named administratrix of his estate and guardian of their daughter Emily Proffit.

George Proffit had married Mahala Wyatt, the daughter of John Turner Wyatt, a prosperous farmer near Petersburg. He had met Mahala while traveling to Evansville. She was reputed to be the most beautiful girl of her day. George and Mahala had two daughters, Emily, the oldest born in 1831, and Amanda, who died at age 9½ on September 18, 1845. He left a considerable estate to his wife and Emily. In 1849 Mahala married John B. Hannah (b. 3-6-1814, d. 8-15-1854).

Goodlet and Emily, one of 14 original members of Hornaday Baptist Church, were married in Evansville only a year after her father's death. Goodlet was 23 years of age and Emily was 17. The newly married Morgans returned to Petersburg in 1851 where Emily had inherited a substantial amount of property. Some of this land was later sold to Reddick Harrell, Alexander A. Byers and John J. Eisert, trustees of Pacific Lodge #175, Independent Order of Odd Fellows, and their successors for Walnut Hills Cemetery. They were paid \$1,200 for the land. Deeds were written on February 8, 1876, and the cemetery opened that March.

Some more of the land became the Pike County fairgrounds. At first Goodlet and Emily were paid \$150.00 a year for a ten year lease of fifteen acres of this land to be used as the county fairgrounds. Once the fairs were financially successful the directors purchased twenty-eight and a half acres of his land for \$2,850.00.

Goodlet raised a large amount of livestock and produce on the land Emily inherited. He cured the pork and tobacco and shipped it by flatboat and canal boat.

On one large shaded lot of Emily's inheritance Goodlet built their home. Construction began around 1851 and it was completed in late 1853 or early 1854.

The house's 20-inch-thick walls were constructed of brick manufactured on the property. Walnut and poplar timber felled there was sent via the Wabash & Erie Canal to Evansville to be milled into fine woodwork. To give some idea of the homes size, someone standing in the upstairs bathroom could look 76 feet down the eight-foot-wide hallway to a window overlooking Goodlet Street.

The Goodlet Morgan home is described in *Our People of Pike County, Indiana* as follows:

"On the first floor, to the east of the large hall, are the downstairs bedroom and bath, the library which, during Goodlet Morgan's day, was lined with bookshelves from floor to ceiling, the kitchen, utility room and pantry and a smaller back stairway. To the right of the spacious hall are the large double parlors with matching fireplaces. An open stairway leads to the second floor where there are four large bedrooms, a nursery and an upstairs bathroom, with two smaller rooms in the back, which served as servant's quarters during Mr. Morgan's lifetime. Presumably the servants also used the small back stairway leading down to the kitchen and pantry. Altogether there are fifteen rooms besides the two baths in this spacious home.

There was a cupola on the top of the house, which provided a 360-degree view. A small cannon was placed up there and aimed toward the White River, probably for defense during the Civil War. Although the cupola is no longer there, many visitors to the home wrote their names on its walls.

Behind the house's wine cellar there was a concealed basement where the Morgans hid runaway slaves as part of the Underground Railroad. Then during the Civil War Confederate prisoners were held behind barred windows in the cellar.

The house was home to Goodlet and Emily's eight children of which only three were living in 1885.

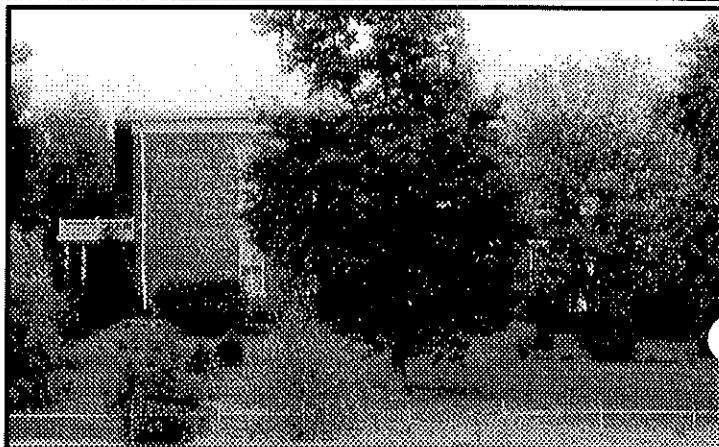
They were Simon, Proffit and Ralph. Only his son Simon survived him. The Census' of 1850, 1860, 1870, 1880, and 1900 reveal the following names of the children s living in Goodlet's household and their ages:

	1850	1860	1870	1880	1900	born died
Goodlet	26	35	45	55	75	2-26-1825 10-13-1907
Emily	19	29	39	49		7-20-1831 5-18-1888
George P. I		11	20			12-24-1849 2-15-1873
Simon		8	18			
Proffit		5	16	25		6-06-1855 8-17-1892
Ralph H.		3	14	23		3-10-1857 10-25-1891
Hanna		3/12				
Johnnie						
Francie						

The Morgan children had Billy goats and loved to "waller" around with them. They smelled so badly when they arrived at school that the teacher would say, "Hoist those windows, Anna. Those nasty Morgan boys have been playing with those nasty goats." They and their playmates have been described as rascals. However, some of their more refined neighbors took piano lessons from their mother, Emily, on a Gilbert piano, a piano favored by Jenny Lind. When introducing her young pupils to the elegance of fine music, Emily told about the time she played for His Imperial Majesty, the Emperor of Brazil, when her father George Proffit was President John Tyler's Envoy Extraordinary and Minister Plenipotentiary of the United States at the Court of the Brazilian Emperor.

Goodlet Morgan was a merchant businessman and was involved in flat boating. The captain of his flat boat for a number of years was Elias Osborne, Jr., who took cargoes or pork and lard to New Orleans and re-

Goodlet and Emily Proffit Morgan's home at 701 Goodlet Street in Petersburg, Indiana, as it appeared in September 2008.



turned with cargoes of sugar, molasses and other commodities for Goodlet's store. Elias was a large strong but lazy man. He would never start a trip near election day because he did not want to miss casting his vote.

As the leading business man in the county and in the absence of banks, Goodlet acted as a banker. He kept large sums of money at his home in an old safe.

He became a canal contractor for the Wabash & Erie Canal when construction of it began through Pike County in 1849. In 1850 cholera broke out along the canal line taking the lives of hundreds of canal workers and local citizens. Once the canal was completed, Petersburg became the canal port for business and produce of not only Pike but also parts of Dubois, Knox and Gibson counties. The Governor of Indiana appointed Goodlet one of three commissioners for the Wabash & Erie Canal, a position he held for some time. He was one of the investors in 1859, who leased the southern portion of the Wabash & Erie Canal from Evansville to Newberry in an effort to salvage the canal. At that time a large number of men came to Petersburg to work on the canal.

Albert Smith was the captain of a canal boat based in Petersburg named the "Goodlet Morgan" in his honor. In 1853 Goodlet and Smith worked together in building the county jail. It was a 40 ft. x 20 ft. brick structure on a stone foundation and cost \$2,347.25.

During the Civil War Goodlet took the place of R. Harrell as Provost Marshal when Harrell became the Assistant Revenue Collector. He helped recruit soldiers for the Union. During the war he gave thousands of dollars of clothing, fuel and provisions to the families of Pike County soldiers thus impairing his own finances.

In 1861 Goodlet was elected a trustee for the municipal government of Petersburg. In 1863 he became a Pike County commissioner and served as its president with Chew as vice president. He served two terms as Clerk of the Pike Circuit Court. He was the president of the Pike County Council. Politically he was a Whig/Republican. He served as the First District Member of the Republican State Convention for several years.

Goodlet Morgan opposed slavery. His home was a stop on the slave smuggling system called the "underground railroad" since it operated in defiance of the federal fugitive slave laws, which required return of runaway slaves to their southern owners.

Many of Goodlet's friends, who were political leaders, asked him several times to run for Congress. He would not permit his name to be put on a ballot.

In 1877 Goodlet became financially embarrassed. He then concentrated his time of his farm.

In 1885 Goodlet was the treasurer of the Pike County Agricultural Society, which had been organized in 1871. He presented the following report about Pike County to the 35th Annual Meeting of the Indiana State Board of Agriculture in which he advocates dog licensing. A report of the proceedings were then sent to the governor.

PIKE COUNTY

"The fifteenth annual fair of the Pike County Agricultural Society commenced August 31 and continued until September 5. It was held on the society's grounds adjoining Petersburg. The fair was a success. The entries in all classes were largely increased as also our receipts. We prohibited both gambling and the sale of liquor. The result was that every thing went off pleasantly and good order and decorum prevailed. The very liberal patronage that has been extended to our association not only by the citizens of our own but neighboring counties from its organization to the present time, is very gratifying to the management, from the fact that it proves the public appreciate our efforts to make our society an active and efficient agent in promoting the interests of the farmers and stock raisers.

"The crops this year were above the average, with the exception of wheat; that was very light, especially where sown in corn grounds or on lands that had been kept continuously in wheat for years; while the yield from clover sod was generally satisfactory. In this connection, I will state that our county is so productive that our farmers have been enabled to raise large crops of corn tobacco, wheat, and all the grasses with comparatively a small amount of labor, and no expense for artificial or commercial fertilizers. This has resulted in making farmers somewhat careless in properly preparing their grounds for a crop, and in cultivating the same. There is no question in my mind but that by proper tile draining, the more general use of clover as a fertilizer, and the feeding of the grain and grass produced on the farm to stock, would so improve our naturally rich soil, that with careful cultivation, the average yield of wheat in the county could be raised to 25 bushels per acres, and all other crops in proportion.

"In furtherance of this object, our society in its last premium list offered liberal premiums on the following staple farm products: For the largest yield and best quality on 5 acres of corn, wheat, oats, tobacco, clover and timothy. No entry fee was charged and we required those competing to give a detailed written statement as to time of planting and sowing, the quality of seed used, the quality of soil, the manner of cultivation and indeed every particular that would be of advantage to others engaged in producing crops. We intend in the future to still further increase our premiums on farm products, believing it will stir up a laudable emulation amongst farmers, that will result in so increasing the productivity of our soil by the use of fertilizers and improved tillage, that a farmer will be able to produce as much on 10 acres as he now does on 20 under the present system of farming. Every one must admit, if this result can be attained, it would be a great saving of labor and profitable to the producer. Livestock of all kinds have been very healthy in the county during the present year. There are less hogs and cattle feeding than in former years. Sheep have been sold off very close. There are not one third as many sheep in Pike county as there were one year ago, and my impression is, that our counties and perhaps the whole State will show a very large decrease in the number of sheep. This I think, very unfortunate, for it is an undisputed fact, that a few sheep are almost indispensable on a farm, not only on account of the wool and mutton, but from the fact that they keep the fields and pastures where they run free from sprouts and worthless weeds; and, also, for the value of their manure. It

has been demonstrated both in this country and England that where sheep have been folded in movable hurdles, so as to distribute the droppings evenly over the ground, the yield of wheat has in many instances been double. In view of these facts, it certainly is both the duty and interest of the National and State Governments to protect and foster this great industry. In proof of this position under the operation of the protection given by Congress, in 1860, which imposed a heavy duty on foreign wool, the sheep have increased in the United States from 22,000,000 to over 38,000,000 and the wool has increased in still greater ratio; the entire amount produced was a little less than 100,000,000 pounds, in 1860; the crop of 1885, is over 240,000,000 pounds, and at the same time the value of manufactured woolen and worsted goods has been wonderfully developed. The total value of these goods manufactured in the United States in 1860 was a little over \$65,000,000. In 1885, it is estimated that the amount will exceed \$250,000,000. In brief, we manufacture five-sixths of all the woolen and worsted goods which are consumed in this country, and, also, grow four-fifths of the wood used in the manufacture of this immense amount of goods. And, further, instead of increasing the price of this class of goods to the consumer, it is a well known fact that clothing, carpets and all articles manufactured from wool, are from 35 to 33 per cent cheaper than in 1860 and of a much better quality.

"I think the present State law fails to give proper protection to sheep growers, as the revenue from the dog tax steadily decreases while the dogs continue to multiply. It is now found that in many townships there is no money in the hands of the trustees to pay for sheep destroyed by dogs. This state of things will continue to grow worse unless we resort to the license system, and every dog that is not protected by having the license paid, be killed. All the necessary regulations to carry this measure into effect could be provided for by the Legislature. In concluding this subject, I appeal to every farmer in the State of Indiana to seriously consider the importance of sheep husbandry as affecting these interests, and the dangers which now threaten its destruction, and if possible place this great industry on an enduring and solid basis of prosperity.

"In regard to our roads there has been no improvement in the manner of working them, and consequently no improvement in their condition. Public opinion in this county is gradually drifting in favor of the enforcement of the stock law and I think in the near future it will be adopted.

"Goodlet Morgan, Secretary."

Governor James Mount appointed Goodlet one of twenty-five business and professional men from Indiana to attend the Conference on Trusts held in Chicago by the Civic Federation of Chicago on September 13-16, 1899. The general subject was a discussion on trusts and trade combinations and representatives included congressmen, ex-congressmen, ex-governors, ex-supreme court judges, attorneys-general, presidents of banks, president of railroads, manufacturing and commercial organizations, and representatives of labor, agricultural and educational interests to that every side of the general subject would be represented in the discussion.

He loved flowers, books, music and young people. He had a very good memory and is said to have been the best informed man in the county at that time. He was very knowledgeable about local history and wrote a series of articles about life in Petersburg in 1839, the year he arrived there. These have been published as a part of *Our People of Pike County, Indiana*.

Following an illness, Goodlet Morgan died on Oc-

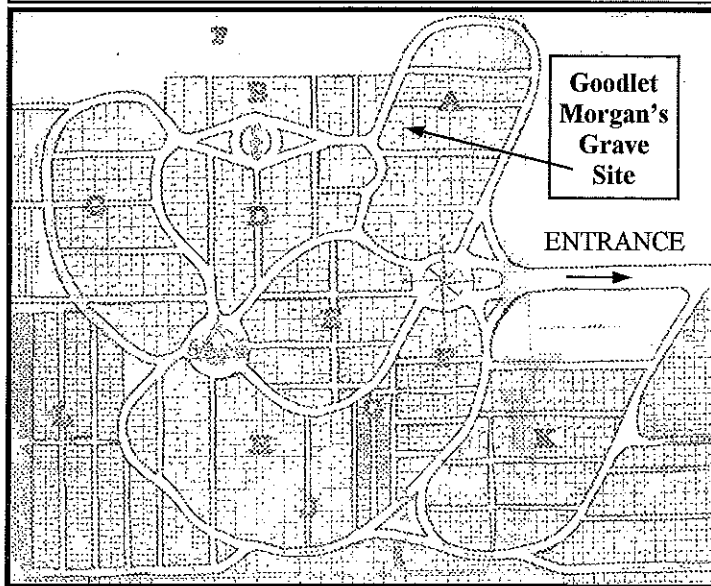
tober 13, 1907, of "urerena," (uremia). He was 82 years, 7 months and 17 days old. Friends gathered at his home at 2 o'clock on Tuesday October 15 to pay their respects. Rev. G. W. Law, the former pastor of the Baptist church in Petersburg but then located at Princeton, delivered his funeral sermon. Some of the notables attending his funeral were James A. Hemenway, United States senator from Boonville, Indiana; Frank B. Posey, who Governor Baker appointed prosecuting attorney; John W. Foster, Matthew Foster's son who was like a brother to Goodlet and who served as President Benjamin Harrison's Secretary of State; Judge W. R. Gardiner; and Ezra Mattingly, state senator of Washington. Other services were conducted by Pacific Lodge, No. 175, I. O. O. F. of which he was a member. A long procession of friends followed him to his final resting place at Walnut Hill Cemetery in Petersburg, Indiana.

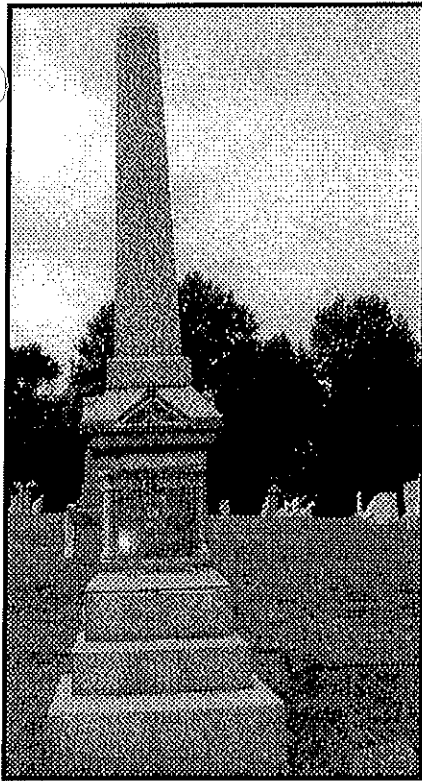
Up until the time of his death, Goodlet's memory was unailing. He was still serving his community. He was the president of the county council. He filled all political positions during his life with honor and credit and had a great influence in the policy of his party in Pike county and in his district.

Although Goodlet was not connected with any church, his obituary says he was a great student of the Bible and gave to the support of the Christian cause. He had "strong attachments to hundreds of business, political, social and friendship circles. No man in this community, no matter his wealth, prominence or influence, was better known or admired than he." He offered his hospitality to all who visited his home.

Map of Walnut Hill Cemetery, Petersburg, Indiana

Walnut Hills Cemetery is located on the left side of SR 61 north of Petersburg and before you get to the White River.



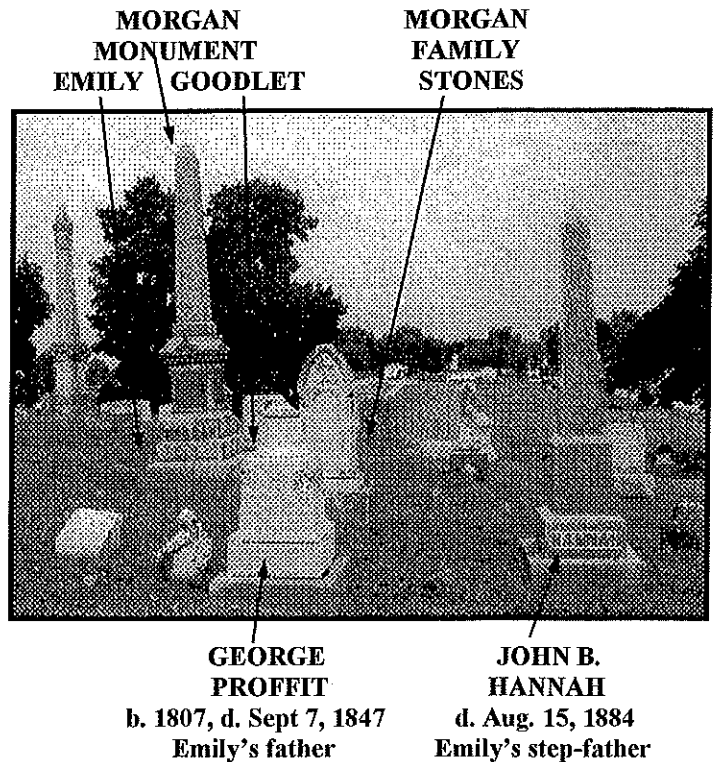


MORGAN MONUMENT
Erected at later date
Left side: MORGAN
Front:
GOODLET MORGAN
BORN
FEB. 26, 1825
DIED
OCT. 13, 1907

Back side:
EMILY PROFFIT
MORGAN
WIFE OF
GOODLET MORGAN
BORN
JUL. 20, 1831
DIED
MAY 18, 1888

EARLIER STONES
Buried in ground with only tops
and a little information shown

EMILY
GOODLET



GEORGE PROFFIT
b. 1807, d. Sept 7, 1847
Emily's father

JOHN B. HANNAH
d. Aug. 15, 1884
Emily's step-father

Pike County Heritage, Inc., a group of Petersburg citizens, launched a campaign to acquire Goodlet Morgan's home in 1963 to restore and furnish it as a museum. Although local donations were received, it was necessary to seek financial help from the Indiana Department of the Interior. The help was denied and the project was abandoned. It is currently a private residence.

Sources:
Aaron, Joe. "Abe Did Not, By The Way, Sign The Wall," *Evansville Courier*. June 19, 1975.

Ancestry.com
Indiana Deaths, 1882-1920.
Indiana Marriage Collection, 1800-1941.

Chicago Conference on Trusts. Chicago, IL; The Civic Federation of Chicago, 1900.

1850, 1860, 1870, 1880, 1900 United States Federal Census

Fatout, Paul. *Indiana Canals*. West Lafayette, IN: Purdue University Press, 1972.

"Goodlet Morgan: Honored Citizen Passes Away at His Home near the City Sunday Evening," *The Pike County Press Dispatch*. Petersburg, Indiana. Friday October 18, 1907.

"Goodlet Morgan's Letter," *The Pike County Press Dispatch*. December 20, 1907.

History of Pike & Dubois Counties, 1885. Chicago, IL: Goodspeed Bros. & Co. Publishers, 1885.

History of Vanderburgh County, Indiana. Brandt & Fuller, 1889.

McClellan, Ruth Miley. *Our People of Pike County, Indiana*. Evansville, IN: Unigraphic Inc. 1978.

McClellan, Ruth Miley. *Pike County History*. Petersburg, IN: Pike County Historical Society and Bicentennial Committee. 1976.

Schmidt, Carolyn. *The Final Link: Wabash & Erie Canal Port Gibson-Worthington*. Fort Wayne, IN: Canal Society of Indiana, 1998.

Taylor, Robert M.; Stevens, Errol W.; Ponder, Mary A.; and Brocknan, Paul. *Indiana: A New Historical Guide*. Indianapolis, IN: Indiana Historical Society, 1989.

Thirty-fifth Annual Report of the Indiana State Board of Agriculture. Indianapolis, IN: Wm. S. Burford, Contractor for State Printing and Binding, 1886.

Wallace, Bernice. "The Proffit-Morgan Home." article from Barrett Memorial Library.

Wilson, George R. "George H. Proffit His Day and Generation," *Indiana Magazine of History*. Bloomington, IN: The Department of History of Indiana University, March 1922.

<http://petersburg.in.box.facts.html>
http://en.wikipedia.org/wiki/John_W._Foster

Special thanks to **Shirley Behme**, genealogy librarian at the Pike County Public Library in Petersburg, Indiana, for her help with research on the Morgans and for allowing us to take pictures of the portraits of Goodlet and Emily Morgan.

NEWS FROM THE PAST:
**THE GRAND CANAL CELEBRATION
 W & E IN 1843 NEWS**

The Fort Wayne *Sentinel* in June and July 1843 ran the following articles concerning the planning of the Grand Canal Celebration to be held in Fort Wayne, Indiana, for the opening of the Wabash & Erie Canal from Lafayette, Indiana, to Toledo, Ohio:

June 3, 1843

CELEBRATION. It is in contemplation by the citizens of the vast region of country bordering along the valley of the Maumee, to celebrate in a suitable manner, the completion of the Wabash and Erie Canal, at Fort Wayne, in the state of Indiana, on the 4th of July next, and it is intended, we learn, to solicit our distinguished fellow citizen, General LEWIS CASS, to deliver an oration on the occasion. No individual could be selected, who would do up such an under taking in better style — or whose presence would be more cordially received by the hardy Hoosiers and Buckeyes who will doubtless be there congregated in vast multitudes. Long identified with the great interests of the West, and personally known to thousands of its early inhabitants, — although separated from them for a time in the discharge of important public duties, — we trust he will not fail to accept the invitation; and it is further hoped that such of the citizens of Michigan to have leisure and can afford it will likewise participate in the contemplated celebration got up by the hardy border settlers of our sister states. *Detroit Constitutional Democrat*

Our friends at Detroit are rather in advance of the mails. The committee has not yet selected an orator. Gen. Cass has been invited to attend the celebration, and of course would be expected to address the assemblage; he may perhaps be selected as the orator of the day, but the choice is not yet made. The selection of Gen. Cass would give general satisfaction.

CANAL CELEBRATION. The approaching celebration of the completion of our canal, will, we expect, be numerously attended. We hear, verbally that the inhabitants of every town along the line feel the liveliest interest and are preparing to participate. The Toledo Guards, and the companies in Lafayette, and probably other places, will be here. We have no doubt there will be as many come as all the boats on the canal can accommodate.

The committee of arrangements have selected a grove on the farm of Col. T. Swinney as the place at which the exercises of the day will be held. It is a beautiful site, exactly suited for the occasion, large enough to accommodate the vast crowd who will assemble, and sufficiently shaded from the sun to be pleasant and agreeable.

June 17, 1843

CANAL CELEBRATION. Gen. Cass has been invited to deliver the oration at the approaching Canal Celebration. We have not yet heard whether any of the other distinguished gentlemen invited will attend; but we hear from every quarter that the number coming will greatly exceed all previous calculations. The contributions toward defraying the expense have been most liberal, all appear animated with the same spirit, and desirous of contributing according to their means, in celebrating the consummation of the hopes which have so long sustained them amid the difficulties which have surrounded them, but which are now surmounted; and however numerous our guests may be, there will be enough provided for all and to spare. Several volunteer companies from Lafayette, Logansport, Toledo, &c. will aid in the celebration.

We understand a large company of warriors of the Miami tribe of Indians will be here at the celebration, and will perform their war dance. This will be a most interesting feature in the celebration. To see these noble looking men, the last relic of the once numerous and powerful Miamis, on such an occasion, and on this spot, once their strong hold, and where the red men were more numerous than the whites are now — will be an affecting spectacle, and one well calculated to impress their memory upon the minds of those who witness it, long after they have been swept away by the resistless tide of immigration. The Miami village at this point before its destruction by Wayne, we are informed, contained a population more numerous than our city does at present. Now their lands are in the hands of strangers, and they themselves will be a spectacle to interest those assembled on the very spot where in former times they bore undisputed sway. In a few short months this tribe will bid a final adieu to the land of their birth and the graves of their fathers, and remove beyond the Mississippi.

June 24, 1843

Gen. Cass has accepted the appointment of Orator of the Day at our approaching Canal Celebration.

WABASH & ERIE CANAL CELEBRATION

ON THE ANNIVERSARY OF AMERICAN INDEPENDENCE.

The committee of arrangements announce the following as the

ORDER OF THE DAY

1ST. A national salute of 26 guns from the Fort at sunrise.

2d. At 9 o'clock A.M. a salute of 13 guns in honor of invited guests and strangers.

3d. At 10 o'clock A.M. 3 minute guns will be fired, when the procession will be formed on the Public Square and march in the ground, under the direction of the Marshal of the day and his assistants, in the following

ORDER.

- 1st Martial Music
- 2d Artillery and the oldest military company
- 3d Revolutionary soldiers and soldiers of the late war with martial colors.
- 4th President of the day, Chaplin, Orator of the day, Reader, Invited guests, different Committees.
- 5th Band of music,
- 6th Ladies,
- 7th Band of music,
- 8th Military company,
- 9th Citizens of Ohio and other States,
- 10th Band of music,
- 11th Military company,
- 12th 100 MIAMI WARRIORS in full costume,
- 13th Citizens,
- 14th Military company

The invited guests arriving by boats will be received by the Committee of Reception with a Band of Music at the foot of Clinton Street as they arrive. Those that arrive on Horseback &c. will be received at the Public Square.

The committees of reception, of arrangements, and the officers of the day will be designated by appropriate badges.

NATIONAL ANNIVERSARY AND CANAL CELEBRATION.

The several committees appointed at a meeting of the citizens of this county, at the suggestion of those of other places, held on the 17th day of May last, announce to the public that they have discharged their several duties and made all necessary arrangements for the appropriate celebration of the completion of the Wabash and Erie canal, on the anniversary of our American Independence; and now extend an INVITATION to EVERY INDIVIDUAL within the length and breadth of our country.

A PUBLIC TABLE capable of entertaining 20,000 persons will be prepared, free of expense in a beautiful grove on Col. Swinney's farm; commanding a full view of our city and the surrounding country on the banks of the St. Joseph, St. Mary's and Maumee.

Letters and other information from several distinguished individuals, and invited guests, indicating the assemblage of a multitude, have induced some in fear that order might be deterred from coming, through fear of lack of accommodation. Upon this subject we are not prepared to say that all will be well provided for, but we can say that extensive preparations are making by all of our citizens, whose houses will be thrown open on that occasion to entertain persons from a distance not able to return the same day, with a desire to make, as far as possible their sojourn with us as comfortable to them, as their presence will be flattering to us.

By order of the Com. of arrangements.

THE COMMITTEE of RECEPTION will please meet at the American House, on Monday evening next, to determine the mode of receiving invited guests and strangers,
By order of the Com. of arrangements.

THE Committee of Contributions will please collect immediately the cash prescribed in their respective districts, and hand it to M. W. Hubbell who is authorized to receive the same,

By order of the Com. Of Arrangements.

July 1, 1843

TOLEDO GUARDS: FORT WAYNE CELEBRATION

The Toledo Guards, will, we are happy to announce proceed to Fort Wayne in a body, on the approaching anniversary of our national Independence, to participate in the celebration of the completion of the Wabash and Erie canal, which is to take place on that day. We are highly pleased with this determination on the part of the Guards; as no body of men we could turn out from Toledo, would give a better idea of the character and public spirit of our citizens, that this well disciplined and beautifully equipped company of volunteers. We bespeak for them what they richly deserve, and will no doubt cordially receive — a hearty welcome, for the frank and noble hearted Hoosiers and Buckeyes who will be present on that occasion. *Toledo Register*

GEN. LEWIS CASS, who has accepted the invitation to deliver the oration at our Canal Celebration, will come here on Tuesday morning at 8 o'clock. The committee of reception attended by a band of music, and such volunteer military companies as may be in the city, will start from the foot of Clinton street at 7 o'clock, and meet the General at the lock one mile below town. The arrival will be announced by the discharge of three minute guns. All invited guests arriving from the east will be received by the committee of reception at the lock. [Moots lock #3] Those arriving from the west will be received at the St. Mary's aqueduct.

PROMPT ATTENTION.

The Committee of Arrangements and Committee of Reception are requested to meet at Judge Hanna's office this evening at 6 o'clock and the Committee of Invitation at F. P Randall's office same hour. This is the last meeting that can be held previous to the celebration, and it is to be hoped every member of each committee will be present.

July 3, 1843.

Committee of Arrangements. I. D. G. Nelson, M. W. Hubbell, T. Heindter, S. Hanna, W. G. Ewing and L. G. Jones.

Committee of Reception, the Mayor and Common Council, Messrs. Morgan, T. W. Swinney, Huxford, Rudisill, Brackenridge, Jr. Sturgis, S. Edsall, A. Hamilton, T. Hamilton, D. H. Colerick, Beecher, Townley, Hon. Hum-

bert, T. Johnson, Ewing, A. Fairfield, Col. Jones, Hull, Sweetser, Comparett, Pritchard and B. B. Stevens.

The Order of the Day as seen on the previous page was again published as well as the information about the Toledo guards seen on this page.

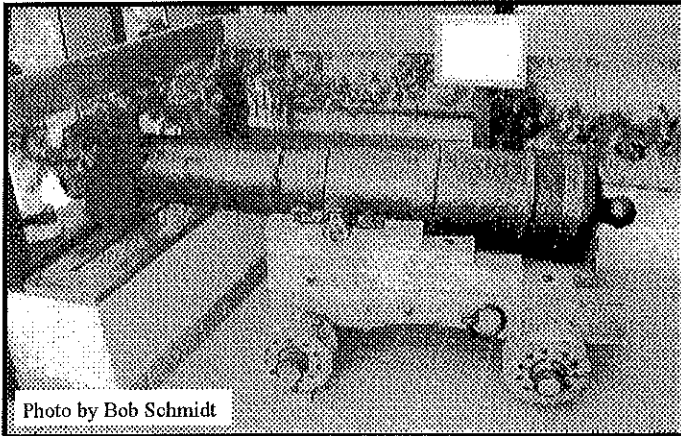


Photo by Bob Schmidt

This six-pound naval canon captured from a British ship during the Battle of Lake Erie in the War of 1812 and then used in a battle in 1813 was fired during the dedication of the Wabash & Erie Canal on July 4, 1843. Its carriage is an authentic replica made from old canal timbers in 1960. It now sits in the entrance to the History Center in Fort Wayne/Allen County.

Not only did these papers carry information concerning the Grand Canal Celebration, they also had the following:

June 3, 1843

Business on the Wabash and Erie Canal

The business on the canal this season far exceeds the expectations of the most sanguine. — There have been, since the commencement of the navigation 204 clearances of boats from the Collector's office in this city. Tolls have been paid on 168,093 lbs. Merchandize; 115,880 lbs. Flour; 26,670 lbs. Wheat; 1,787 barrels Salt; 20,111 lbs. Flaxseed; 2371 cords Wood; 1,021 perch Stone, 106,674 lbs. Iron, nails, castings, and other articles not enumerated.

Amount of toll rec'd	May, 1843	\$1432 04
do	do 1842	275 26
do	do 1841	363 28
do	do 1840	116 91
do	do 1839	303 64

June 17, 1843

DECATUR, ILL. May 22, 1843

Dear Sir: I beg leave to call your attention to a communication to the *Journal of Commerce*, of May 5, 1843, in reference to a new and important route of travel between New York and St. Louis, by way of the Wabash and Erie Canal:

A line of packet boats is to be established this season between Maumee-City and Lafayette, which when brought into operation, will enable the traveler to make his journey between St. Louis, and New York or Boston in seven days. Here follows a calculation to which is invited the closest scrutiny.

New York to Albany,	12 hours
Albany to Buffalo,	25 "
Buffalo to Maumee,	36 "
Maumee to Lafayette,	50 "
Lafayette to Springfield,	33 "
Springfield to Alton,	6 "
Alton to St. Louis,	<u>2 "</u>
Total	164 "

I hope you will lay this matter before some of your principal citizens, and memorialize the Post Master General to establish a line of stages from Lafayette through Danville to Decatur, thence forming a junction with the present line of stages from Springfield to Terre Haute. Memorials will probably be presented from nearly all the towns on the route. I hope you will instruct the representative from your Congressional district to vote for the within petition, which will be presented at the next session of congress.

The only error that occurs to us, in the table above referred to, from the *Journal of Commerce*, is, in making the terminating point for the steam boats on Lake Erie, and the line of packets on the Wabash and Erie canal, Maumee city, instead of Toledo, where it really is.

We understand that the line of packets above spoken of will speedily commence upon the Wabash and Erie Canal. Some of the boats have already been brought across the Lake and the remainder are expected immediately. One of them, the *Indiana*, has made one trip to this place. She is a beautiful boat, fitted up in the most tasteful style, and we should judge, from her model, admirably calculated for speed.

Would it not be well for the citizens along the line of the Wabash and Erie Canal to memorialize the department to establish a DAILY MAIL along this route. It would be of such advantage, to a large and rapidly improving extent of country, that we are assured it would be granted, if proper and energetic steps were taken to accomplish it.

June 24, 1843

Wabash and Erie Canal. We are happy to announce that the breeches in the canal caused by the late freshet, have been all repaired, and boats are again running from Lafayette to Manhattan, the whole length of the canal.

Editors in Indiana and northern Ohio, would do well to notice this, as an impression has got abroad that the repairs could not be completed for several weeks, and that therefore the citizens of the Wabash country would be debarred from participating in the canal celebration on the 4th of July.

THE LATE LETTING. The entire line of the Miami Extension Canal North of the Deep Cut about thirty four miles in length together with the Laramie Reservoir was taken by P. W. Taylor & Co., of Granville, O. at \$322,000. Being \$45,000 less than the estimated cost of the work.

This firm consists of P. W. Taylor, Alford Avery and Elias Fassett, and we are informed that they are all capitalists, possessed of ample means to complete this work within the time specified in their contract. The work is to be commence by the 10th of July next, and to be completed by the first day of November, A. D. 1844.

In two years then we may reasonably expect that the farmers of the great Miami Valley will be able to ship the immense amount of their produce, through the Canal to Lake Erie. This will raise the price of their produce from ten to twenty per cent.

It is expected that the canal from Piqua to the Deep Cut, ten miles north of the place, will be ready for the reception of the water by the first of September next, and should the Miami River not be too low, canal boats will arrive here from Cincinnati, before winter sets in.

We are authorized to state that a payment will be made to the Holders of Checks drawn on the Extension of the Miami Canal, at this place, on or about the 29th of the present month by the Treasurer of State.
St. Mary's Sentinel.

ERIE CANAL CAN BE COST EFFECTIVE IN 21st CENTURY

Although many people have no idea the Erie Canal in upstate New York is still functioning, commercial shippers are discovering that with the price of diesel fuel rising the canal is a more economical way to transport large commodities. The following statistics in a *New York Times* article entitled "Hints of Comeback for Nation's First Superhighway" published on November 3, 2008 show that "one gallon of diesel pulls one ton of cargo 59 miles by truck, 202 miles by train and 514 miles by canal barge...A single barge can carry 3,000 tons, enough to replace 100 trucks." Since the canal is a shorter route than the St. Lawrence Seaway, more and more barges are plying its waters. However, traffic is still not up to what it was during the canal's hey day in 1855 when 33,241 shipments passed through the Frankfort lock. In 2007 there were 15 shipments and in 2008 it rose to 42.

Even though the Erie Canal was dug 12 feet deep at one stage, it has to be watched carefully for sediment, needs dredging to keep it navigable, and is only open from May 1 to November 15 each year. A new dredger purchased last year to replace a 1950 model cost \$3 million.

The Erie Canal was very successful and went through a series of enlargements until the railroads drained off traffic in the 1880s and the interstate highways and St. Lawrence Seaway took most of the commercial cargo in the 1950s. Pleasure boating was about all that was left on the Erie. The New York State Canal Corporation, a subsidiary of the New York State Thruway Authority, has no money to advertise so the increase of shipments is credited to word of mouth reports saying the canal is open and that it is a cost efficient way of shipping large commodities.

New energy businesses like the Northeast Bio-fuels plant, which is a carbon dioxide recovery facility on the Oswego River, are finding the canal useful. Bio-fuels moved large tanks to its site that otherwise would have been transported in pieces if shipped by truck or rail. One of the largest shippers on the canal is the New York State Marine Highway Transportation Company. A giant green crane was transported from South Carolina to the Pinney Dock via the canal. Plans are underway to move soybeans by a canal barge to Auburn Biodiesel and ship its finished product to New York City. Increased traffic will help preserve the canal for future generations. Linda Barth, CSI member, Somerville, New Jersey

TOWPATH TRAIL TASK FORCE

The Towpath Trail is under construction in Ft. Wayne, Indiana. The task force met on November 21, 2008 at the Aboite New Trails office for updates on some of the phases of construction. Also discussed were signage, overlooks, canal displays, trailheads with facilities, marketing and a brochure. The trail is part of Ft. Wayne Greenways and will eventually connect with the Aboite New Trail system. By the fall of 2009 the trail will be open from Lutheran Hospital at U. S. 24W to Rockhill Park in downtown Ft. Wayne. Participants were given a trail assessment survey form from the Wabash Erie Canal Corridor that asks for important historic features, natural habitats, land ownership, etc. Bob Schmidt, CSI president, represents CSI on this task force.

WESTERN WAYNE HERITAGE

By Phyllis Mattheis

Western Wayne Heritage, a historic preservation group, met Tuesday, December 2 at 7:15 p.m. in the office of Dr. Bertsch in Cambridge City, Indiana. Their fall pet clinic in the park was attended by over 100 pets and their owners. Profits from this project go towards preservation and improvement of the Vinton House, which the group owns. Recently, the water drainage problem was corrected, a tree and two stumps were removed, and insurance and fall taxes were paid.

The group provides "The Hoosier Packet" to the Cambridge City Library's history room. Its representative to the Whitewater Canal Byway Association are Bob Hansen of Hagerstown and Phyllis Mattheis of Cambridge City. Hansen is developing a newsletter for the association. It has colorful scenic byway highway signs that can be sponsored for a \$100 donation. The donor's name will be on a permanent sticker on the back of the sign. One hundred fifty signs are needed to mark the byway. Membership in the Byway's group is \$25 and includes a miniature byway sign magnet to place on your vehicle. www.whitewatercanalscenicbyway.org

West Branch of the Holland River.

The Rouge Portage should read the Rouge to the Erie Branch of the Holland River.

There is no mention of the Ottawa River Portage at Long Sault, the site of the current Carillon Lock. I am not sure whether the original portage would have been on the Ontario or Quebec shore. I do know that later there was a Portage Railway built at this site which was located on the Quebec side.

PORTAGE ARTICLE UPDATES

Bob Sears, Editor of "Canals Canada," the newsletter of the Canadian Canal Society, has responded with the following changes to Richard Brown Jr's. article "Canal Predecessors: Historic Portages of the Great Lakes Region in Canada and the U.S." that appeared in the December 2008 issue of "The Hoosier Packet."

Portages

The Humber Portage should read the Humber to the

Protected Portages

On the Canadian side, that is the Niagara Portage Road, the following forts existed, from north to south, Fort Mississauga, Fort George, Fort Chippawa and Fort Erie. There was also a fort at Queenston Heights but I am not sure of the details and it may have been only an earthworks fort during the War of 1812.

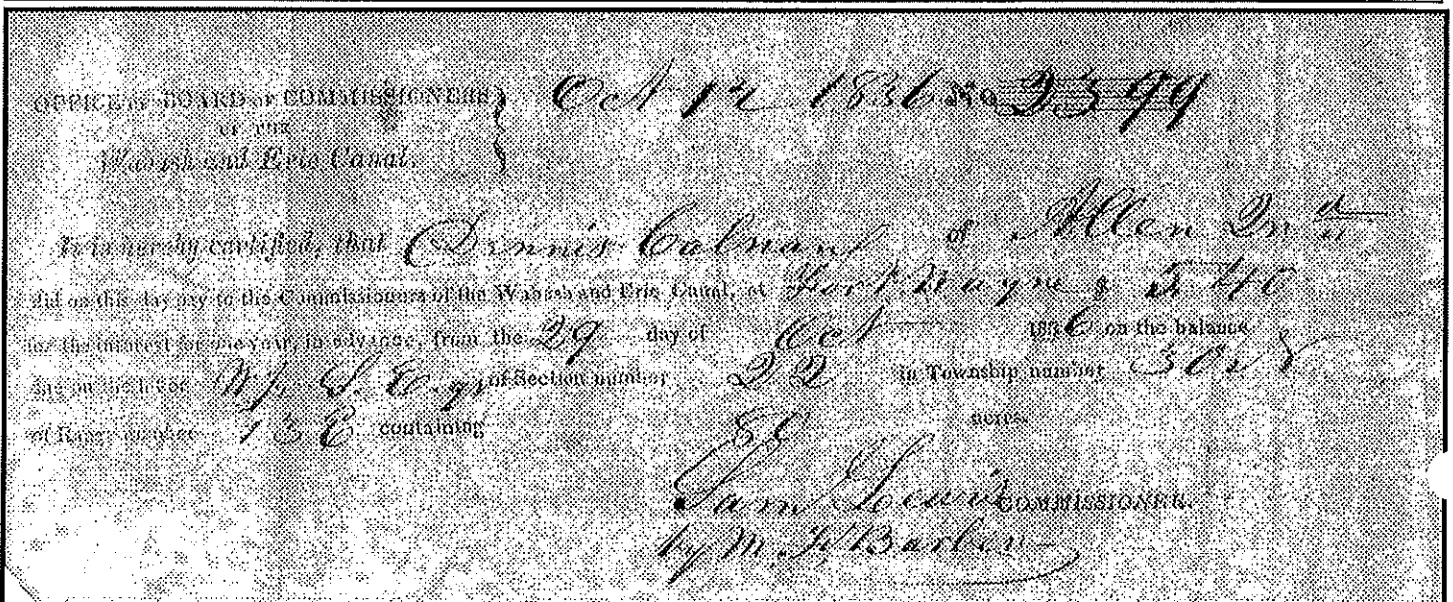
On the U.S. side the south end of the Niagara Portage was protected by Fort Schlosser. I am not sure about the Lewiston end but there may have been some form of a palisades fort at that location.

WABASH & ERIE CANAL RECEIPT

By Neil Sowards

Recently an old receipt was sold on e-Bay. It reads, "OFFICE of BOARD of COMMISSIONERS of the Wabash and Erie Canal, Oct 12, 1836 No 2399. It is hereby certified that Dennis Calnane of Allen Ind did on this day pay to the Commissioners of the Wabash and Erie Canal at Fort Wayne \$5.40 for the interest for one year, in advance, from the 29 day of Oct 1836 on the balance due on the lot of W T S Eqs [esquire] of section number 22 in Township number 30S of Range number 13E containing 80 acres. Sam Lewis COMMISSIONER" by N. F. Barber.

The Federal Government gave alternating sections of land on each side of the canal route for Indiana to sell to raise money to build the canal. This is a receipt for interest on a piece of land the Commissioners sold on credit. Some of my reading of the handwriting is doubtful.



Cities

I do not agree that the growth of St. Catharines was its location by the Niagara Portage Road. In fact St. Catharines is some distance from the actual portage. The portage was one of the reasons that Drummondville, later Niagara Falls grew. But St. Catharines grew because William Hamilton Merritt needed water for his mill and this ultimately led to the building of the Welland Canal that went through Shipman's Corners later St. Catharines.

Rich had seen a similar trunk in the canal museum at Lockport, NY and knew it was rare. After purchasing it he searched the internet and found that artist, George Winter, mentioned the Ewing Walker Co trading post of Logansport in his book. It turns out that George B. Walker was the brother-in-law of George W. and William G. Ewing. He went into partnership with them and opened a general trading house on the northeast corner of Market and Bridge (now 3rd) Streets in Logansport.

WELCOME NEW MEMBERS

We welcome aboard the following new members who have joined at the \$25 single/family membership level unless otherwise noted.

- Brookville Library - Brookville, IN Gift from Ginther
- Vern & Sandy Cripe - Delphi, IN Gift from McCain
- Jonathan & Pasha Ferris - Milton, IN Gift from Mattheis
- Richard Funkhouser - W. Lafayette, IN Gift from McCain
- Michael & Judith Hummicky - Cupertino, CA \$30
- Ron & Mary Ann James - Hometown, IN
- Christian & Julie Knoeller - Camden, IN Gift from McCain
- Laurel Library - Laurel Library Gift from Ginther
- John & Chris Newman - Delphi, IN Gift from McCain
- Nancy A. Wicker - New Castle, IN Gift from Reitenaur

Cass County Historical Society records have the following information about the men:

George B. Walker, in 1829 an Indian trader; partner with Chauncy Carter & Davis at 224 E. Market Street (this was also the first port office); partner with Col. Wm. G. Ewing in a story and a half log cabin at NE Bridge and Market Sts.; and erected a residence at 9th & Broadway that later became the Holy Angels Academy and then the YWCA-YMCA (torn down).

Col. George W. Ewing Sr., spoke the language of the Indians in the area and did a lot of business with the Miami tribe. During an 1835 business trip trading with the natives he spent the night with an elderly Indian woman and her two daughters. The woman was ill and decided to tell her story. She had been abducted at around age 5 from her white family in Pennsylvania. For the past 60 years she had lived quite happily with the Indians and had forgotten the English language. Luckily Ewing spoke her language and learned that her father's name was Slocum. She was Frances Slocum, "Maconaqua." Ewing wrote a letter to the Postmaster of Lancaster, PA and asked that the letter be published in a newspaper. The *Lancaster Intelligence* eventually ran it. The letter led to the reunion of Frances Slocum and her siblings.

Courtesy of the Jerolaman Times. Tom Castaldi, CSI advisory council

TRUNK USED ON W & E CANAL

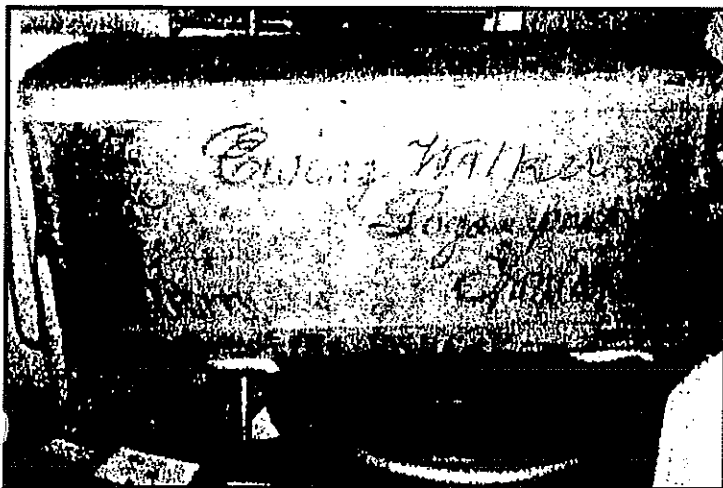
Charles Rich of Frankfort, Indiana purchased this trunk at auction. It was displayed at the Cass County Historical Society of Logansport in 2008. It is covered in rawhide and was used to send goods to and from different locations along the Wabash & Erie Canal. "Ewing Walker Co #7 Pare" and "Hollister, Perrysburg, Logansport, Indiana" are handwritten on the outside of the trunk.

WASHINGTON D.C. CANAL

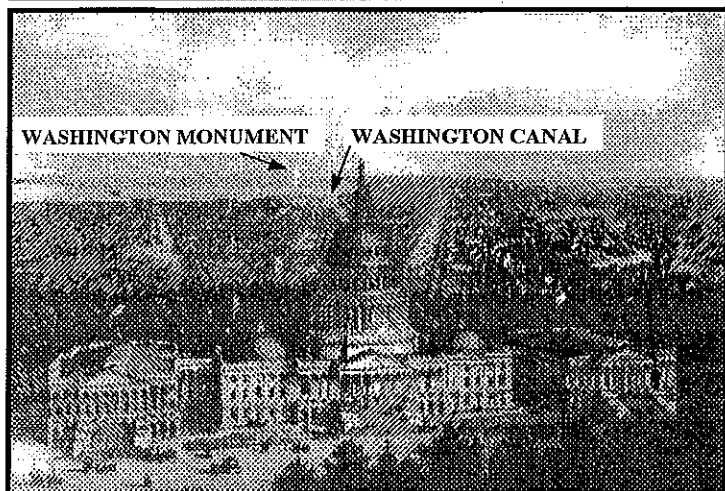
The following article has excerpts from WHRC News, Dec 2008-Jan 2009 copyright by 2008 General Federation of Women's Clubs 202/347-3168<www.GFWC.org>. Used with permission. May not be reproduced for sale or profit. From member Phyllis Mattheis.

Baltimore printmaker Edward Sachse (1804-1873) painted the following birds-eye view of Washington D. C. that was published in 1871. The Washington Canal shown just above the Capitol dome was constructed in 1810 but was enclosed in an underground tunnel and paved over for Constitution Avenue when railroads made its use obsolete.

Also note in the distance that the Washington Monument that stands at the Potomac River's edge has a classical pantheon surrounding it. Financial constraints and changing tastes kept this part of the monument from ever being completed. Also the land beyond the monument was reclaimed for parkland at a later date.



Leather trunk of Ewing Walker Logansport, Indiana



The Lincoln Memorial was built on it.

The historic print is displayed over the mantel the meeting room adjacent to the International President's office of the General Federation of Women's Clubs in Maryland. It shows Washington at the time the organization's building was constructed in 1875.

This print of Washington, D. C. published in 1871 shows the Washington Canal that no longer exists. Photo courtesy 2008 General Federation of Women's Clubs 202/347-168<www.GFWC.org>. Used with permission. May not be reproduced for sale

CSI DONOR RECOGNITION FOR 2009

The following members have contributed over the basic \$25 membership level. We thank them for their support of our projects.

CANAL COMMISSIONER

\$500 +

Robert & Carolyn Schmidt -
Prudential Match

FROG PRINCE

\$100 +

Thomas & Linda Castaldi
Dr. George & Shirley Clark
Richard E. Ford
Lynette Kross
Dan McCain
Richard Small
Steve & Sue Simerman
Susan Spurgeon
Steve & Sharon Williams
Mick & Jenny Wilz
Tom & Jennifer Wood

PATRON

\$75 +

Carl & Barbara Bauer
Richard & Karen Brown, Jr.
Sue Burger
James & Ruth Ellis
Dr. Tom & Mary Grimes
Karl & Susanne Kettelhut

Gerald & Susan Knight
Robert & Dot McIntyre
Allen & Becky Vincent
Gail Ginther

CONTRIBUTOR

\$50 +

Darrell Bakken
Leon & Sandy Billing
Terry & Ann Bodine
Maurice & Dorothy Bonecutter
Verlin & Marilyn Bulmahn
Virginia Bushong
Ken & Mary Cochran
John Droege
William & Betty Easton
Dwight & Ann Ericsson
Frances French
William Garringer
Ed & Melverine Gruber
Richard & Mary Hatch
Charles & Sally Lehman
Gerald & Phyllis Mattheis
Brian & Laura Migliore
Matt Mulligan & Florence Chambers
Eldon & Marsha Fredericks
Gene & Joyce Paschka
Fred Patterson
Ed & Cynthia Powers

Ron & Pat Reed
Anna May Reitenour
Bob & Darlene Rose
Don & Sharon Ross
Darrell Schulze
Daniel Schuster
Jack & Peggy Seigel -
Lincoln Matc.
Bruce & Kay Sheldon
Ann Tangeman
Frank & Mary Timmers
Robert Vonderau
Western Wayne Heritage
Charles & Bonnie White
Charles & Anne Whiting Jr.
J. R. Winchell

OTHER

\$30-49

Webster Hall
Robert & Kate Hoffman
Annadell Lamb
John Lamb
Sam & Jo Ligget
Michael Thrall
Mark Smith

**MEMBERS ALSO GAVE 12
GIFT MEMBERSHIPS.**

Its still not too late to renew your membership for 2009. Basic membership is \$25 for Jan. 1-Dec. 31, 2009. Any contributions above that level are used to fund the many canal related projects CSI supports. Send dues to Canal Society of Indiana, P.O. Box 40087, Ft. Wayne, IN 46804

Burr and Brewer---A Preponderant Pachyderm

One of a series of articles
by Mark Smith

Immediately adjacent to the aforementioned firm of Mount and Son was situated a prime example of the afterglow of the fire of the Canal Era, that being the firm of Burr and Brewer shoes. The founder of the firm was one John Burr Sr., who emigrated from the State of Connecticut and planted his roots in Delphi, where he remained until his death on July 24, 1885, after, as it was reported "a general giving way of the system."

John was the brother of David Burr, one of the first Wabash & Erie Canal commissioners. From the August 17th 1870, *Delphi Journal*:

"DIED---On the 11th inst., at the residence of his brother, Mr. John Burr, of this city, DAVID BURR, Esq, aged 78 years. The deceased was born in Connecticut, but moved to Indiana in 1816, while the State was a Territory. He moved to the Treaty Springs, near Wabash, in 1828 or 1829. He was identified with the first internal improvements of the State, being one of the first Commissioners elected by the Legislature to superintend the building of Wabash and Erie Canal, which position he retained until the enterprise was put into successful operation. He was a friend to the poor, and an enthusiast on the subject of education. Mr. B. himself was a profound scholar, and was probably one of the best posted men in history to be found in the State. Since his retirement from public life he has principally resided with his brother, in this city. Peace to his manes."

I would presume "manes" means remains. You can almost weave a tale about David telling his brother about the possibilities of enterprise on the Canal in these parts, and so John made his way to Delphi to construct a shoe store on South Washington not too long after his arrival there. He later replaced it with a more substantial structure, which left such an entrepreneurial influence that the area is still known as the "Burr Block".

In 1869, he formed a partnership with his son, John H. Burr, and immediately became known for his purchase of Eastern-made goods. The establishment was the oldest such establishment on the Wabash.

Burr Sr.'s death was accompanied by a funeral from his residence on East Main. He was buried in the Masonic Cemetery.

On June 1 of 1895, Mr. Burr's son, John H. Burr, and Albert Brewer consolidated their interests and stock in the boot and shoe trade and the firm became known as Burr and Brewer. Then, in 1911, when John Jr. retired from the shoe trade and passed the reins on

to Albert H. Brewer, it was simply called the "Brewer Shoe Store." There was a notice in the press stating that "On March 15th, 1911, Mr. J.H. Burr retired from the firm of Burr and Brewer. In the contract, the accounts owing to the firm Burr & Brewer are to be collected at once. Either of the firm are entitled to receipt for them. The business will be continued as before by Mr. A.H. Brewer. We here desire to thank very kindly our many customers for their agreeable and long continued patronage" At that time, the establishment was known as the oldest such emporium in the City of Delphi, having been started by the father of John H. Burr in connection with a factory, which was destroyed by a fire in the early 1870's.

John H. Burr passed away in the Sanitarium at Jacksonville, Florida on December 17th, 1921. He had served also as Major in the Civil War, was the organizer of the Carroll Electric Light Company, and was the overseer of the installation of Delphi's waterworks and sidewalks.

To contrast the background of the Burrs with that of Brewer, Brewer was a local product, having been born in Adams Township, Carroll County on November 12th, 1860, the son of Jesse and Elizabeth (Briney) Brewer. He was reared on his father's farm and lived at home until becoming of age. He began clerking in the store, which he later owned.

On the first day of June, 1886, Brewer was married to Katie Sonnenfeldt, daughter of John and Catherine (Assion) Sonnenfeldt. Their marriage produced one son, Harry S., who was married to Laura Thompson of Monticello.

Mr. Brewer was well known for his participation in fraternal societies, having been a member of the Mount Olive Lodge No. 40, Free and Accepted Masons; Delphi Chapter No. 21, Royal Arch Masons; Delphi Commandery No. 40, Knights Templar, and of Murat Temple, Nobles of the Mystic Shrine at Indianapolis. Albert was also well known for his membership in the Knights of Pythias, having served as both past chancellor and deputy grand chancellor.

The Brewers' spiritual life was expressed in their membership in the Presbyterian Church, while their political preference was that of the Democratic Party. To add to Mr. Brewer's accolades, he was also a stockholder and director of the Great Western Canning Company and a director in the local building and loan.

The logo of this very unique establishment was a preponderant pachyderm perched on the precipice of the edifice, which was visible from far and wide for both locals and travelers alike to view. This was adopted as a

the warehouse next to the water will have a 1850s dock with big cargo doorways.

These doorways will be inoperative but will illustrate a busy period of shipping on the canal. The doorway panels will be painted with murals that depict the indoors where goods would have been loaded. These murals will be able to be seen from the towpath trail across the canal or from the replica boat as it passes.

The warehouse is being built strictly under federal contract by INDOT and this doesn't utilize the volunteer crew normally associated with projects along the canal and trails. Canal volunteers can't let this outpace them in this season -- they are building a dock (a separate items not initially funded by INDOT).

So now comes the **NEWEST NEWS!** INDOT just announced that we will be awarded money to build a more detailed historic appearing dock but it can't be let until 2012. Also addressing the need for a dock the Community Foundation of Carroll County awarded money for a handicap accessible plank dock. This wooded dock can be built by the volunteers. It will be located just offside of the main visitor towpath access to the waterfront. It will be put to the test of use when our "ship comes in" next June three years before the formal dock will be funded by INDOT's reimbursement program.

The wooden dock will allow handicap access and give shore-side access for fishermen. Both docks strung together will ultimately span 100 feet along the glistening canal. Someday guests attending a wedding reception will be awaiting the boat's arrival and cheering as the couple approaches their "roaring" crowd.



ARSONIST CONVICTED

By Dan McCain

Larry Farner, 62 of Delphi, was convicted by a jury of twelve in Carroll County Circuit Court for torch-

ing the Playground Canal Boat in Canal Park on August 31, 2008, destroying the entire back half of the boat. Sentencing will be at a later date.

Many new volunteers and an outpouring of money and materials from the community made it possible to rebuild the back half in 5 weeks or 417 hours. Ten to fourteen volunteers assembled to rebuild the structure on Monday-Wednesday-Friday mornings of those weeks. At this point paint is on the boat except for some trim color and the final installation of the shutters. Weather was too cold to complete all the detail trim before the Christmas Festival.

OLD FASHIONED CHRISTMAS IN 1850s CANAL PARK

By Dan McCain

The annual Christmas festival was held in Delphi's Canal Park on Saturday December 13 from 10-4 p. m. and Sunday December 14 from Noon to 4 p.m. featuring how Christmas was celebrated in 1850. Santa made special visits with the children on Sunday from 2-4 p.m. Demonstrations of period crafts were given by eighteen craftsmen. Period products were offered for sale as well as hot or frozen apple dumplings. Volunteers processed 18 bushels of apples and made 1,610 apple dumplings in October.

The Canal Interpretive Center, the Case House, and all the buildings in Canal Park were open for public inspection and entertainment. Free cookies and punch were provided in the Case House. Carriage rides were also available.

WE BEGIN ANOTHER EXCITING EXHIBIT

By Dan McCain

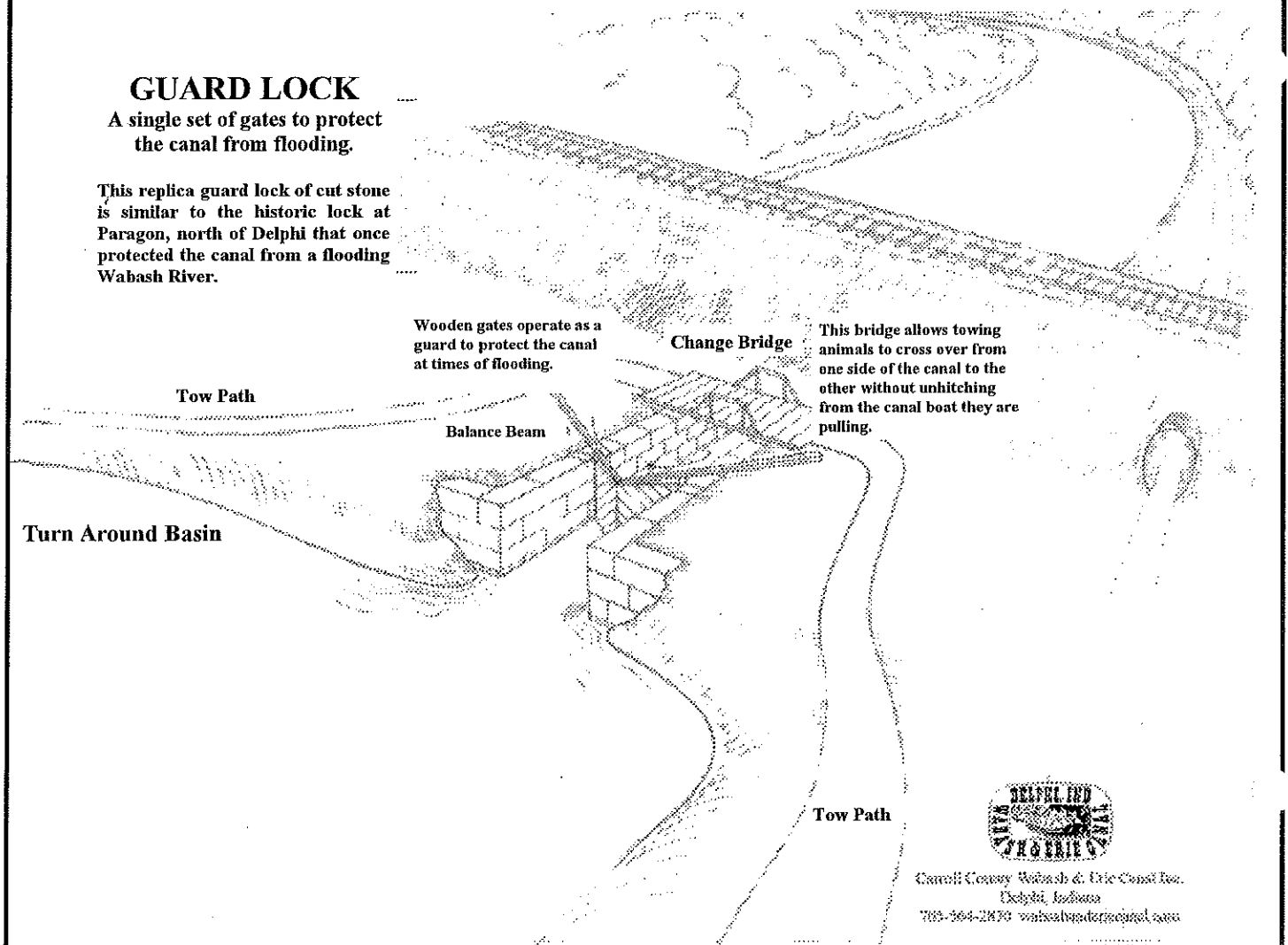
Volunteers will begin building a canal lock with a change bridge where towing animals crossed over the canal to a towpath on the other side. Cut stone blocks to be used for the lock were placed in a storage pile by an excavator machine using a pair of nylon straps. However, since they are variable in size and weight they may require extra special lifting and carting when building the lock.

In the spring of 2009 a concrete pad will be laid for about a hundred feet to form the base for the lock chamber. Contractor Jack Cohee will place the courses of stone on the pad to form the walls. Hopefully this will be completed before the water in the canal must be raised to coincide with the launching of the new replica canal boat. At that time all work on the lower courses of stone must cease.

GUARD LOCK

A single set of gates to protect the canal from flooding.

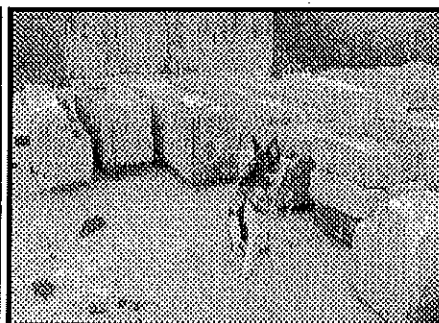
This replica guard lock of cut stone is similar to the historic lock at Paragon, north of Delphi that once protected the canal from a flooding Wabash River.



Above: The lock planning crew met in the old stone house in Delphi.

Right: A dog guards the cut stones to be used in the lock exhibit.

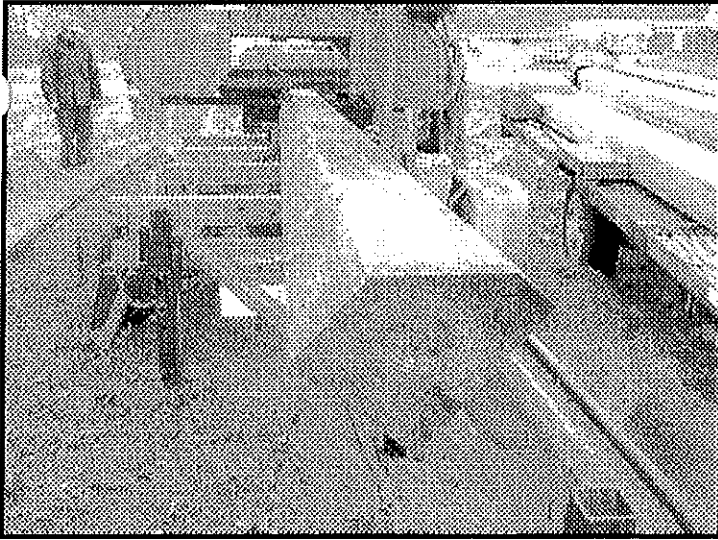
Photos courtesy Dan McCain



Rollin Graybill and his WoodMizer sawmill were at Canal Park on Monday, Dec. 1st to cut beams from our pile of poles. These beams were then loaded and transported to Ed Gruber's barn to work on the initial layout. Ed and Al had mortise tools to use on the beams, which will be formed into the lock's quoin posts, mitre sill, etc.



Ed Gruber removes a nail from the log that will become one of the "Quoin Posts" of the lock gate.



Above: Rollin Graybill's portable WoodMizer sawmill creates the unusual shape of one of the "Mitre Posts."
Below: Rollin lifts one of the fresh cut "Cross Brace" posts as the volunteer crew stacks the wood on a trailer.

Photos courtesy Dan McCain



DAY AFTER CHRISTMAS HIKE

By Dan McCain

Canawlers tried out their new boots, gloves, and coats on the day after Christmas on a winter trek along the historic trail east of Delphi. They met at 1 p.m. at the Canal Interpretive Center at 1030 North Washington Street and given a choice of an easy or difficult hike. They boarded a trolley and were shuttled to the Monon High Bridge Trail. Their mission was to first explore the developed old Monon rail trail that skirts the valley high up on the side north of Deer Creek.

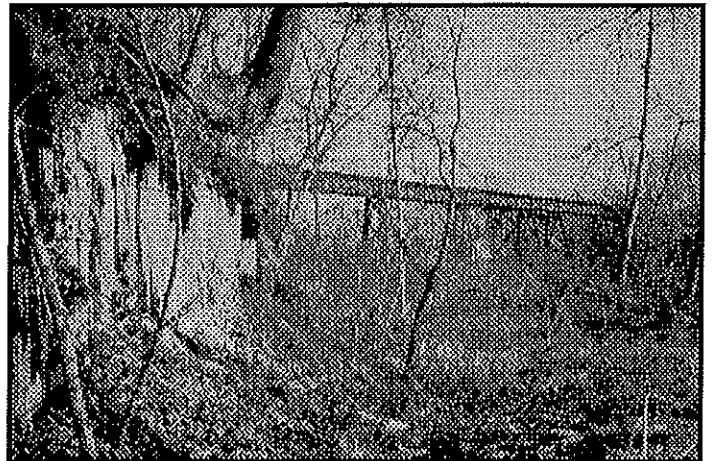
For those that wished to only walk the easier trail portion they were picked up at the Sherry Mears' farm lane that connects to this isolated scenic Monon High Bridge route and returned to the center.

The heartier hikers went on to the old trestle to over-view Deer Creek from the exhilarating height once experienced by the train travelers. Then on the return circuit they were shown the old farm access tunnel under the Monon tracks that was used for passage of livestock and two-row equipment going to the lower field.

The area between Deer Creek and the NS Railroad revealed the changes INDOT has made in the past 6 months for the Hoosier Heartland Highway. These welcomed changes came from a concerted effort by local historical organizations and city leadership concerned with the highway's impact on the Deer Creek valley.

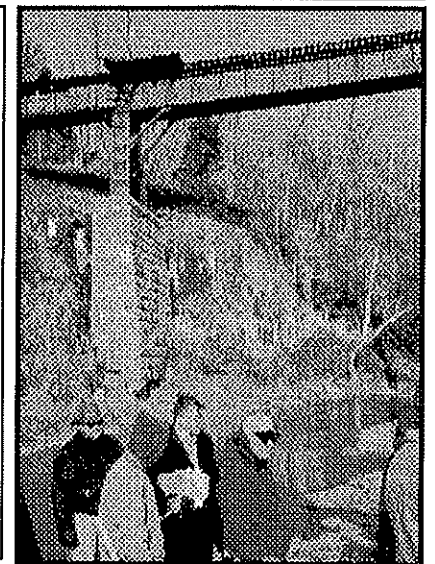
Narration along the hike told how the addition of an historic bridge may enhance the Monon rail-trail as the old rail-bed will be permanently severed by the highway corridor. With greater public involvement it is hoped that a beautiful 300-foot-long, historic, iron bridge can be placed for the hikers in the future to cross above the new four lane highway.

Similar hikes in the past were organized by the late Charles Gerard. More than 100 attended last year's after Christmas walk when the weather was nice.

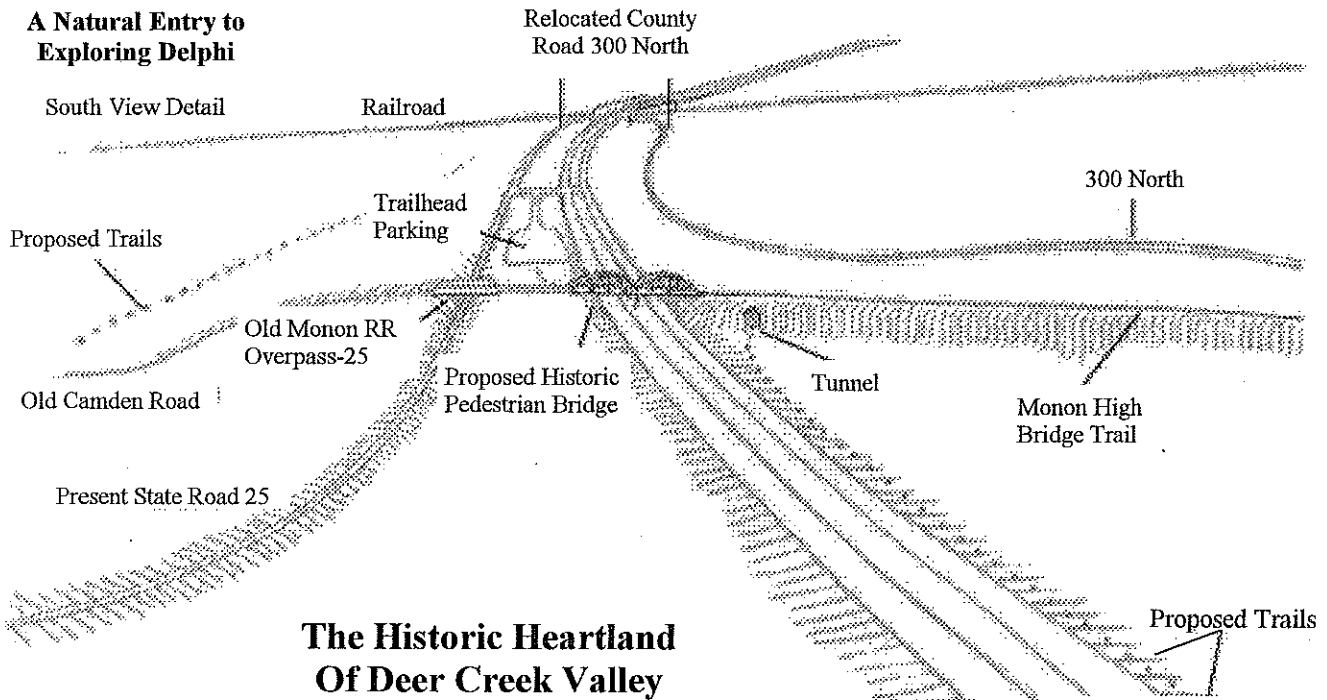


The Monon High Trestle over Deer Creek was visited by canawlers during the day after Christmas hike last year.

Photos courtesy Dan McCain



A Natural Entry to Exploring Delphi



The Historic Heartland Of Deer Creek Valley

When the Hoosier Heartland Highway is completed it is hoped that a 300-foot-long historic iron bridge may be installed to carry hikers along the Monon High Bridge Trail over the road.

HOOSIER HEARTLAND HIGHWAY

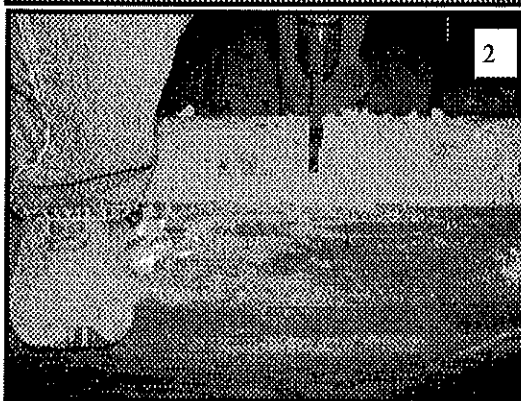
WINTER PROJECTS

1. Eight seasoned volunteers came together the first Monday in January to begin another exciting exhibit. This time the work is inside Ed Gruber's wood heated barn west of Delphi. Longtime volunteer Ron Dust (far left) now lives in Chicago but still comes monthly to volunteer his engineering talents. He moved back to be nearer his children/grandchildren but can't miss out on important beginnings like this beginning for the Guard Gate assembly. In the foreground are the "quin post and the miter post" laying side by side while Al Auffart, a volunteer from Cutler, marks the position for the mortise and tenon joints. Vern Cripe also a talented volunteer from Delphi is ready to help cut the square holes in these massive timbers.

2. The first step in making a square hole is to remove some of the wood with a large drill. Then the hand work of shaping the hole with flat wide chisels and a special right angle square wood chisel will do the job. It just takes hours to make these mortises in the timbers but our patient volunteers regularly work M-W-F mornings throughout the year. Their goal this winter is to complete two gates. Later these gates will be positioned inside the cut stone lined chamber yet to be placed in the canal near the southwest end of Canal Park next to the old Monon Railroad.

3. For over 10 years volunteer Roy Patrick (with grinder) has worked with the Canal Association on many intriguing projects. He and Bill Draper (left) have been instrumental in creating many of the museum exhibits in the Interpretive Center; moving, repairing, painting and erecting two historic iron bridges; and now making tenons in timbers to fit into the miter post and quin post of the Guard Lock gates.

4. Foundation work on the Canal Boat Warehouse is ongoing by sub-



contractor LaPorte Construction. Michiana Contractors out of Plymouth has the prime contract with INDOT to build the warehouse. This can be seen near Canal Park in Delphi north of the Stone Arch Bridge over the canal (Washington Street). The framing crew will begin by mid-January on this large, historic-looking, warehouse building where the new boat will be stored.

Photos by Dan McCain

CANAWLERS QUIZ

(Answers on Page 28)

1. What year was ground broken for the Wabash & Erie Canal?
2. What Indiana canal is still used as a source of drinking water?
3. Who was the chief engineer of all of Indiana's canals?
4. Who was the first to design the pound lock?
5. How many locks were on the Wabash & Erie Canal?
6. What Indiana canal was extended by local business men at their own cost?
7. What was the name given to the extended portion of that canal?
8. What is the name given to a structure that sits on piers and carries canal water over a stream or river?
9. What Indiana canal was originally intended to extend to Evansville, Indiana?
10. What Indiana canal had the first Indiana lottery designed to raise capital?
11. Men from what nation built most of Indiana's canals?
12. Which type of lock locks (timber, composite or cut stone) was most common on the Wabash & Erie Canal?
13. Which type of lock (timber, composite or cut stone) was most common on the Whitewater Canal?
14. What was the name given the portion of Wabash & Erie Canal that crossed its second summit?
15. What is the v-shaped structure at the bottom of a lock against which the gate rests called?
16. What is the name given to a structure that passes water beneath the canal prism?
17. Near what town did a conflict arise between the Corkonians and the Fardowners?
18. Why were reservoirs cut by regulators?
19. Sylvan Lake was built for what proposed canal?
20. What two reservoirs supplied water to the Cross-Cut Canal?
21. What trolley park was developed on the pool of water behind the dam across the St. Joe River?
22. What Indiana town had a long wooden canal wharf unearthed in the 1990s?
23. Who patented the type of gate used on the Clear Creek Flood Gate and on Lock 31 at Carrollton?
24. Who shipped his products on the W & E Canal, became wealthy, and gave money for a university?
25. What Indiana canal has the only remaining wooden aqueduct in the United States?

- | | | | | |
|------------------|-----------------------------|----------------------|---------------------------|----------------------|
| 26. 468 miles | 31. Guard gate | 36. Tow path | 41. Packet boats | 46. Snubbing post |
| 27. 1982 | 32. Wabash & Erie Canal | 37. Slackwater | 42. Whitewater Canal | 47. Whitewater Canal |
| 28. Sheet piling | 33. Ben Franklin III | 38. Whitewater Canal | 43. Delhi | 48. Riley |
| 29. 15' x 90' | 34. Cincinnati & Whitewater | 39. White River | 44. Washing out the banks | 49. Upstream |
| 30. Feeder dam | 35. Central Canal | 40. Hoggee | 45. Upstream | 50. Jigger boss |

(Answers on Page 27)

26. How long was the Wabash & Erie Canal from Toledo to Evansville?
27. When was the Canal Society of Indiana organized?
28. What is a row of slender planks driven into the ground to keep water from flowing under a lock called?
29. What were the dimensions used for lock chambers in Indiana?
30. What name was given to a dam built across a stream to create a reservoir to supply water to a canal?
31. What name was given the gate at the entrance to a canal designed to protect the canal from floods?
32. What Indiana canal was begun before the Internal Improvement legislation and extended by it?
33. What is the name of the canal boat now in operation at Metamora, Indiana?
34. What canal intersected an Indiana canal and drained off its commerce?
35. What Indiana canal has been dug deeper than it was originally, lined with concrete and landscaped?
36. Upon what did the animals pulling the canal boats walk?
37. What is water backed up by a dam over which canal boats crossed called?
38. What Indiana canal had to cross into Ohio to go around large hills?
39. What river feeds the Central Canal at Broad Ripple?
40. What is the name given to the person who drives the towing animals?
41. What were boats that carried passengers and mail called?
42. What Indiana canal had the steepest drop in elevation?
43. What Indiana town has a canal park and awaits a replica canal boat?
44. The speed limit on Indiana's canals was 4 miles per hour to keep from _____?
45. The point of the V of the mitre sills always faces upstream or downstream?
46. What were boats tied to at a lock to prevent them from hitting the gates?
47. Which Indiana canal has the most cut stone locks?
48. The finest cut stone lock in Indiana was located near what town according to an engineer's report?
49. Did canal boats going upstream or downstream have the right-of-way?
50. What was the man who passed out whiskey to the canal crews called?

No. right _____ 45-50 Canal Commissioner, 40-44 Chief Engineer, 35-39 Boat Captain 1-34 Needs Study

1. 1832	6. Whitewater Canal	11. Ireland	16. Culvert	21. Robison Park
2. Central Canal	7. Hagerstown Extension	12. Timber	17. Lago	22. Lafayette
3. Jesse Lynch Williams	8. Aqueduct	13. Composite	18. Disease and land usage	23. Robert English
4. Leonardo da Vinci	9. Central Canal	14. Cross-Cut Canal	19. Erie & Michigan Canal	24. John Purdue
73	10. Ohio Falls Canal	15. Mitre Sill	20. Spillage & Birch Creek	25. Whitewater Canal