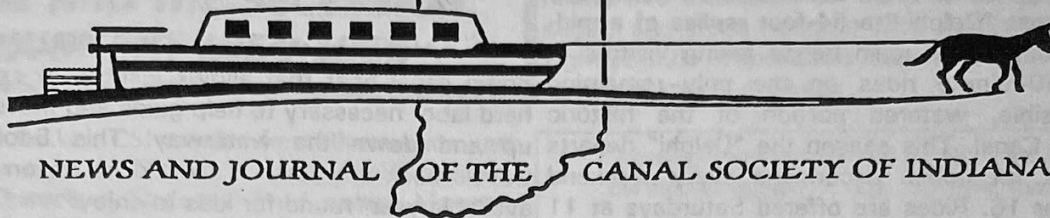


THE  
**HOOSIER-PACKET**

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NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

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P.O. BOX 10808 FORT WAYNE, IN 46854

JUNE 2011

## TIME TO BOAT



Photo by Dan McCain

The "Delphi" is back on the canal for summer adventures at Canal Park in Delphi, Indiana. This is the time for you to take advantage of boating on many United States canals whether it be by a canal boat, a canoe or a gondola on the Central Canal.

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### **CANAL BOAT SEASON OPENS**

By Dan McCain

As the Wabash & Erie Canal boat season opened on May 14, 2011 in Delphi's Canal Park, the popular Indianapolis group, Hogeye Navvy, joined the festivities. The well-known, vocal-acoustic group gave a free concert from 1 - 3 p.m. at the "playground boat" area in front of the Canal Interpretive Center. It featured blends of Celtic and early American music mixed with British and American sea chanteys and canal songs. The group is familiar locally, a frequent visitor to the Lafayette area, with performances at the annual Feast of the Hunters Moon and other venues including Nine

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Irish Brothers in West Lafayette.

Returning for its third season, the increasingly popular canal boat "Delphi," a 54-foot replica of a mid-1800s canal boat, once again began taking visitors at 11 a.m. on 40-minute rides on the only remaining publicly accessible, watered portion of the historic Wabash & Erie Canal. This season the "Delphi" departs the canal dock for public excursions every weekend through October 16. Rides are offered Saturdays at 11 a.m. and 2 p.m., and Sundays at 2 p.m. Charter tours are available during off-hours and throughout the week. Boat rides are \$7 for adults and \$4 for youth 17 and under (free for lap sitting infants and toddlers.)

### NEW THIS SUMMER

On weekends throughout the season, visitors are guided around the Pioneer Village and the Reed Case House and see artisan demonstrations.

- The Reed Case House, a Federal style home built in 1844 by Reed Case, contractor for Wabash & Erie Canal construction in Carroll County, features period furnishings and historic artifacts from the canal era. A combination ticket that includes a boat ride and a tour of the Reed Case House is \$10 for adults, \$6 for youth and free for infants.
- In Pioneer Village, the schoolmaster holds class in the log schoolhouse for kids of all ages to illustrate how canal-era schooling differs from today's education.

- Other Village buildings offer demonstrations along with crafts for sale. Sandwiches and iced tea are available for sale at the Snack Shack.

Also new this year is the "PULL ME," a scaled down canal boat that allows visitors to experience the hard labor necessary to help guide and move canal boats up and down the waterway. This 8-foot-long boat travels back and forth a short distance on a rail and is available year 'round for kids to enjoy.

Once again, Noble Bikes at the Canal offers family-size pedal surreys, bicycles, paddleboats and kayaks for rent at the bank barn, along with biking accessories, parts and service. Visitors can bike or hike 10 miles of trails from several entry points in Canal Park. Boaters can take in historic sights and structures along the re-watered portion of the Canal. Noble Bikes is now open daily through Labor Day. Hours are Monday-Saturday 10 a.m.-6 p.m. and Sunday noon-6 p.m. Refreshments, including new hot sandwiches, treats and drinks, are available for sale at the Toll Booth, courtesy of Noble Bikes.

Access to Canal Park and the trails is free and available 365 days a year from dawn to dusk. The Interpretive Center is open Sunday through Friday, 1 - 4 p.m. (EST), and Saturday 10 a.m. - 4 p.m. Donations are always appreciated. For more information, visit [www.wabashanderiecanal.org](http://www.wabashanderiecanal.org), or call (765) 564-2870.



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**EVANSVILLE'S CHANNELS OF TRADE AND THE SECESSION MOVEMENT 1850-1865**

Darrell Bakken, CSI member from Bloomington, Indiana, donated a copy of Daniel W. Snapp's 1928 booklet "Evansville's Channels of Trade and The Secession Movement 1850-1865" to the CSI archives in 2002. Permission to reprint it at a later date was granted by Judith Q. McCullen, Assistant Editor of Indiana Historical Society Press, in late 2002. The third installment follows and is quoted in its entirety:

**EVANSVILLE'S INCOMING RIVER TRAFFIC**

Evansville exported to New Orleans, prior to the opening of hostilities, such agricultural products as wheat, corn, pork, beef, lard, flour, tobacco, apples, hay, and livestock. It also furnished a considerable amount of the whiskey consumed by the gulf city. In return Evansville received such important commodities as are listed in the following statement:

Receipts from New Orleans from January to October, 1860.

Sugar (hhds.).....223	Hides (bales).....4
Coffee (sacks).....787	Mdsc. (boxes).....120
Molasses (bbls.).....624	Mackerel (kits).....47
Rice (tierces).....7	Tin (boxes).....300
Pitch (bbls.).....11	Rosin (hhds.).....36
Salt (sacks).....31	Potatoes (sacks).....50
Oranges (boxes).....100	Raisins (bbls.).....100

The importance to Evansville of the New Orleans sugar, coffee, and molasses market can be seen at a glance. From January to October, as the above statement shows, Evansville received two hundred twenty-three hogsheads of sugar; seven hundred eighty-seven sacks of coffee; and six hundred twenty-four barrels of molasses from the southern city. During the same months one hundred thirteen hogsheads of sugar, sixteen hundred ninety-one sacks of coffee, and no molasses came in over the railroad from the northern and eastern markets. New Orleans also formed Evansville's chief source of supply for rice, pitch, fish, tin, oranges, and raisins. Thus the immediate severance of commercial relations with the South forced Evansville to look elsewhere for a supply of those commodities which it had formerly obtained from New Orleans.

Evansville became a very important distributing point in the North for such staples as coffee, sugar, and molasses. Referring to the clearances of the Wabash and Erie Canal for 1859, the last year for which such

reports are available, one can see that ninety-three thousand, six hundred thirty-nine pounds of coffee; ninety-five thousand, six hundred thirty-nine pounds of sugar; and three hundred fifty thousand, five hundred eight pounds of molasses cleared Evansville's canal port for the northern markets.

Receipts from Green River for 1858 and 1860 during the months January to July, inclusive, were as follows:

	1858	1860		1858	1860
Tobacco (hhds.).....	1575	2828	Pork (bbls.).....	3292	2520
Eggs (boxes).....	113	103	Wheat (sacks).....	336	245
Flour (bbls.).....	1495	1035	Leather (rolls).....	48	17
Lard (bbls.).....	594	471	Hides (boxes).....	—	113
Molasses (bbls.).....	50	—	Butter (boxes).....	5	—
Beef (bbls.).....	73	—	Bran (sacks).....	—	66

The above statement of steamboat receipts from January to July gives one a conception of the kind and importance of the commodities which Evansville received from the Green River district. During the seven months of 1860, twenty-eight hundred twenty-eight hogsheads of tobacco were sent from this district to the Evansville tobacco manufacturers. The greatest of these were the Fendrich brothers, who came to the city from Baltimore and started business in 1856. During the same seven months only forty-four hogsheads of tobacco arrived from the North over the Evansville and Crawfordsville Railroad. There were large quantities of tobacco produced locally and transported to the Evansville market, but the exact figures are not available. Evansville's tobacco manufacturers suffered a heavy loss when trade relations with the South were severed. Pork, lard, and flour in large quantities also come to the city by way of the Green River, but since heavy shipments of these products also arrived in the city from the North, the loss of the southern trade did not so seriously affect the city's meat business. Generally speaking, the products shipped in from Green River to Evansville were not distributed to the northern markets, but were consumed directly either in the homes or in the manufacturing processes of Evansville.

The following statement of receipts from the Wabash River country for 1858 and 1860 is very incomplete, and one cannot draw any very definite conclusions concerning the relative importance to such trade to the city.

Receipts from the Wabash River

	Jan.-July 1858	Jan.-Feb. 1860
Beef (bbls.).....	38	—
Pork (bbls.).....	2410	2475
Butter (kegs).....	9	—
Tobacco (hhds.).....	370	—

Receipts from the Wabash River (cont.)

	Jan.-July 1858	Jan.-Feb. 1860
Leather (rolls).....	18	—
Whiskey (bbls.).....	—	61
Bran (sacks).....	—	771
Hides (bundles).....	15	10
Lard (kegs).....	658	517
Flour (bbls.).....	3319	1271
Wheat (bu.).....	8641	2922
Corn (bu.).....	4475	17379
Eggs (bbls.).....	25	8
Poultry (boxes).....	51	—
Hay.....	—	299

This trade declined rapidly with the improvement of railroad facilities to Evansville and the reopening of the South to northern trade.

There were also large shipments of goods from Louisville, Paducah, Cairo, Cannelton, and South Carrolton to Evansville, but the manifests of these cargoes are not available.

(Continued in the next issue of *The Hoosier Packet*)

## OKLAHOMA CITY'S BRICKTOWN CANAL

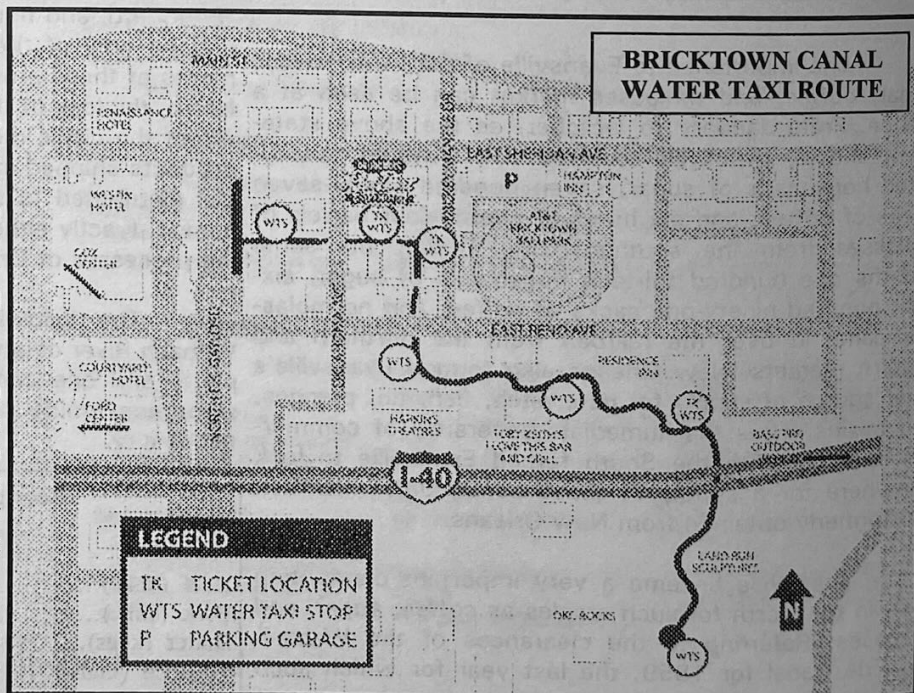
Shortly after Oklahoma City, Oklahoma had been beaten by Indianapolis, Indiana in a competition for a new airline maintenance plant in the 1990s, city officials visited Indianapolis and decided Oklahoma City needed to do something to make their downtown vibrant. Their mayor, Ron Norick, and Greater Oklahoma City Chamber president, Ron Ackerman, proposed the Metropolitan Area Projects planning group that eventually led to building a ballpark and canal in the old section of town known as Bricktown.

Formerly a major warehouse district during the late 1800s-1900s for the Sante Fe, Rock Island, Frisco and Katy railroads, the section of Oklahoma City, now known as Bricktown because of its brick buildings, was located east of the Santa Fe tracks. The earliest one or two story brick structures with arched windows were built between 1898-1903. These were followed by larger simpler brick buildings between 1903-1911 and taller brick buildings with rectangular windows erected between 1911-1930. However, the once vibrant district had declined due to the Great Depression and the move to growing suburbs during and after World War II. Most of its buildings had been abandoned by 1980.

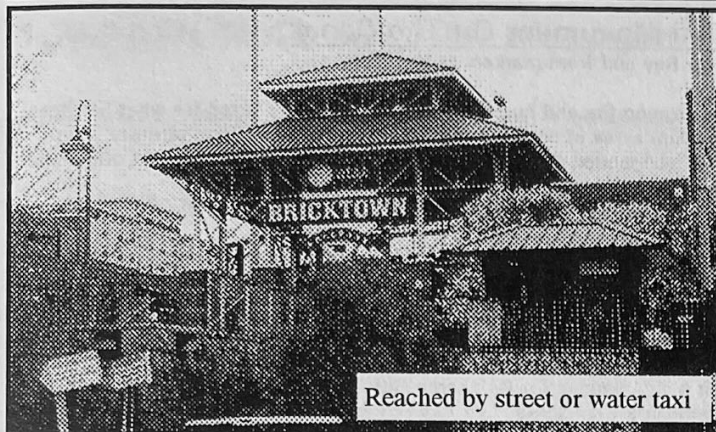
The Black Dispatch, Oklahoma City's first black newspaper, had its offices at 228 E. First Street and the first local branch of the NAACP was located in this district. The battle over racial segregated housing also took place there.

City officials set in motion a plan to preserve the warehouse dis-

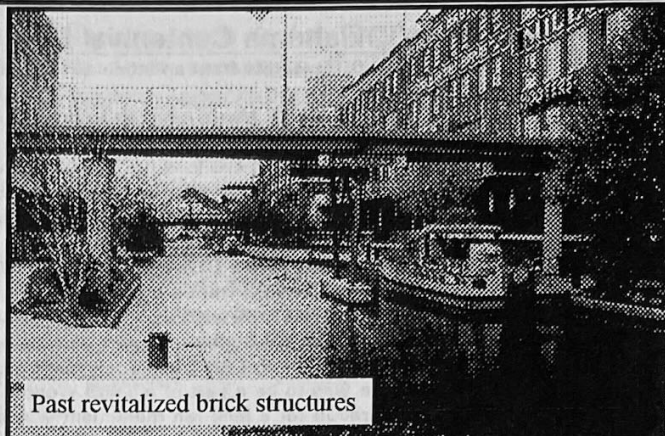
trict's flavor and history while developing commercial and retail establishments in it. It is now an entertainment district serviced by six water taxis that run every 10-15 minutes between April-October on the one-mile-long canal completed in 1999. Water Taxi Ambassadors narrate points of interest along the way such as the impressive Land Run Monument near the end of the canal. Visitors may purchase an all day pass for \$8 and get off and on the boat as often as they wish to visit the restaurants or bars and dine at patios along the canal, access the 1998 AT&T Ball Park, see a movie at one of Harkins' 16-screen theaters, shop at the Bass Pro Shop or other retailers, or stop at an inn or the Land Run Monument. The water taxi may also be chartered for private groups, school field trips and church outings. Lunch or dinner cruises are available for 10 people or more.



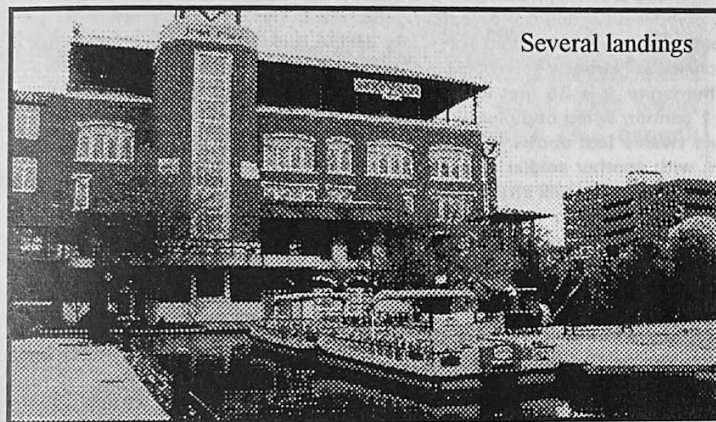




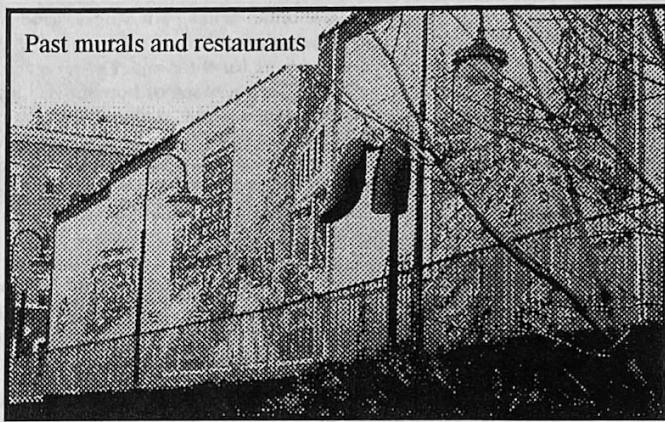
Reached by street or water taxi



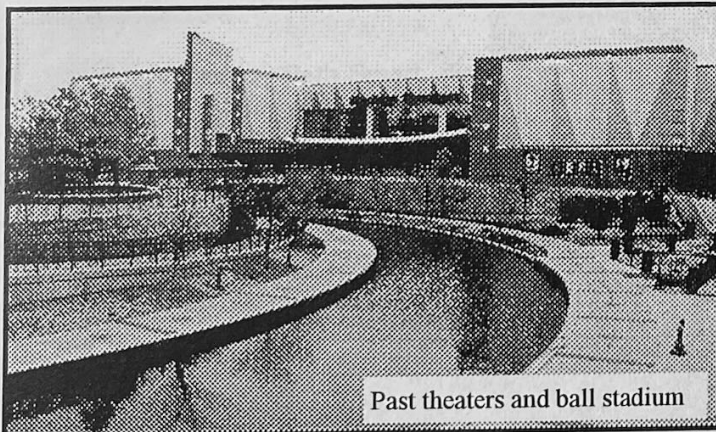
Past revitalized brick structures



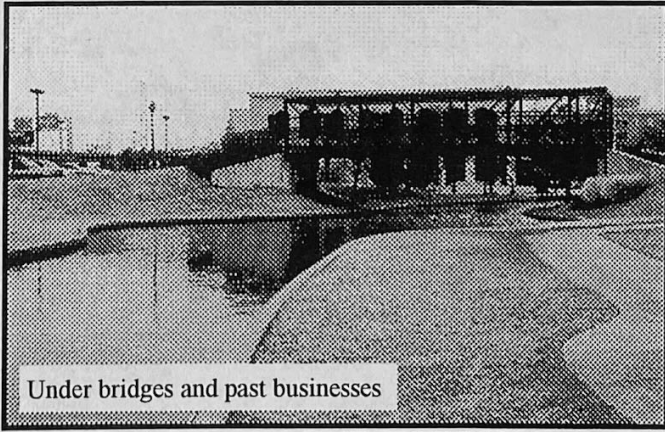
Several landings



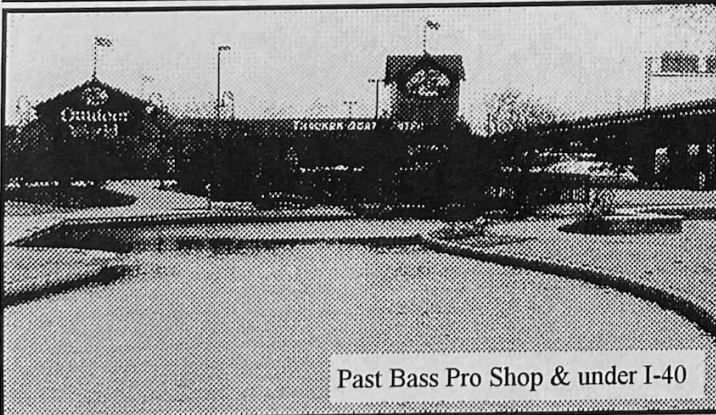
Past murals and restaurants



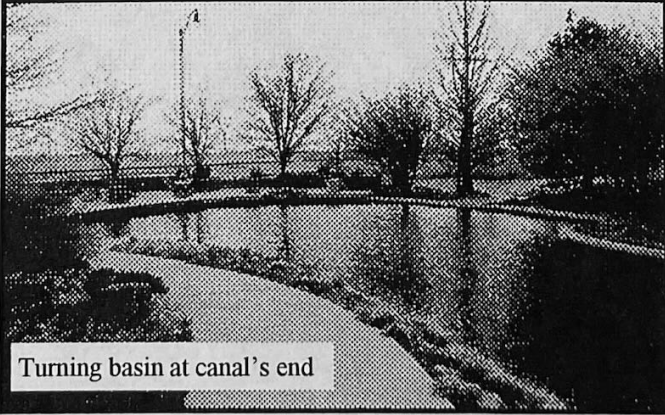
Past theaters and ball stadium



Under bridges and past businesses



Past Bass Pro Shop & under I-40



Turning basin at canal's end

The Bricktown Canal meanders for about a mile and has water taxi service. Photos by Bob Schmidt



**"Oklahoma Centennial Land Run Monument On The Canal"**

(excerpts from an article by Kim Walker Ray and from markers at the site)

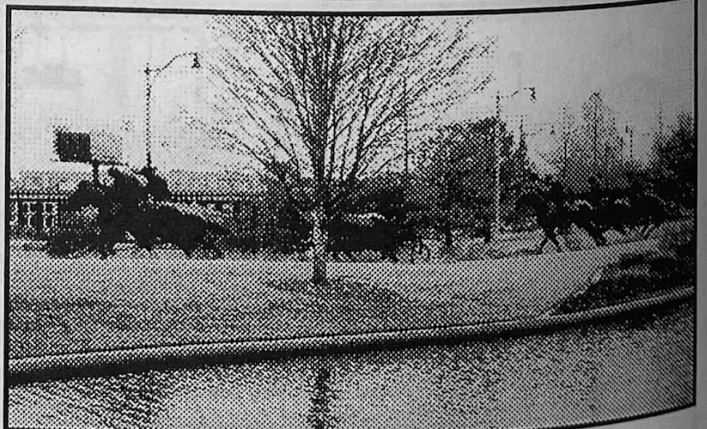
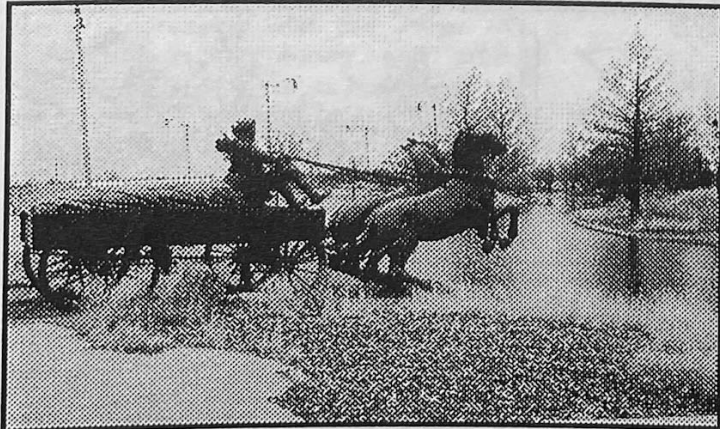
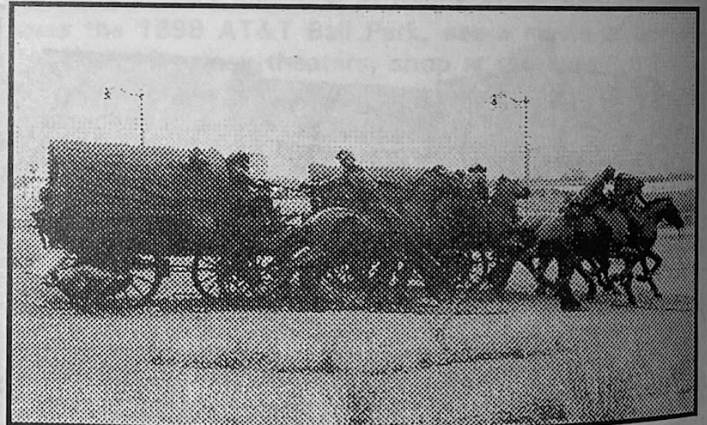
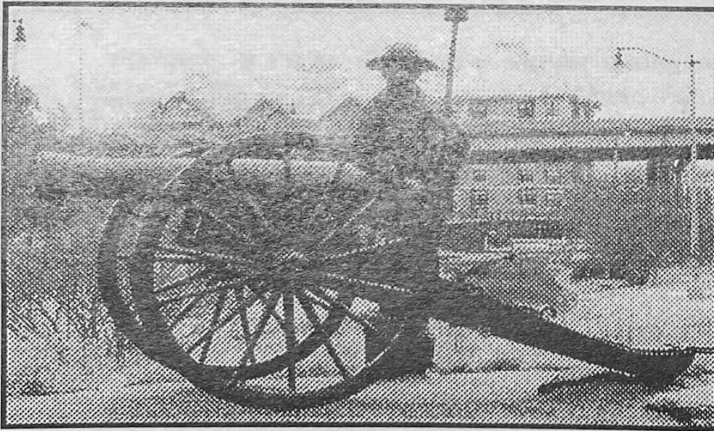
At high noon on April 22, 1889, blasts rang out from gun shot, cannon fire and bugle charge and the race started for what has been called the greatest rush for land in the history of mankind. More than 2 million acres of unassigned land in the heart of Indian territory were opened to settlement during this first Oklahoma land run. 50,000 hopefuls surrounded the area to stake their claim for less than 12,000 homesteads! By the time the red dust settled that evening, a new era had begun in Oklahoma.

The participants included a cross-section of ethnic and vocational types from around the nation. Families and farmers, merchants and bricklayers, widows, lawyers, cowboys and doctors: all wanted land, either for homestead acres or for a town site lot.

The monument commemorating the Oklahoma Land Run 1889 was almost 25 years in the making. The tireless efforts of several visionary Oklahomans, generous contributions from a trio of initial donors, extensive funding support from the city of Oklahoma City, the Federal Government and the state of Oklahoma have ultimately resulted in a monumental bronze sculpture unlike any other in the world. The concept of a land run monument originated in 1982 when longtime Oklahoma City chamber leader Ray Ackerman and chamber staff member Stanley Draper, Jr. suggested that a significant and permanent landmark commemorating the 100th anniversary of the Land Run of 1889 be undertaken. The multi-piece sculpture was to be a part of a 1989 World's Fair being planned for Oklahoma City. When preparations for the World's Fair were discontinued consideration for a land run monument was also set aside. In 1999, Lee Allan Smith — another well known chamber and civic leader — renewed interest in the monument as a keystone element of the 2007 Oklahoma Centennial Commemoration of Statehood. Smith contacted the prestigious Oklahoman artist Paul Moore, who had completed a number of earlier sculpture commissions for Smith. Smith asked Moore to create a clay model depicting the energy, chaos and emotions of the opening moments of the run. Smith's presentation and Moore's maquette won unanimous support for the project at an annual chamber retreat.

The main sculptural body is a racing mass of horsepower and humanity. It is 36 feet wide, 365' long and 15' high and will consist of 38 people, 34 horses, 3 wagons, 1 buggy, 1 sulky, 1 dog, 1 rabbit and 1 cannon when completed around 2015 as further funding is found. At a scale of one and a half times life-size, a single horse and rider towers twelve feet above the ground. Separated from this racing mass are two additional figure groups: a soldier with a cannon at the starting point with another soldier still to be added and a lone sooner will wait with his horse ahead of the action when completed. The entire length of this colossal work will stretch out longer than a football field! Paul Moore captures all the frenzied energy and emotion from one instant during the 1889 run in bronze - frozen in time and space for all generations.

Details explode with action. Each figure tells a separate story. Some of the figures are a determined cowboy, who jockeys for position with a doctor in his buggy. Trunks and chairs spill from the back of a bouncing wagon. A rider grips tight while his spooked mare reacts and another hangs on helplessly as his mount tumbles nose first into the debris. Just ahead, wide-eyed children stare through flapping canvas at all the chaos. A dog joins in the chase nipping at a wagon wheel. Using his flag for a quirt, a farm boy transforms a lumbering plow horse into a racing stallion. A buckboard driver pulls hard to rein in hundreds of pounds of horse flesh as they fly towards the river's [canal] edge. Side saddle and bonneted, a proud woman leans into her horse as they struggle up the river [canal] bank towards solid footing.



When the cannon boomed, the run for land began.

Photos by Bob Schmidt



# TOWPATH TRAIL MEETING AT LAGRO

By Tom Castaldi

remnants and stone locks. Trail composition, routing concerns, boat access to the Wabash River at trail-heads, parking opportunities, recreational benefits and funding were a part of the question and answer session.

Hosted by members of the Lagro Township Tourism Board, the meeting was attended by persons from the Canal Society of Indiana, Wabash River Heritage Corridor Commission, Indiana County Historians Program, and area residents. A future meeting will be announced as Beth Smart works toward the conclusion of the concept plan before graduation day comes around.



Purdue University Landscape Architecture senior, Beth Smart answered questions about the potential Towpath Trail through Lagro, Indiana. Photo by Tom Castaldi

A meeting of persons interested in the initial trail development for the Wabash Erie Canal Towpath Trail, met in Lagro, Indiana's Community Center on Thursday, April 7, 2011, presented by a student member of Purdue University's School of Landscape Architecture.

Purdue senior, Beth Smart, displayed a map exploring the possibilities of a "Walk, Run, Bike, Equestrian Trail" that traces the historic towpath



Beth Smart outlined the potential opportunities and challenges of trail development. Photo by Tom Castaldi

Composite picture of the map showing the proposed Towpath Trail route with property owners along the route identified. Photos by Bob Schmidt

**Wabash and Erie Canal Trail: Wabash County & Huntington Counties**

CSI members attending the meeting were: Mike Beauchamp, Tom Castaldi, and Bob & Carolyn Schmidt.



# CANAWLERS AT REST

## DR. JAMES GORDON

b. Mar. 20, 1809  
d. Oct. 11, 1889

By Carolyn I. Schmidt

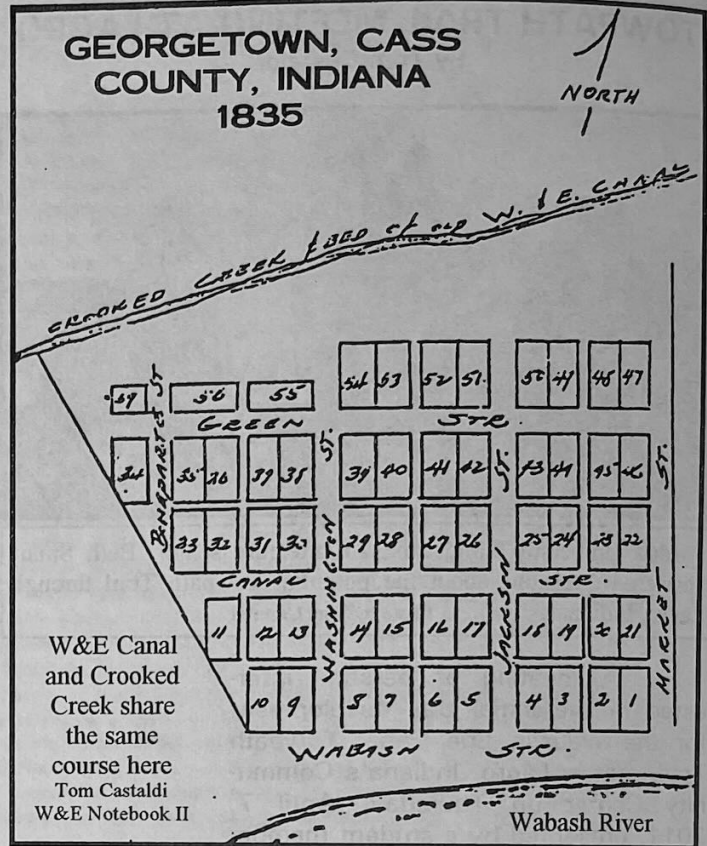
William Gordon (1752-1811), our subject's father, was born in Pennsylvania. He married Mary Catrell (1774-1812) and they had three children: Elizabeth, Eleanor, and Nancy. In 1800 William and Mary moved their family to Butler county, Ohio, and William worked in the milling business. There they had seven more children: Thomas, Margaret, Mary, Moses, James, William and Nellie, all of whom were reared in the county.

James Gordon was born on March 20, 1809. During his early childhood in Butler county, he acquired a fairly good literary education and began reading medicine. He attended medical college in Cincinnati. After attaining a high degree of proficiency he began practicing medicine with "excellent success in his undertakings."

In 1833 Dr. James Gordon moved to Vermillion County, Illinois. On September 1<sup>st</sup> of that year he was united in marriage to Cyndisa McMillen. In 1834 he and Cyndisa moved to the Coble farm near what was to become Georgetown in Jefferson township, Cass county, Indiana. He was the first physician in the township.

Seeing that the canal would pass through George Cicott's reserve on the north bank of the Wabash river, Daniel Bell laid out the village of Georgetown there in July 1835. The town was probably named after Cicott. It had fifty-seven lots and six streets: Canal and Wabash running east and west, Market, Jackson, Washington and Bonaparte running north and south. Shortly after Georgetown was platted Lock #27 and Aqueduct #6 were built there for the canal.

The plat above shows the canal and the creek sharing the same course. However, the canal ran from



northeast to southwest on the south bank of the creek, crossed the aqueduct and continued southwest on the north bank of the creek.

James saw a need for a general store in Georgetown and knew when the canal opened he would have a way to get merchandise more easily from the east. He opened his store in 1836 to supplement his medical practice for the following few years.

On February 18, 1839 William Ward and John Barr of White county, David Martin of Carroll county and James Gordon and James H. Kentner of Cass county were appointed commissioners by the General Assembly of the State of Indiana to organize Pulaski county and locate its seat of justice. They were to be notified of their appointment by the sheriff of White county on or before the first Monday of April, and meet in the house of John Pearson, in Winamac along with the circuit court on the first Monday of May to hold their first session. After that they could meet at any proper place until the county's public buildings were erected. They could hold up to three sessions, appoint an assessor and make all other necessary appointments as well as take steps to collect state and county revenue. Until Pulaski county had a place to hold court, it remained attached to White county for judicial purposes for the first twelve months.

In April 1839 the Wabash & Erie Canal was



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completed to Logansport in Cass county. *The Logansport Herald* of May 28, 1839 reported, "The Canal. Boats are arriving almost daily. Business is becoming better every day. In a few days the water will, we understand, be let in to Georgetown [sic] six or eight mile below." Georgetown is west of Logansport and at a lower canal level.

With the opening of the canal, most of the merchandise for James' store arrived by canal boat. He also began buying and shipping grain on the canal to Toledo. According to the Logansport papers there were two canal companies in the area in 1839 transporting cargo on the canal. These were the Wabash and Erie Packet Boat Company, which carried passengers, and Spencer, Rice, & Hopkins Storage, Forwarding, and Commission. James' probably shipped his grain through Spencer, Rice and Hopkins.

The canal through this portion of Indiana had

some trouble with either having too much water or not enough. When there was too much water there were not enough waste weirs between Logansport and Georgetown to carry off the excess water. Although excess water was vented off the aqueduct over Clear Creek, at times this method was insufficient.

About 1840 James Gordon erected a sawmill at Georgetown, which he operated for some years. It was the town's second sawmill. One was built earlier in 1833 by John Myers. Patronage of Gordon's mill fell off and was closed.

In 1842 James' wife Cyndisa passed away. He was left with four children to rear.

In 1844 the whole length of the Wabash & Erie Canal was placed under a single superintendent, Ebenezer F. Lucas (1807-1871). His title was General Superintendent. That year he noted the lack of waste weirs or

### JAMES GORDON'S FAMILY PARENTS AND SIBLINGS OF JAMES GORDON

Name	Birth	Place	Death	Place	Marriage	Place
William Gordon	1752		1811			
Mary Gattrell (Gattrell,	1774		1812			
CHILDREN						
Elizabeth Gordon	1793					
Eleanor Gordon	1795					
Nancy Gordon	1797					
Thomas Gordon	1800					
Margaret Gordon	1805					
Mary Gordon	1807					
Moses Gordon	1808					
<u>James Gordon</u>	2-20-1809	Butler Co., OH	10-11-1889	Cass Co., IN		
William Gordon	1811		1865			
Nellie Gordon	1812					

### JAMES GORDON'S MARRIAGES AND CHILDREN

<u>James Gordon</u>	3-2-1809	Butler Co., OH	10-11-1889	Cass County, IN		Vermillion Co., IL
1. Cyndisa McMillen			1842		9-1-1833	Vermillion Co., IL
CHILDREN						
Elizabeth			infancy			
James Gordon	circa 1837	Jefferson, Cass, IN				(m. Dr. A. B. Jones)
Margaret R. Gordon	circa 1838	Jefferson, Cass, IN	2-?-1866	Francesville, IN	6-30-1864	Cass Co., IN
William McMillen Gordon	1-2-1839	Jefferson, Cass, IN	7-24-1913		5-26-1862	(m. Elizabeth Hoffman)
Cyndisa Gordon	circa 1842	Jefferson, Cass, IN				(3-24-1840, 5-10-1914)
						Logansport
2. Anna Neff	1820		1863		11-18-1845	Cass Co., IN
CHILDREN						
Daniel N. Gordon	circa 1847	Jefferson, Cass, IN				
Mary Ellen Gordon	circa 1849	Jefferson, Cass, IN				
John P. Gordon	10-16-1851	Jefferson, Cass, IN	12-1-1872			(m. S. Amanda)
Edward Everett Gordon	circa 1856	Jefferson, Cass, IN	1943			(1853, 12-14-1923)
Estelle Bell Gordon	circa 1859	Jefferson, Cass, IN				

waste gates contributing to the 1844 tragedy of "The Kentucky," a canal packet boat. The pressure of the excess water created a breach in the canal's berm (north bank) at Fitch's Glen, water rushed out carrying "The Kentucky" along with it toward the Wabash River. The boat was wrecked and Thomas Emerson drowned. Luckily the chambermaid and three other men were rescued. Enion ("Indian") Kendall wrote the following poem about the event: [more verses on page 11]

"The chambermaid and three men more,  
Sat all night on a sycamore,  
From early night till rise of sun,  
And watched the mighty Wabash run."

Logan Esarey in his *History of Indiana From Its Exploration to 1850* said in 1845 after the flood that "Business was reviving rapidly and there was every indication of prosperity in the transportation business. But the rotten condition of the wooden aqueducts and inadequate supply of water from the feeders did not promise so well for the canal.

In 1845 James married again. Ann Neff became his wife and over the years they had five children.

During the dry season the canal in this area often needed more water to float the boats. Canal officials noted the need for a feeder and in 1845 they temporarily redirected Crooked Creek to flow into the canal. Then in 1847 a feeder canal was built. James Gordon would later build a warehouse beside it at Georgetown. In the late 1800s there was a break in the towpath opposite the feeder gate and water rushed into the creek washing out the timbered passage beneath the canal bed.

As stated before, the two major structures built at Georgetown were Lock #27 and Aqueduct #6. Originally planned to be a composite lock of rough stone lined with timber, Jesse Lynch Williams, Chief Engineer of the Wabash & Erie Canal, noted in his 1837 and 1847 reports that the plan was changed and Lock #27 was built as a cut stone lock. This was the most expensive type of lock to build. The stone came from the Georgetown quarry. Its approaches and chamber were built of stone blocks that were durable, but Williams records that the workmanship was "imperfect." The lock raised/lowered canal boats 8 feet.

Aqueduct #6 was a 28 foot open wooden trunk aqueduct. Its one span was supported by stone abutments. It carried the canal across Crooked Creek. The aqueduct frequently needed repairs due to floods and later in 1867 due to the bottom timbers rotting away. James Gordon, our subject, received a contract on January 18, 1848 to make one of the aqueduct's early re-

pairs. Although James' general store was quite successful he had left merchandising from 1843-48. In 1848 James once again opened a store. Then in 1852 he erected the large warehouse on the Wabash and Erie Canal. From it he operated the county's largest business buying and shipping grain to Toledo and also bought lumber, produce and all types of building materials as well as merchandise for his store. His stock of merchandise averaged from \$20,00-\$30,000 and from 1857-1864 his sales exceeded \$80,000. He was so successful that his operation was the most extensive in northern Indiana. The 1870 US Census lists him as a farmer and dealer in dry goods and groceries with real estate valued at \$3,660 (probably value of store merchandise) and \$32,400 (real estate) and a personal estate of \$16,000. However, after the canal began to decline his business also declined. He had made several investments through which he incurred severe losses and from which he never fully recovered. However, he did manage to continue operating his store, which was the only store, for a time. The coming of the railroad killed both his store and the town.

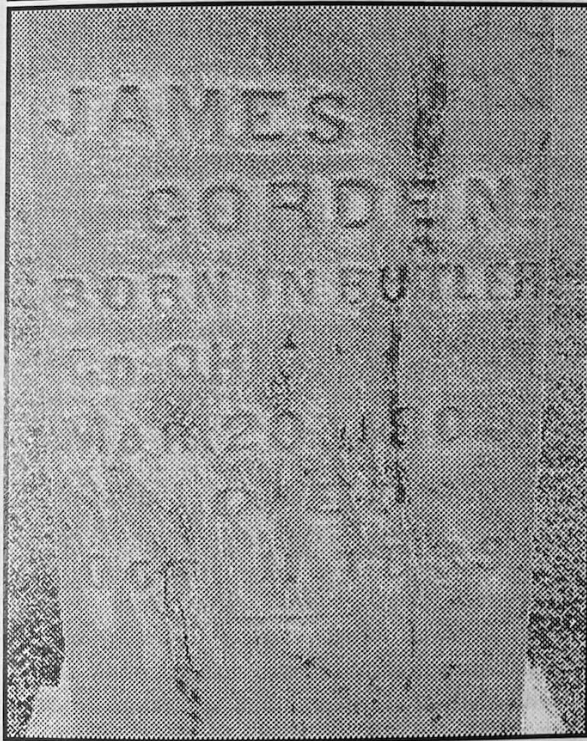
In 1855 James Gordon took over as pastor of Pisgah Presbyterian Church from its founder the Rev. M. M. Post. Post had organized it on September 24, 1836 in a log schoolhouse, which had been replaced by a frame structure in 1853. James led this congregation until 1859 when he was replaced by Rev. Randall.

In the 1830s a post office had been organized as "Amsterdam" for the Georgetown area. In 1856 James became postmaster there in Amsterdam, Cass county. His compensation was \$25.83 and revenue of the office to the department was \$13.98. This post office was closed in the 1870s and later re-established under the name of "Gordon" in James' honor. It was later discontinued and became a rural route from Logansport.

In 1883 a covered bridge, the longest one in Indiana at the time being 1000 feet long and a Howe truss type, was built across the Wabash River at Georgetown. James Gordon, the son of our subject, was the superintendent of its construction. After a great ice gorge of March 20, 1912 severely damaged this bridge, it was repaired. However, the flooding of March 1913 carried away most of it and a new cement arch bridge was built. William (Max) McMillen Gordon, another son of our subject, was the superintendent of construction of this bridge that was designed by Daniel Luten, an alum of Purdue University. This bridge crossed at the site where the Wabash and Erie Canal ran through Georgetown. It was a single lane bridge. It was replaced in the 1970s. Max became a well regarded citizen of Georgetown.



Mr. James Gordon an old pioneer of this county died yesterday afternoon at 3 o'clock at his home in Georgetown having resided in that vicinity for more than 50 years. The deceased was born March 20, 1809 Butler county, Ohio therefore being more than 80 years of age. He moved to Georgetown this county in 1833 and commenced the practice of medicine, but soon abandoned that profession to engage in merchandisary. At the opening of the canal he was one of the contractors who helped to push the work through. He was engaged in that business for more than fifty years when he retired from a more active pursuit of life. The funeral will be held at the Pisgah church in Jefferson township at 2:30 o'clock Saturday afternoon Rev. E. S. Scott of this city officiating. From Logansport paper



James Gordon Born in Butler Co., Ohio  
Mar. 20, 1809 Died Oct 11, 1889

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**WABASH & ERIE CANAL BARD**

Ragtime Poetry Ground Out in the Long Ago by "Indian" Kendall, of Logansport

The *Carroll County Citizen*, published at Delphi, Ind., attributes this effusion to Amos Kendall, better known to old residents as "Indian" Kendall, long since dead. In commenting on the squib the Citizen says:

"Always back in ye olden times there lived in Logansport a character named Amos Kendall. He was known as the poet of the Wabash and Erie canal. Every incident of canal life was put in verse by Kendall. In writing up a storm on the canal, near the place in Logansport where the Vandalia depot now stands, in which a packet was blown ashore, the following from one of Kendall's poetic effusions, which we gleamed years ago from one of his works in Judge Chase's library, will serve to show the poet's peculiar style.

Wabash Plain Dealer Feb. 2, 1901

Pete Jones, CSI member, Wabash, IN

"The wind it howled,  
The wind it did;  
The ship it rolled.  
The passengers hid  
Down in the hold,  
That's what they did.

"The crew more brave,  
As the wind did roar,  
Their lives to save,  
All jumped ashore. The chambermaid and two men more  
Took refuge in a sycamore."

## A Delphi Connection To Paradise Spring

By Mark Smith

Readers of *The Hoosier Packet* may or may not know that there is a Delphi, Indiana connection to the Treaty of Paradise Spring. One of the main principals in the drama of the negotiation of the Treaty of Paradise Spring was David Burr, who also founded Wabash County.

Following a long life of public service to both the State of Indiana and the northeastern area of that state, David Burr passed away, and the *Delphi Journal* on August 17, 1870 recorded his death thusly:

“DIED---On the 11<sup>th</sup> instant, 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 Spring, 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 the 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.”

David Burr was married to Phoebe Vermilya, who was born January 30<sup>th</sup>, 1795 in Harpersfield, Delaware, New York. She passed away in Indianapolis.

The Delphi Connection to the Treaty of Paradise Spring and the negotiator of same was John Burr Sr., whose obituary reads:

“Died, at his residence in this city(316 E. Main) on Friday morning , July 24<sup>th</sup>, 1885, after a general giving away of the system, JOHN BURR, Sr., in the 83<sup>rd</sup> year of his age.

Mr. Burr, in the summer of 1836, emigrated from the state of Connecticut, and located in Delphi, where he continuously resided until his death. He established himself in the boot and shoe business after his arrival here, and has done business on the same lot upon which his store now stands, (on South Washington St.) for nearly 49 years. Always affable and generous, he made many friends, and

prospered in his business.

In 1860 he formed a partnership with his son, John H. Burr, and with the buying of Eastern made goods in large quantities, their's has become the leading boot and shoe house in the city, and can we presume, truthfully lay claim to being the oldest house of the kind on the Wabash.

Mr. Burr connected himself in early life, with the Episcopalian church, and through sunshine and storm, always did his part in upholding Christianity, and in the support of the ministry. He was a kind and an affectionate husband —father—a good citizen—an honest man, and was beloved by all with whom he came in contact. He leaves a faithful, loving wife—a son—daughters, and many other near and dear relatives, to mourn his departure.

The burial took place on Sabbath morning, from his late residence on Main Street. Services were conducted at the residence by Rev. Dr. Pettis, of Lafayette---at the Masonic Cemetery by Rev. S.R. Seawright, of this city.”

### MORE ON THE BUSINESS AND FAMILY

In the *Delphi Citizen* of June 1, 1898 it was recorded that:

“John H. Burr and Al H. Brewer have consolidated their interests and stock in the boot and shoe trade in this city and will continue their business in the firm name of Burr and Brewer. The well known and long standing business reputation of these gentlemen will make the new firm very popular with the people in this county and gives it a standing in the commercial world second to no boot and shoe house in the state.”

The partnership was dissolved in 1911, with an article in the *Delphi Journal* recording the headlines to the effect that :

“BURR AND BREWER ELEPHANT (the logo, which was mounted on the top of the store) LOSES ONE OF ITS KEEPERS” and continues to report the dissolution of the Burr and Brewer firm due to Burr's retirement. The article also recounts of a factory, which was lost due to fire in the early 1870's.

The Burr and Brewer legacy ended in 1936, and its death was recorded in the *Delphi Journal* as being due to “overhead, excessive taxes, and . . . buying power, and lack of bank aid to the merchants.”



The elder Burr was reported to have "emigrated to Delphi at the time of the construction of the old Wabash and Erie Canal, where large numbers of men were employed." The firm at one time employed twelve shoe makers.

It was reported that there were "but three changes in management of this business in 100 years. And but one change in location of the store. This was due to a fire which broke out in a building across from the Burr block, which soon spread to the buildings now occupied by the Delaney barber shop, which was the site of the old Burr shoe store."

On December 12<sup>th</sup> of 1921, the *Delphi Journal* recorded the death of John Burr Sr.'s son, Major John H. Burr. Burr's death in a sanitarium at 6:30 followed a period of ill health, which preceded a departure from Delphi to Jacksonville, Florida.

Without revealing the entire obituary, let it be known that Burr was known for his service during the Civil War as Major. He also organized the Carroll Electric Light Company, which "gave Delphi real electric light service until purchased by the traction interests." He was also a "prominent factor in the building of Delphi's water works, cement sidewalks and famous paved street system." He was also a member of Governor Durbin's staff.

Major Burr's mother was Susan Lyon from New York state. His wife was Nannie Speece.

His funeral was held by Bishop White and assisted by Arch Deacon White of the Episcopal Church. Burial was at the Masonic Cemetery.

The entire Burr family was very well known for public service, and was very well known all along the East Coast. We in Delphi were very fortunate to have had them as a part of our Wabash-Erie Canal mercantile heritage.

The Burr home, which was the former residence of Larry Burr Graham, grandson of the younger Burr, was more contemporarily inhabited by Mr. Ruben McQueen, late art teacher of the Delphi Schools, who moved there from South Bend in 1942. His wife was the former Florence Sanderson of Rockfield.

I might also add that the neighbors of the Burrs were the Cases. You will recall that Reed Case was a canal contractor. One can only wonder what conversations they must have had pertinent to the grand days of the Canal Era in Delphi and the State of Indiana.

## CENTRAL CANAL CONCERTS

Once again this year there will be concerts held on the Central Canal at the Kruse Family Stardust Terrace of the Indiana Historical Society building in downtown Indianapolis. Times for the Concerts on the Canal will be from 6 to 8 p.m. for all concerts except July 4 which is from 5 to 9:30 p.m. In the event of inclement weather, concerts will be slightly delayed or moved indoors.

### 2011 Schedule

- May 26: *Indianapolis Jazz Orchestra*
- June 2: *IUPUI Faculty Jazz Combo*
- June 9: *John Vander Gheynst*
- June 16: *Orquesta Bravo!*
- June 23: *IUPUI Jazz Ensemble*
- July 4: *Indianapolis Municipal Band and Craig Brenner and the Crawdads*
- July 7: *Carmel Brass: "Red, White and Blue in Brass"*
- July 14: *Forever the Tribute: The Beatles*
- July 21: *Sizzlin' Gregg Bacon*
- July 28: *Actors Theatre of Indiana*
- Aug. 4: *Peace Train and the Flower Power Brass*
- Aug. 11: *Brenda Williams with Cold Fusion*

Rent a table on the Terrace or bring your own chair or blanket and sit on the grassy hill across the Canal. Tables for eight are \$40 for IHS members or \$45 for nonmembers. Tables for four are available for \$30 for IHS members or \$35 for nonmembers. Single seats at a community table are available for \$9 for IHS members or \$10 for nonmembers. Full- and half-season packages are available. For more information or reservations, call (317) 232-1882 or visit [www.indianahistory.org](http://www.indianahistory.org).

## WHITEWATER CANAL NEWS

The folks at the Whitewater Canal State Historic Site have learned that Mother Nature is tough to beat this spring! Due to extreme amounts of rain, for the first time in 30 years the canal was unable to be open on the first weekend of May. Jay Dishman, site manager, and his hard working crew had more than 500 tons of sand and silt to remove before the gates at the Laurel Feeder Dam could be dredged out to start the flow of water to the canal.

The canal was opened on May 11 after some drier weather prevailed. The public is invited to visit Metamora and enjoy a cruise down the canal with our crew steering and our Belgian draft horses towing the Ben Franklin III Canal Boat. We are open Wednesday through Sunday until October 30. For more information contact the Whitewater Canal Historic Site at: (765) 647-6512 or [whitewatercanalshs@dnr.in.gov](mailto:whitewatercanalshs@dnr.in.gov); the website is [www.indianamuseum.org/whitewater](http://www.indianamuseum.org/whitewater).

FROM TIMES PAST

*Dawson's Fort Wayne Daily Times*  
March 8, 1849

High Waters — The recent heavy rains have swollen the waters in this region very much, and great fears are entertained that vast amount of property will be destroyed. The St. Jo., St. Mary's and Maumee, at this place, are quite high, and are yet rising. We have as yet heard of no damage to property. Great fears are entertained for the safety of the Canal banks, an injury to which will keep back the opening of navigation, to a much later period than had been anticipated.

Since the above was in type, the rivers have commenced falling slowly, and the anxiety for the safety of property is greatly relieved.

*Fort Wayne Times & People's Press*  
July 5, 1849

Canal Boat Register. — Arrivals,  
June 29. Rough & Ready, Gen. Brown, Charles Foote, Niagara, No. 1, Juniata, Ohio Belle, Queen, Oronoke, Shamrock, Dan Henrie, Nile, Eugene, Ann Maria, Cleveland, Wild Rover.

June 30th, Superior, Spartan, Troy, Seneca, F. J. King, Auglaize, Cumberland, Packet Indiana.

Departures,

June 29th. Clarion, Aeolus, Baltic, Washington, G. B. Williams, I. N. Semuns, Sultana, J. E. Hunt, Jr., Elizabeth, Tiffin, Caroline, Juniata, New York, Diana, L. A. Kelsey, Agnet, S. B. Linton, O. W. Jefferds, Arrow.

Galena generally healthy, crowded with strangers, great preparations are being made for the celebration of the Fourth, &c.

*Fort Wayne Times & People's Press*  
July 5, 1849

Cincinnati, June 29th, 1849 — Cholera interments today are 96 other diseases 36. We have had heavy rains accompanied with much thunder. The people are burning Charcoal in the Streets to purify the air.

June 30th, 1849 — Eighty-eight cases, and 26 deaths, by cholera since last report.

July 21, 1849 — Interments for 24 hours, up to noon on Sunday, from Cholera 99, other diseases 23. Tremendous rain yesterday morning, atmosphere since pure and invigorating.

Break 100 yards long, 10 feet below surface, in Miami Canal, 8 miles from the City. It will take two weeks to repair it.

*Fort Wayne Times & People's Press*  
July 12, 1849

Wabash and Erie Canal Lands. — Land Office. Logansport June 25th, 1849. I will attend at Fort

Wayne on the 10th, 11th, and 12th of Sept., for the receipt at principle an interest on Canal Lands.

Persons residing in Kosciusko or Noble counties can pay at Fort Wayne, if the desire so to do.  
John W. Wright, Clerk

*Fort Wayne Times & People's Press*  
July 12, 1849

Notice is hereby given that application will be made at the Canal Land office in Logansport, for a new certificate, of the North East ¼ of the North East ¼ of Section eight (8) in Township Twenty-nine (29) North, Range Eleven (11) East, Allen County Indiana. (The original having been destroyed by fire) Isaac Alter, Esq.  
June 27th, 1849

*Fort Wayne Times & People's Press*  
July 12, 1849

1949-1849. — Jos. J& D. F. Comparet. Storage Forwarding & commission Merchants. Fort Wayne, Indiana. At the foot of Columbia and Lafayette streets.

REFERENCES

Scydam Sage & Co. New York  
Collins Brows & Co. Toledo, Ohio  
Brownle Brows & Co. Toledo, Ohio  
G. S. Hazard, Buffalo, New York  
H. McCulloch, Fort Wayne, Ind.  
Henry R. Colerick, Fort Wayne, Ind.  
Samuel Hanna, Fort Wayne, Ind.  
Allen Hamilton, Fort Wayne, Ind.

*Fort Wayne Times & People's Press*  
July 4, 1850

Wabash and Erie Canal — We have taken some pains to ascertain the progress now being made in the construction of the Evansville division of the Wabash and Erie Canal. We had the pleasure, about the 1st of June of announcing that an important division of forty-two miles, between Terre Haute and Point Commerce, had been completed and the water let into it. We have now a continuous canal — the whole line in fine navigable order — from Toledo to Point Commerce, Indiana, a distance of *three hundred and fifty two miles*. Point Commerce is one hundred and ten miles from Evansville on the Ohio River, the southern terminus of the Wabash and Erie Canal — the longest Canal in the United States.

The Southern division from Point Commerce to Evansville, a distance of one hundred and ten miles — is in rapid process of construction.

A division of 17 miles, extending to Newbury will be opened by 1st November next.

Another division of 23½ miles extending to Maysville, on the road leading from Louisville to Vincennes, will be opened by the fall of 1850.

While the Canal was owned by the State of Indiana, 19 miles of it, next to Evansville was finished. Some three or four years since we traveled on the tow



path some distance, and recollect that it then appeared in a good state of repair. The portion unfinished (though considerable work has been expended upon it) lies between that division and Maysville. We learn from the Chief Engineer, Jesse L. Williams, Esq., now having charge of the work — finished as well as unfinished portion of the Canal — that he intends to pass loaded boats through the whole line from Toledo to Evansville, within two years from this date. — *Toledo Republican*

*Fort Wayne Times & Peoples Press*  
September 19, 1850

We are indebted to a friend, now in New York, for a copy of a circular statement recently issued from the office of the Board of Trustees of the Wabash and Erie Canal. From this exhibit we derive the following important information in reference to the progress and condition of this great public improvement. The receipts from the first of December 1849, to the first of July, 1850, including the cash then on hand, were \$513,036.83; the disbursements during the same time were \$320,807.41, leaving a balance on hand on the 1st of July 1850, of \$192,229.42, of which amount \$171,881.37 was on deposit in the city of New York. The amount of tolls and water rents upon the canal, received from the 1st of November, 1849, to the 1st of July, 1850, was \$74,843.22; and the amount of the same from the 1st of November, 1847, to the 1st of July, 1848, amounted to \$55,703.59.

The completion of the canal to Maysville by the present fall, as was confidently anticipated, will be unavoidably delayed until next spring; but every effort will be used by the trustees to have it completed by the time navigation shall open. The last division of the work, which may be called the Evansville division, of thirty-four miles in length, yet remains to be put under contract to finish the canal. — *Madison (Ia.) Banner*

*Fort Wayne Times & Peoples Press*  
September 10, 1850

Indiana. — Indiana is one of the most enterprising of Western States. She will in a very few years be completely checkered by lines of railroads, running north and south, east and west, and intersecting each other in all directions. We believe no other western State, probably no State in the Union has so great a number of railroads in the progress of construction, as Indiana. The reason of this is as singular and the fact is remarkable. Indiana became deeply involved in an extended system of internal improvement, several years ago. Being led away by the excitement of the times, and the brilliant result which her well planned improvements promised her, she incautiously undertook more than she could perform, and had the misfortune to become bankrupt, and unable to complete any of her work. An assignment was the consequence, and for several years the State was struggling under great discredit, and on the very

brink of repudiation.

But then her magnificent corn-fields, her industrious population, and, as much as either, her sagacious and able statesmen, have brought her triumphantly through her heavy embarrassments.

It is a remarkable fact, which we set out with the purpose of calling attention to, that for a number of years Indiana has had her ablest men at work at home.

At one time Indiana scorned to be winning high renown in the national councils. Her Smiths, Whites, Lanes, Marshalls, and Thompsons, put her in the front rank of States at Washington, but suddenly these men disappeared, how and why the county seems not to know. The reasons is this, Indiana needed these men at home, and she has been obliged, on that account, to fill her seats at Washington with such men as Bright, Whitcomb, Henley, Kennedy and Petit. If Indiana has suffered a loss of national reputation by this operation, she has been a large gainer at home. Her able men have put their shoulders to the wheel, they have negotiated the State out of her pecuniary embarrassment, they have studied her internal resources, and caused her energies to be applied in the most judicious way,; and they made themselves acquainted with the whole subject of railroads and canals, and devoted their time, talent and energies, to the prosecution of all practical public works to completion. Mr. Smith, her former United States Senator, is now President of a railroad, pushing eastward from Indianapolis, and destined to hold a bold and dangerous competition with the Queen City of the west for the travel and business between the eastern cities and the Mississippi river.

Indiana's sons have studied her interests well, and, neglecting the empty bubble of Congressional *eclat* have erected from themselves an enduring monument of wisdom and economical talent within the borders of their now disenthralled and prosperous State.

We bring up the example of the statesmen of Indiana for the admiration of the people of Missouri. Like De Witt Clinton, they have studied to develop the internal resources of their State, and make her great and prosperous. They are succeeding, and they are having their reward. — *St. Louis Intelligencer*.

*Dawson's Fort Wayne Daily Times*  
July 16, 1855

Lake Erie Wabash and St. Louis R. R. — At length this excellent road has been put in running order between Fort Wayne and Toledo, and will commence the passenger and freight business next Wednesday, at 11 o'clock A.M. The occasion will be an event in this city's history, characteristic of the age. Who will go to Toledo that day!

On the 4th July, 1843, the opening of the W. and E. Canal to Toledo was celebrated as an event, the most pregnant with interest to Indiana and northern Ohio, and so it was, and that ditch has well performed

its work, and is still destined to do much, but it was only a means to further efforts at improvement, which has produced the one the completion of which, we chronicle. Such are some of the improvements of the age, and what may in future transpire, to overshadow the mighty efforts of railroad locomotion, is only to be developed by the quick transit of time.

Packet boating is expiring, and on to-morrow the last trip from here to Toledo will be only celebrated for the vast indifference with which its former friends now treat it. Old things are passing away.

*Dawson's Fort Wayne Daily Times*

July 17, 1855

C.S.R. KIDDER. JOHN L. REED.

KIDDER & REED, Forwarding and Commission Merchants, and Agents for the *Wabash and Erie Line Canal Boats*. North side Miami canal, between Main and Sycamore streets, Cincinnati, Ohio.

New York barrel and dairy sack salt for sale.

Prompt attention and dispatch will be given to forwarding goods on the Erie, Miami and Wabash canals, or the various railroads. Liberal advances made on consignments either for shipment or for sale in this market. Orders for purchasing goods or selling western produce punctually attended to.

*Dawson's Fort Wayne Daily Times*

July 17, 1855

Western Canal Reservoirs. — These reservoirs, according to a notice of them in *The Philadelphia North American*, are genuine curiosities. In Ohio there are six for the supply of the two main canals, and only two of them were cleared of timber before being enclosed and filled with water. One of these in Mercer county covers 17,000 acres of land, on which enormous trees and thick under growth were all left standing. It has been supposed that the health of the neighborhood is damaged by these artificial lakes; but a Legislative inquiry in reference to this one showed by the testimony of persons residing near it for fifteen years that the health of the country was improved instead of injured by the lake. In Indiana there are three reservoirs for the supply of the Wabash and Erie Canal — one at Birch Creek, covering 1,000 acres; one at Splunge Creek, covering 4,000 acres; one at Pigeon Creek, covering 1,500 acres. In the year 1853 the Indiana Legislature appointed a committee of three physicians to examine these reservoirs and report as to the influence upon the health of the neighborhood. Their investigation showed clearly that where, as in the case of the Splunge Creek Reservoir, large surfaces were put permanently under water, and exposed bare to the drying heats of the sun, the health of the neighborhood immediately improved.

*Dawson's Fort Wayne Daily Times*

July 18, 1855

Sault Ste Marie Canal. — This stupendous work has been completed, by which a commercial business has been opened vast in itself. Here is a coast of one thousand miles of navigation around the largest lake in the world, and thus linked by means of this canal forms a grand chain of commerce by lake reaching from the 74th to the 92d degree of longitude. The vessel freighted at Fond du Lac will be enabled to reach the most distant part of the habitable ocean coast of the world. It is a magnificent theme for reflection, as to what great impetus the opening of this the American Baltic will give to the wealth of the Union. At this age of Young America, vigorous and enterprising as she is, when all her facilities are brought to bear on this vast territory of two hundred millions acres of un-reclaimed soil, who can calculate what will be the time required to make this "blossom as the rose," and the vast tribes of savages to hurry away toward sunset! Ten years will scarcely have passed, ere these dense forests will be the seats of luxury and ease, and the steam whistle be heard to echo therein. Let no young man sit down in the quiet retreat of his childhood's home, and sigh that no avenue opens to offer a rich reward for his labor. The woods of Superior, the plains of Kansas and Nebraska, the inviting and pleasant Minnesota, and the mountain rivers of Oregon and Washington and California, too, are fields that invite the energies of the young, vigorous and enterprising. Let all be up and active. Now is the hour and he that repines is not worthy the name of an American citizen.

*Dawson's Fort Wayne Daily Times*

July 19, 1855

Navigation. — The Canal is now in repair, and boats have been passing for two days. This it is hoped will revive business.

## MARK YOUR CALENDARS

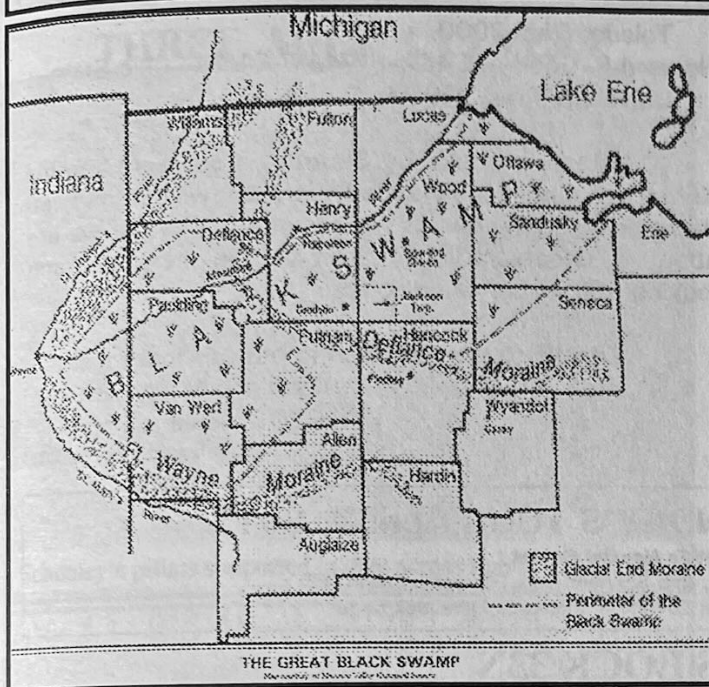
### SEPTEMBER 22-24, 2011

"Once On The Blue Moon" six hour cruise through Tennessee River locks/dam at Chattanooga  
Civil War Dinner Theater at Buttonwillow Church  
(registration deadline June 15, 2011)

### APRIL 13-15, 2012

CSI 30TH ANNIVERSARY TOUR - Batesville, IN  
Bus & Whitewater Valley Railroad tour of  
Whitewater Canal from Connersville to Brookville  
Visit Whitewater Canal headquarters  
See locks not accessible by highway via the train  
Visit new Gateway Park for Whitewater Scenic Byway  
Hike trail being developed to Yellowbank Lock 21  
Tour Whitewater Valley Railroad shops & yard  
Meals at historic Laurel Hotel and Sherman House  
Teddy Roosevelt re-enactor on NY and Panama canals



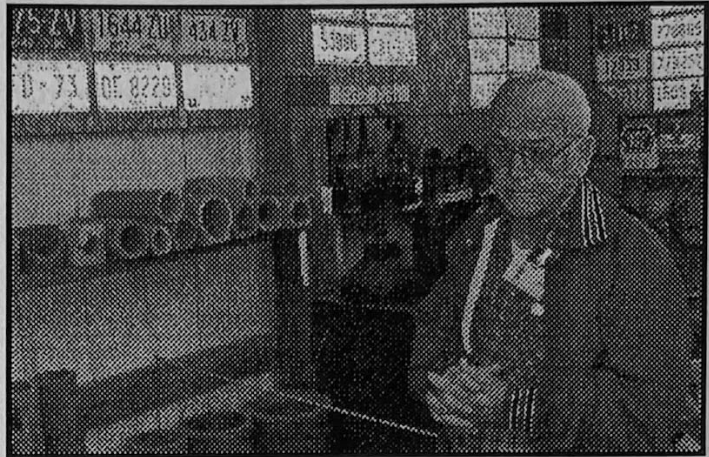


**TAMING THE GREAT BLACK SWAMP**  
By Dave Badger

We found Peter Wilhelm from Northwestern State Community College, who spoke to us on Saturday night April 2, 2011 at the Elks Club in Van Wert, Ohio to be very informative and knowledgeable about the Black Swamp area: geologically, historically and drainage wise. The (Miami) Wabash & Erie Canal was an integral part of the development of this area. Without the canal, the impact of the drainage may not have been seen as important or understood as quickly.

Both Marilyn and I have read books on the Great Black Swamp by Jim Mollenkopf. That has helped us understand the problems associated with the Great Black Swamp. It certainly is not a romantic topic. The Indians would not even go in there! When riding a saddle horse one might have found water covering the stirrups. The tree growth was immense; people might go in there and not find their way out! Wheeled vehicles were impossible for travel. Tree trunks were cut and laid down to make a "corduroy road" only to have them sink out of sight. It was just a nasty environment for man or beast. Mosquitoes were a terrible menace.

Through "Yankee ingenuity" and the building of the canal, people learned that draining the standing water would allow the ground to firm up. Parts of the swamp were in three states, Indiana, Michigan, and Ohio. Ohio had the predominate amount of swamp area. It took an Herculean effort to make the draining effective, therefore the county passed ditch laws to dig deep open ditches to carry the water away.



William Bidlack showed canawlers the different types of clay tile used to drain the swamp. Photo by Gerald Hulslander

That was only part of the story. It took laying field tile to bring the water table down to where farming was possible. Digging tile ditches by hand was back-breaking work. While doing this Mr. James B. Hill said there has to be a better way. It took the ingenuity of Mr. Hill to build a mechanical digging machine later called the Buckeye Ditcher. The first ones were powered by a steam engine. Along about 1908 internal combustion engines took over.

I have carried clay tile to one of these machines while it was cutting the trench and allowing tile to slide down the guide to lay in the bottom of the trench, so I can appreciate how it works. As a student at The Ohio State University I took a farm drainage class. Using surveying instruments, some of the exercises were to lay out patterns to drain fields. It was a great leap forward.

In a test run a mechanical digger dug 400 feet of trench compared to 50 skilled hand diggers doing 300 feet of trench. The beauty of this machine was that the digging wheel did not have a center axle but ran on three sets of flanged rollers. This allowed the wheel to cut deep, possibly down to 10 feet. The digging depth was independent of other machine functions. Helpers or the operator would set grade by sighting in a series of T shaped stakes. These were set ahead of the digging machine to allow crossing humps while the operator sighted across the T stakes to keep the digging wheel cutting on grade to always allow tile water to run down hill. It took considerable skill to lay the lateral and mains to always have the water arrive at a designated low point to carry the water away. By 1920 millions of clay tiles had been made locally and laid beneath the surface to drain the farmland.

We tend to forget how important our soil is for the production of crops. What you see today are the very productive farms that are labors of many people



digging ditches and laying tiles. As we drive along the deep ditches we can see the tiles draining water out of the fields. When we think of where we have come from to what we have today it is tremendous progress. Our early settlers would be amazed!

Excellent books have been published on this subject:

Jim Mollenkopf. *THE GREAT BLACK SWAMP*. Toledo, Ohio: Lake of the Cat Publishing, 1999. 3 printings.

Jim Mollenkopf. *GREAT BLACK SWAMP WOODS & WANDERS*. Toledo, Ohio, 2005.

Jim Mollenkopf. *THE GREAT BLACK SWAMP II*.

Toledo, Ohio 2000.

Howard E. Good. *BLACK SWAMP FARM*. Ohio State University Press, 1987.

The two books by Saturday's speaker, Georgia Kohart, though fiction added more knowledge and understanding of the canals. It seems that is what we are about - understanding it as it was in the past - and looking at it as we see it today.

Thanks to the people who put this tour together.  
Dave and Marilyn Badger  
CSO Trustee

(continued on page 23)

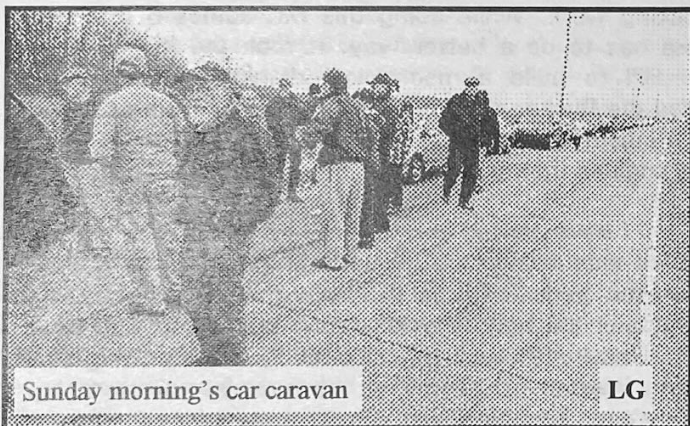
### "TAMING THE SWAMP" SUNDAY'S TOUR April 3, 2011

(Continued from last month's *Hoosier Packet*)

Photos by Carl Bauer (CB), Lowell Goar (LG), Bob Schmidt (BS), Ellsworth Smith (ES)

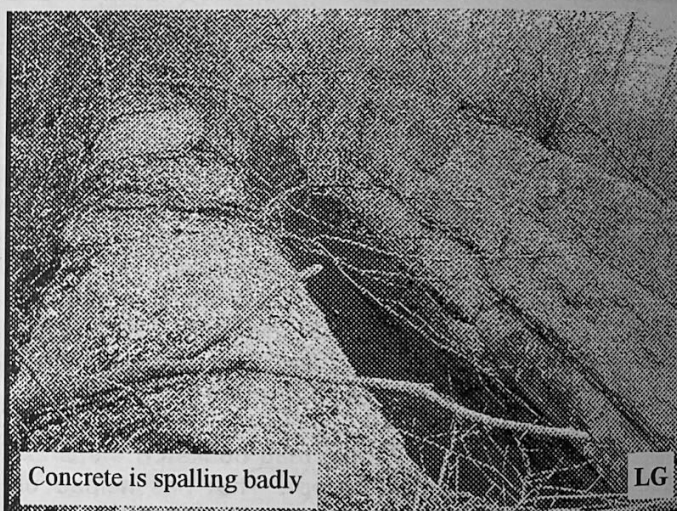
For more photos of the tour see the Canal Society of Indiana's Facebook page

### SCHOOLEY'S LOCK 33N



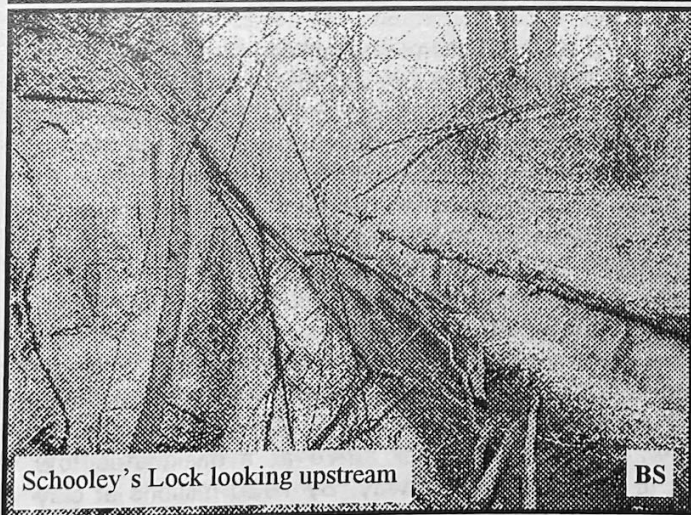
Sunday morning's car caravan

LG



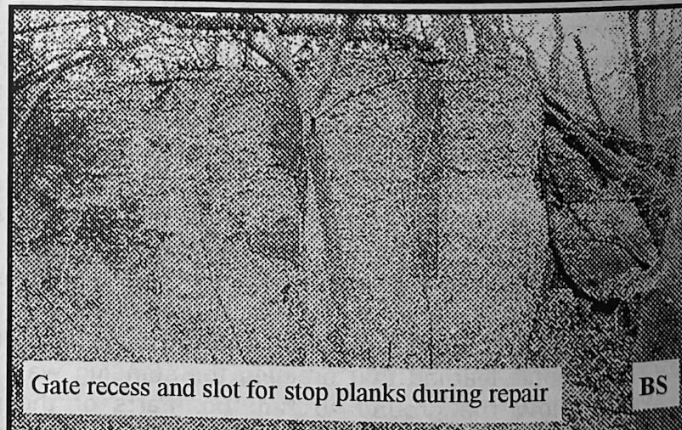
Concrete is spalling badly

LG



Schooley's Lock looking upstream

BS



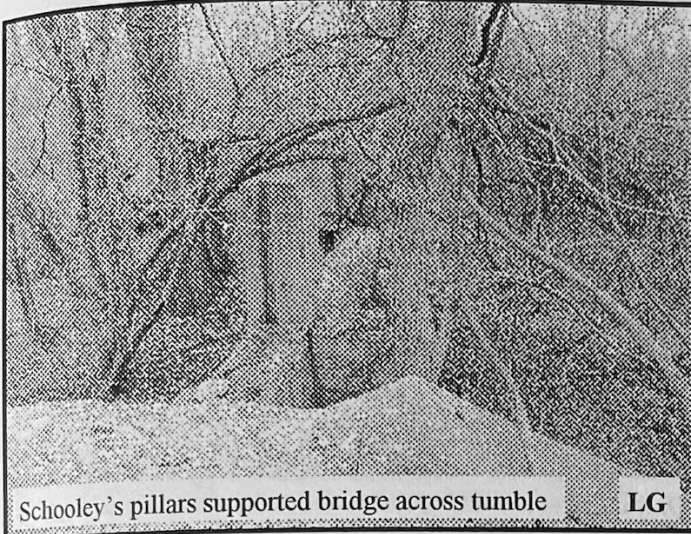
Gate recess and slot for stop planks during repair

BS

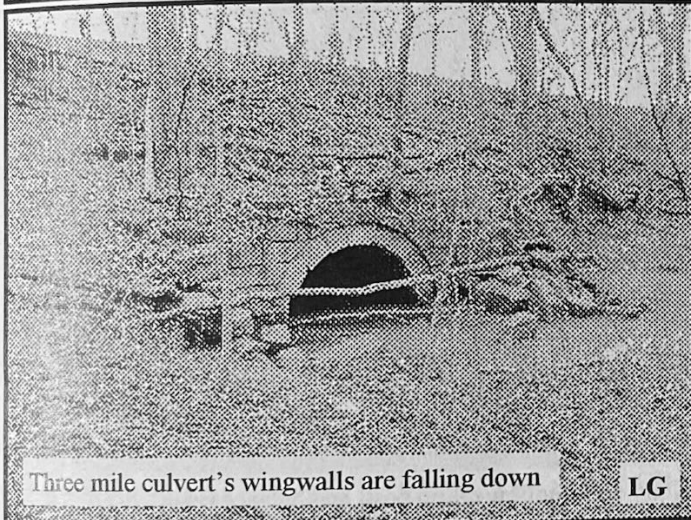
Sunday morning 38 canawlers piled into a 23 car caravan at the Holiday Inn Van Wert and drove to Defiance, Ohio. Their first stop was at Schooley's Lock 33N, which was originally a timber lock. It was replaced with concrete (1905-1909) that is badly spalling. Canawlers had to hike a grassy path that was originally Canal Road for about a quarter of a mile to reach the lock. They found the lock covered with vines and trees. Pillars in the tumble once supported a bridge across the tumble at the downstream end of the lock.



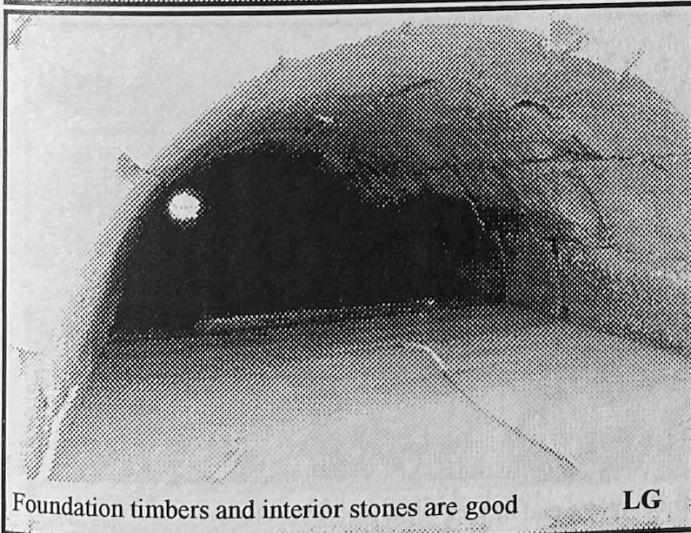
### THREE MILE CULVERT



Schooley's pillars supported bridge across tumble **LG**



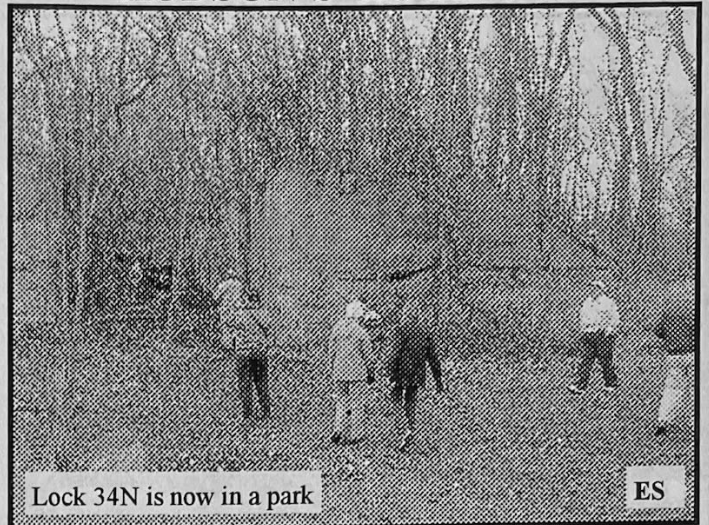
Three mile culvert's wingwalls are falling down **LG**



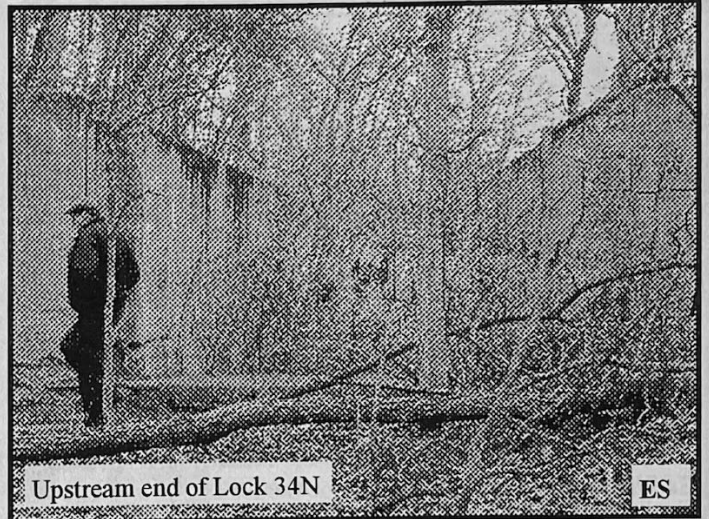
Foundation timbers and interior stones are good **LG**

Three mile culvert, a cut stone structure located under Canal Road across from Defiance's city dump, has a good interior but the wing walls and stones across its portal have fallen off. Canawlers slid down a steep path to view it.

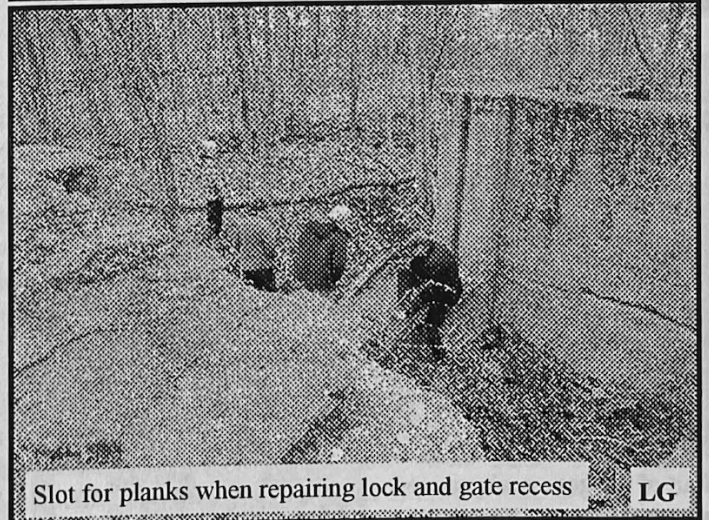
### HUDSON'S LOCK 34N



Lock 34N is now in a park **ES**



Upstream end of Lock 34N **ES**

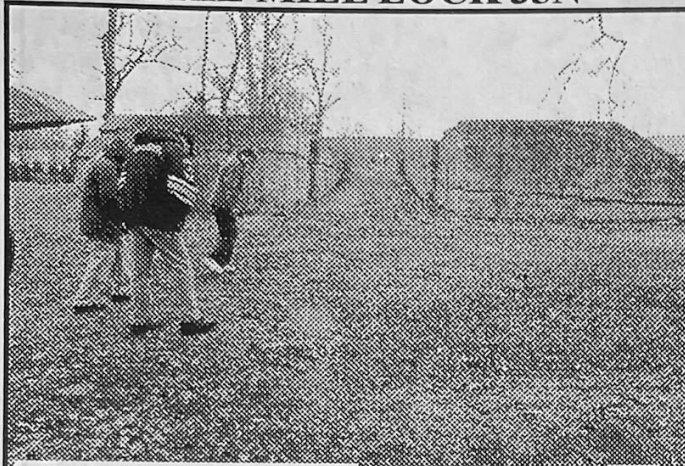


Slot for planks when repairing lock and gate recess **LG**

Lock 34N called Hudson's or Paper Mill is located on S. Jackson at the west end of Legion Baseball field. Although in better condition than Schooley's Lock, the concrete is spalling. While there canawlers had refreshments of bananas, cookies, pop and water.

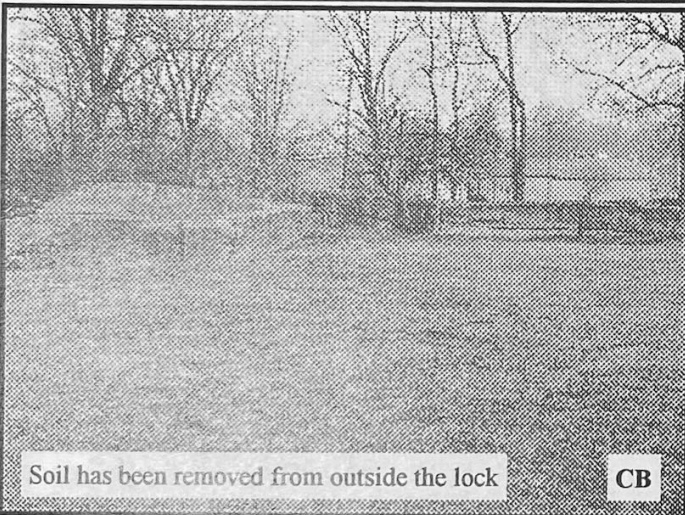


### ERIE MILL LOCK 35N



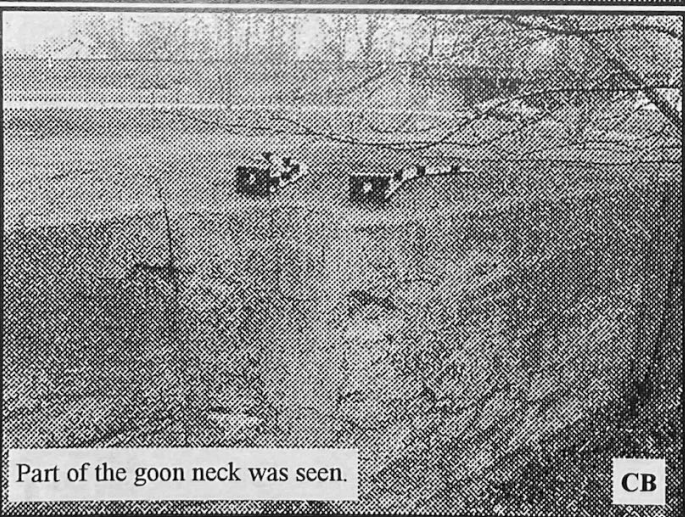
Downstream end of Lock 35N

LG



Soil has been removed from outside the lock

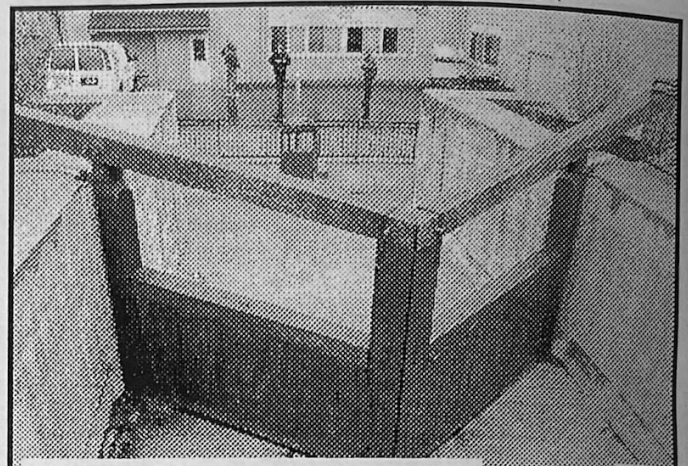
CB



Part of the goon neck was seen.

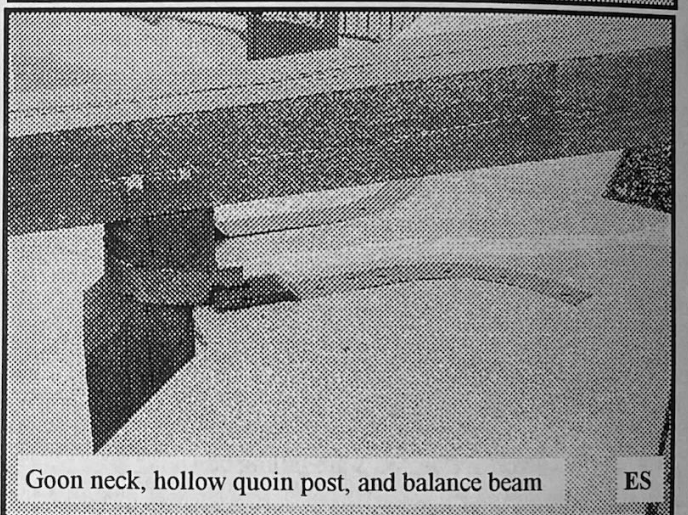
CB

### CITY HALL LOCK 37N



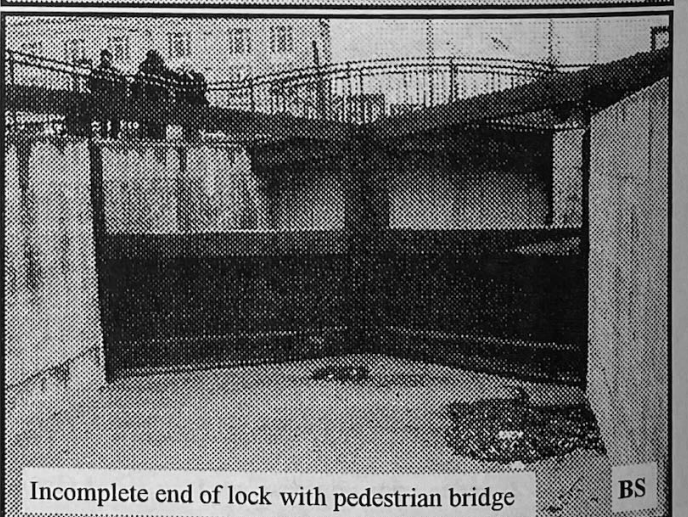
Only downstream end of lock was rebuilt

ES



Goon neck, hollow quoin post, and balance beam

ES



Incomplete end of lock with pedestrian bridge

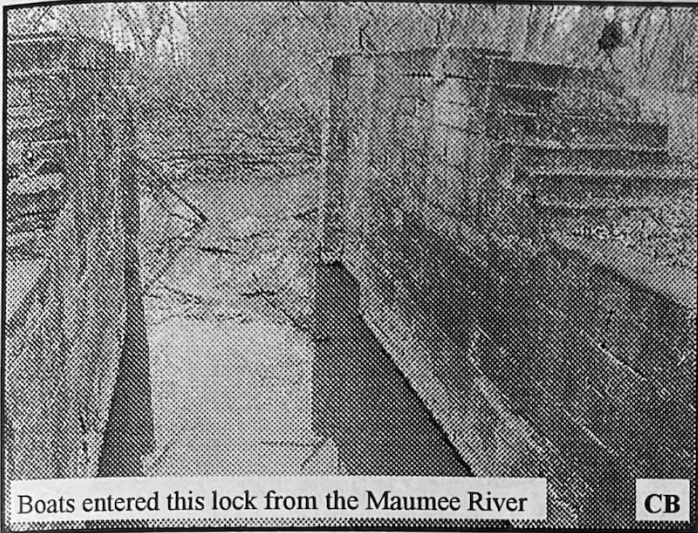
BS

Erie Mills Lock 35N has had the supporting soil removed from both of its sides. It stands in a part on S. Jackson Street in Defiance, OH. Canawlers braved a slight drizzle to see the lock and a portion of a goon neck. The concrete is beginning to spall.

City Hall Lock 37N was covered with a parking lot until the 1990s when Defiance removed and rebuilt its downstream end and added a small amphitheater to become a downtown attraction. It is watered in the summer and has displays showing how a lock works.

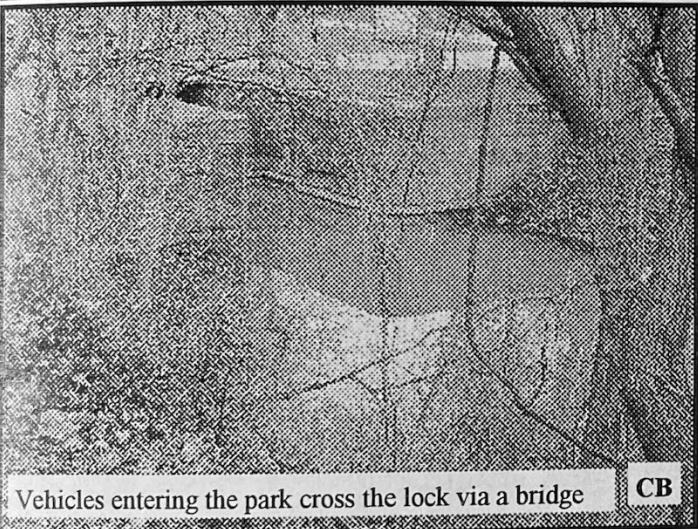


## GUARD LOCK 40N



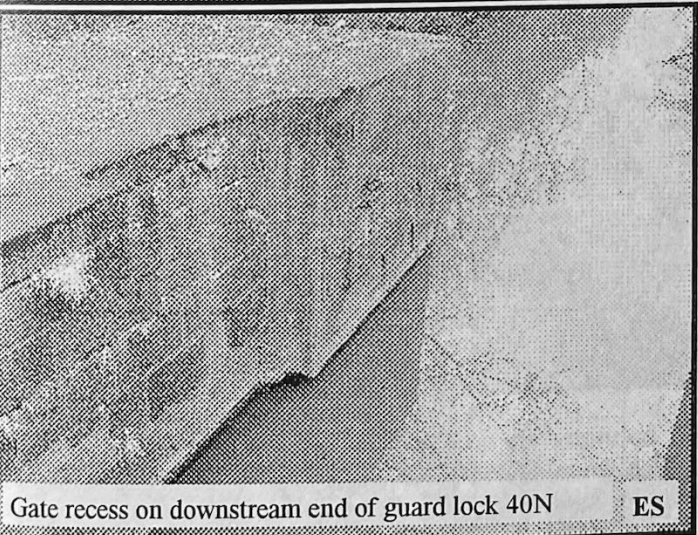
Boats entered this lock from the Maumee River

CB



Vehicles entering the park cross the lock via a bridge

CB

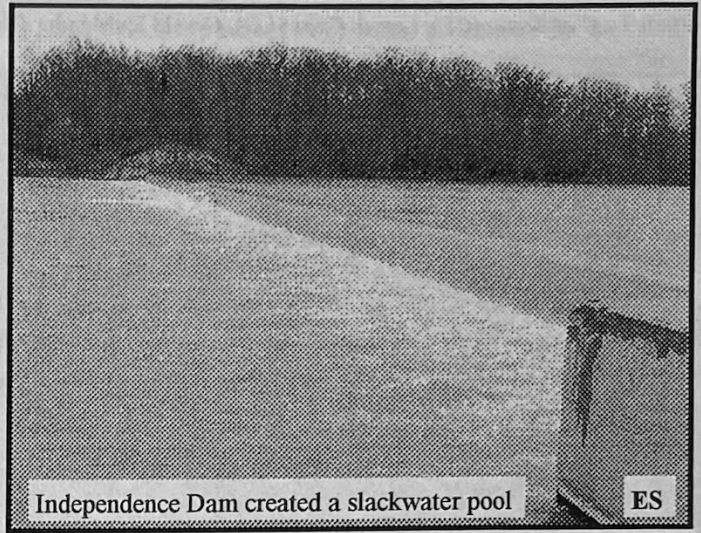


Gate recess on downstream end of guard lock 40N

ES

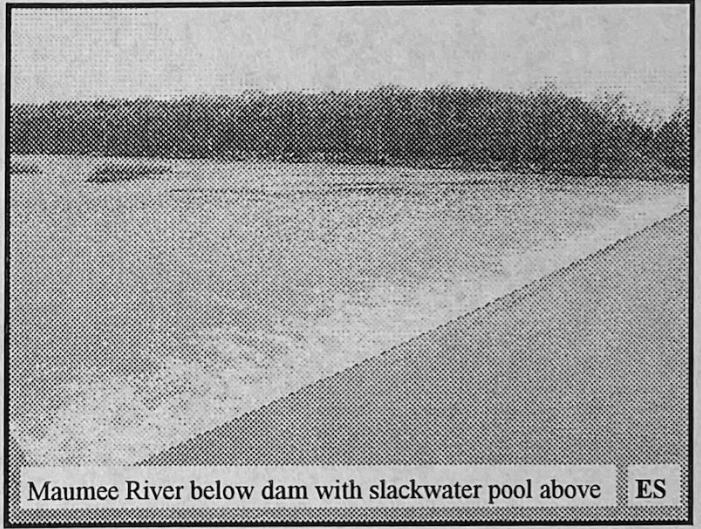
Lock 40N was built especially strong for it not only lifted boats from the slackwater pool of the Maumee River into the canal, it also guarded the canal when the river flooded. Its upper gates were 10 feet higher than its lower gates.

## INDEPENDENCE DAM



Independence Dam created a slackwater pool

ES



Maumee River below dam with slackwater pool above

ES

A wooden crib dam was built across the Maumee River to create a slackwater pool of water. At Defiance the (Miami) Wabash & Erie Canal lowered boats through a set of four wooden locks into this pool at lock 39N. The mules pulling the boats crossed the river on a mule bridge and then pulled the boats down the slackwater pool until they reached Guard Lock 40N located just above the dam. The boats then passed through the lock to continue their journey on the canal.

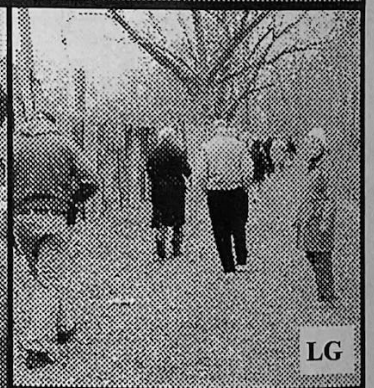
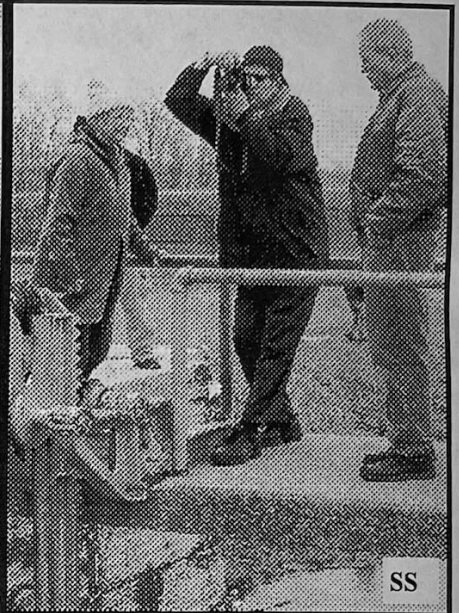
Being pulled through the slackwater was not always an easy task. Although the water was calmer than the river, a storm or the river at flood stage could easily create problems for the narrow canal boats that were less than 15 feet wide and less than 90 feet long.

This dam was rebuilt several times the most recent being in 1997. It is 5 feet high. A towpath change bridge was located adjacent to the dam during canal days. This site completed the "Taming The Swamp" tour on Sunday.



# ENJOYING THE TOUR

Photo by Carl Bauer (CB), Lowell Goar (LG), Gerald Hulslander (GH), Bob Schmidt (BS), Sue Simerman (SS), and Ellsworth Smith (ES)





## TAMING THE GREAT BLACK SWAMP (continued from page 18)

David Badger sent the following information concerning modern tiling methods and a picture of old field tile in various sizes found by Tom Fledderjohann on his farm, which CSI visited to see Lock #6 of the Miami & Erie Canal on its "Pilgrimage to Mecca" tour:

Starting in the early 1960s field tiling went through a complete revolution of change. Many companies sprang up to make corrugated plastic drain tile. It weighs considerably less than clay tile. It is sold in coils up to 1000 feet. Several of these coils can be loaded on a truck or trailer. It is much easier to install.

The most recent development is what is called a tile plow. When out of the ground it looks something like a giant grass hopper leg. It requires a crawler tractor or a large four wheel drive tractor — sometimes two to pull the plow at desired depth. There is a tube on the back side of the plow to feed the tile down to the bottom of the trench. This goes a lot faster than laying clay tile. A Laser transmitter is set up on a tripod. This generates a rotating beam that the machine picks up to control depth to maintain an accurate grade to keep water flowing away from wet field spots.



The three tiles are the different sizes, but we have seen some larger 8 inch. These are 5 in., 3 1/2 in., and 2 1/2 in.  
Photo by Tom & Diane Fledderjohann

In 2003 Bob and Carolyn Schmidt attended the unveiling of the Draining The Great Black Swamp marker at Northwest State Community College near Archbold, Ohio. That day there were displays of old and new tile as well as the machines used to lay them. The marker read:

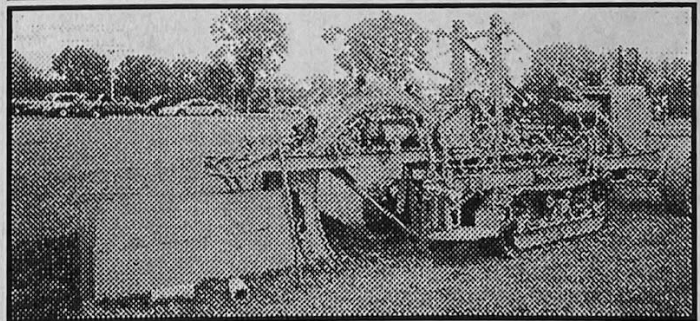
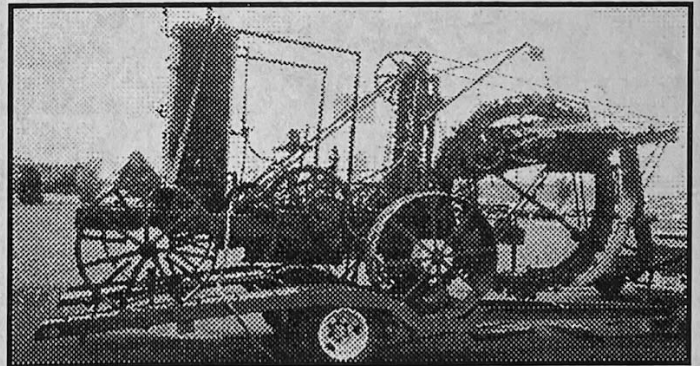
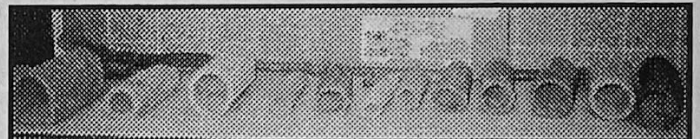
### DRAINING THE GREAT BLACK SWAMP

The landscape of northwest Ohio was formed by melting ice and

the glacial lakes left behind in its wake. Because of the low gradient (3 feet fall per mile) to the northeast, the first lacustrine plain evolved into a large swamp. A massive swamp forest with huge hardwoods, broken only sporadically with intermittent wet prairies and savannahs, dominated the landscape. Both prehistoric and historic Indians farmed the flood plains of the Maumee River and its tributaries: Auglaize, Tiffin, and Blanchard rivers.

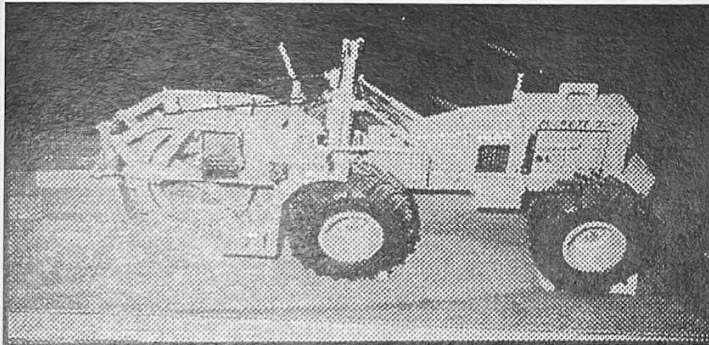
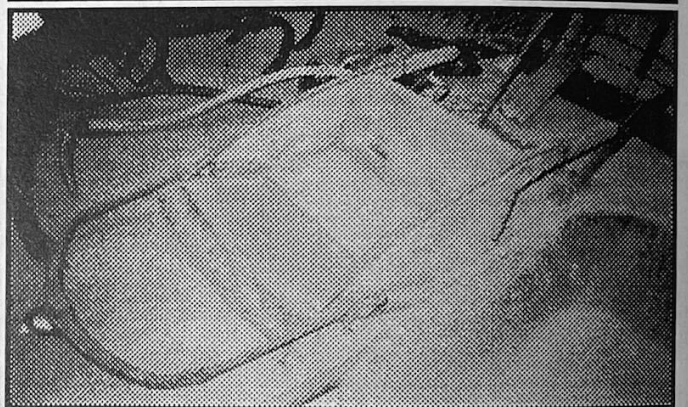
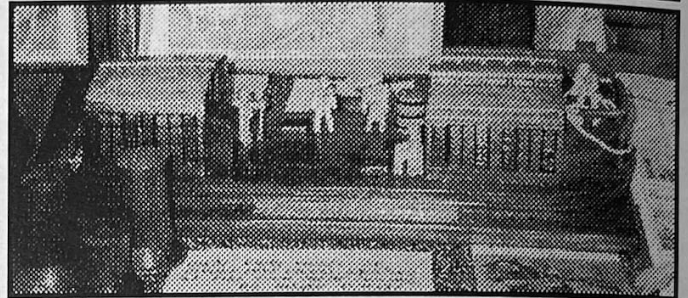
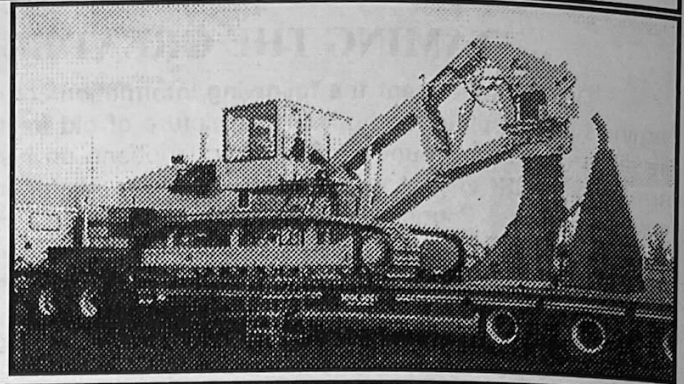
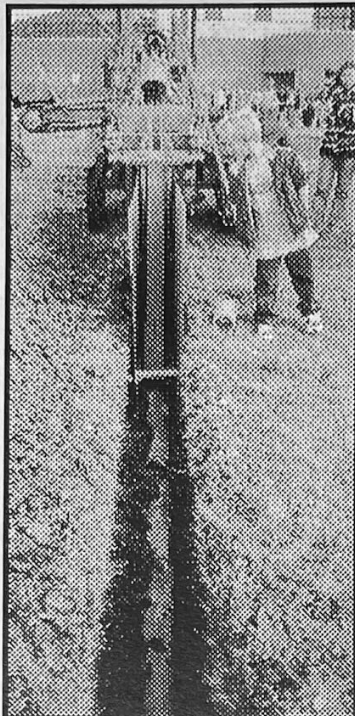
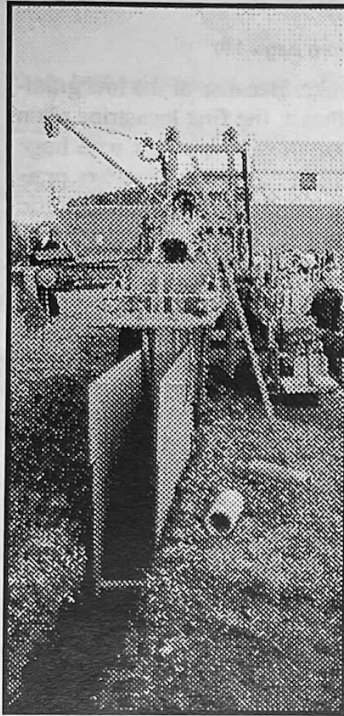
#### Side 2

The geography of the swamp retarded major settlement up to the Civil War. The 1859 Ohio Ditch Law, a harbinger of drainage legislation nationally, created a cooperative system for individuals to petition county government to surface drain the area. Simultaneous to the surface drainage projects, a massive effort was underway timbering the former swamp forest. Virgin timber for the fleets of America and Europe, grade lumber for the farms and the emerging cities of the area, stave wood for the barrel and stave mills, and the left-over slabwood to fuel the hundreds of clay mill kilns dotting the counties of the swamp nearly denuded the landscape of these giant trees. The family-owned clay tile mills allowed under-drainage to transform the swamp into Ohio's most contiguously farmed and productive region.



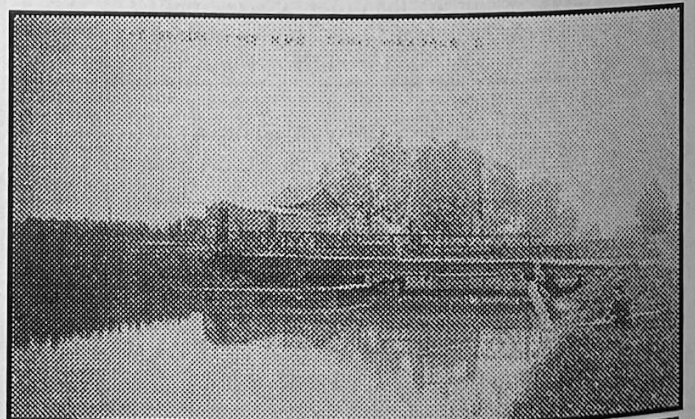
Top: Different styles and sizes of field drainage tile  
Center: An old tile laying machine displayed at the marker dedication  
Photos by Bob Schmidt  
Bottom: This field drainage clay tile laying demonstration was set up near the marker and was interesting to watch. Note the caterpillar system used to move it across the fields.





### MIAMI & ERIE CANAL BRIDGE

Neil Sowards, CSI member from Ft. Wayne, Indiana, recently found this postcard on e-Bay. It shows a boy fishing by the bridge over the M & E Canal in Mandale, Ohio. It could be raised to let boats pass by. Mandale was north of Delphos where SR 114 crossed SR 66 or about half way between the Little Auglaize Aqueduct and Odenweller's mill on the tour.



Top left & right: After the trench is dug the clay tile slide down into it as the machine moves forward. The trench can then be covered by another machine.

Center: A model of a small tile laying machine was on display inside the building.

Bottom: Rolls of modern plastic tile

Upper right 1: A modern plastic tile laying machine was brought in on a trailer for visitors to see.

Upper right 2: Canal boat model at John Paulding Museum

Upper right 3: Slip scoop like those used to dig the canal

Photos by Bob Schmidt



## JOHN PAULDING AND THE FIDELITY MEDALLION

By Caroline Zimmerman

John Paulding (16 October 1758-18 February 1818) from New York was a militiaman during the American Revolution. In 1789, he was part of a patrol that captured Major John Andre' who was in direct communication with Benedict Arnold.

John Paulding, Isaac Van Wart, and David Williams (note that three of the NW Ohio counties are named after these famous patriots) formed an armed patrol at the site now that is called Patriot's Park in Tarrytown, NY. While holding him in custody, they found documents of military secrets. The militiamen, (all the local poor farmers) refused considerable amounts of money and bribes and they instead delivered him to the Continental Army. Benedict Arnold's plans to surrender West Point to the British were revealed and Major Andre' was hanged as a spy. John Paulding, Isaac Van Wart, and David Williams were thereafter, considered heroes in the war. Eventually, legends gave Paulding credit for much of the decision-making.

The Fidelity Medallion was a silver medal and with George Washington's personal recommendation, the United States Congress awarded Paulding, Williams, and Van Wart the first military decoration of the United States. They each also received a \$200 per year federal pension and prestigious farms awarded by the State of New York.

The famous and celebrated threesome became more well-known after the war; not only in Westchester Co. but everywhere in the original colonies. It was by an Act of Congress that Ohio (new in 1803) named three of its counties after them and the county seat of Paulding County is named after John Paulding.

Other places named after the highly regarded John Paulding: Paulding Co., Georgia; Paulding, Michigan; Paulding, New Jersey; Paulding, Mississippi; Paulding, Missouri; The John Paulding Engine Co. (founded in 1901) by The Fire Dept. of Sparkill, NY; Public elementary John Paulding School (Route 9) at Tarrytown, NY; and there are streets named after all three heroes in the villages of Tarrytown and Elmsford and the

city of White Plains, NY.

John Paulding himself was a self-sufficient farmer who died in 1818 at Staatsbur, Dutchess Co., New York of natural causes. His last words were: "I die a true Republican." He is buried in the cemetery of Old Saint Peter's Church in Van Cortlandville, Cortland Manor, NY. The grave is marked by a large marble monument with the epitaph:

### "FIDELITY"

On the morning of the 23rd of September 1780, accompanied by two young farmers of West Chester Col, he intercepted a British spy, Andre'. Poor himself, he disdained to acquire wealth by the sacrifice of his country. Rejecting the temptation of great rewards, he conveyed his prisoner to the American camp and, by this noble act of self-denial, the treason of Arnold was detected; the designs of the enemy were ruined. West Point and the Americana Army saved; and these United States, now by the grace of God Free and Independent, rescued from most imminent peril."

John Paulding was born in New York City say some sources in 1758; died in Staatsburg, Dutchess County, New York, 1818. Paulding was married 3 times and had 19 children in all. He stood over 6 ft. tall (very tall for that era). He was taken prisoner 3 times during the war by the British; it was only a few days after his second escape that he took part in capturing Major Andre' by springing out of a thicket and pressing a firelock into Andre's breast. At that time, Andre said: "Gentlemen, I hope you belong to our party?" "Which party?" asked Paulding. "The lower party," said Andre. Paulding replied that he did. "Then," said Andre, I am a British officer, on particular business, and I hope you will not detain me a minute." Upon this Paulding ordered him to dismount; he apologized for his action; searched Andre'; and found 3 parcels under each stocking. Among them were a plan of the fortifications of West Point, a memorial from the engineer on the attack and defense of that place, and other pertinent information to the war effort (some in Arnold's own handwriting). Andre' made monetary offers for his release to his captors but was turned down. General Washington then had to seek out these 3 captors in order to honor them for their virtue and honesty. They were each awarded the Fidelity Medal made of silver and the legend: "Vincit amor patriae"

Paulding's descendants include his son Hirom Paulding (b. 1797, d. 1878), who served in the War of 1812 and fought in the Battle of Lake Champlain. He rose to become a Rear Admiral in the U.S. Navy and retired only after the end of the U.S. Civil War.

Supposedly (per a New York Times item of 10 May 1896) John Paulding's original medal was found in a house in New York by an estate as it had been lost. A facsimile of the medal given to patriots Van Wert, Paulding & Williams was found in Van Wert County over 50 years ago and remains in the possession of a Paulding County citizen.

This article ran in the *Paulding Progress*, a county weekly newspaper, several years ago. After attending the "Taming The Swamp" tour Caroline Zimmerman sent it for inclusion in the *Hoosier Packet*.

Front: FIDELITY Back: AMOR PATRIA VINCIT FACSIMILE MEDAL  
GIVEN PATRIOTS VAN WERT, PAULDING & WILLIAMS 1776

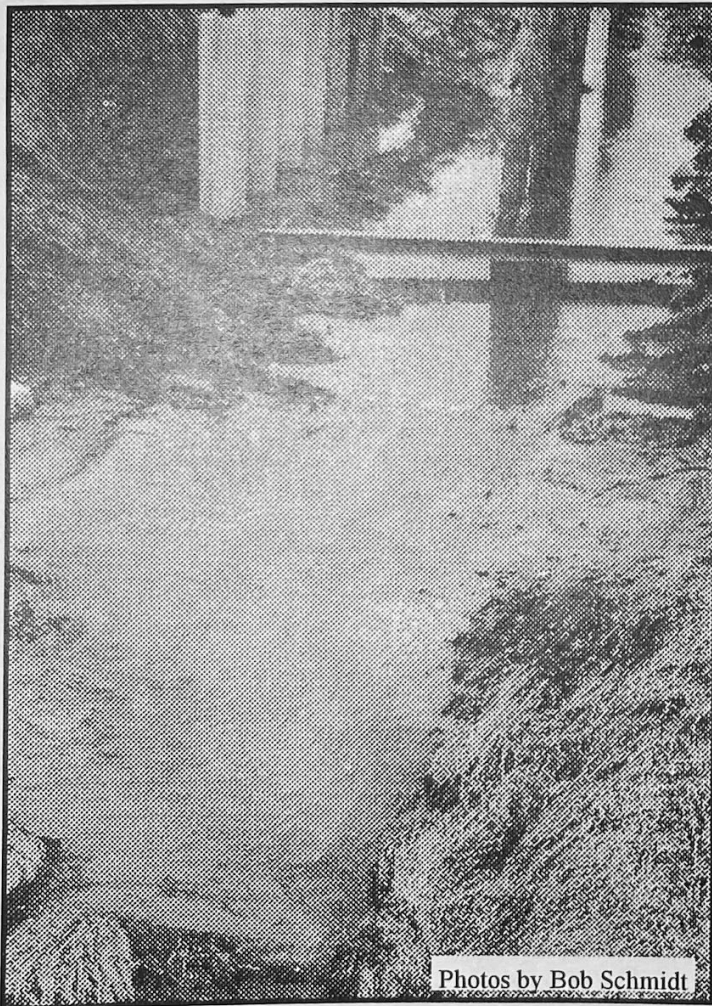




## GAR CREEK CULVERT

By Carolyn Schmidt

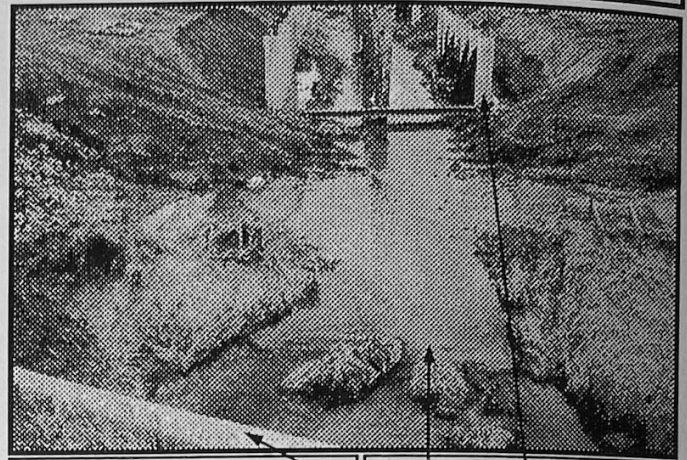
U. S. Highway 24 east at New Haven, Indiana is being dual-laned from the Gronauer Lock east for what is being called the Fort to Port (Fort Wayne to Toledo) highway. A culvert from the Wabash & Erie Canal that passed the canal over Gar Creek was in its path. A recent stop at the site shows that the pilings for a bridge over the creek have avoided many of the culvert's foundation timbers. These timbers had sheet piling at the upstream end to keep the creek from undermining them when it was built. As long as they are kept wet they should survive for quite a long time.



Photos by Bob Schmidt

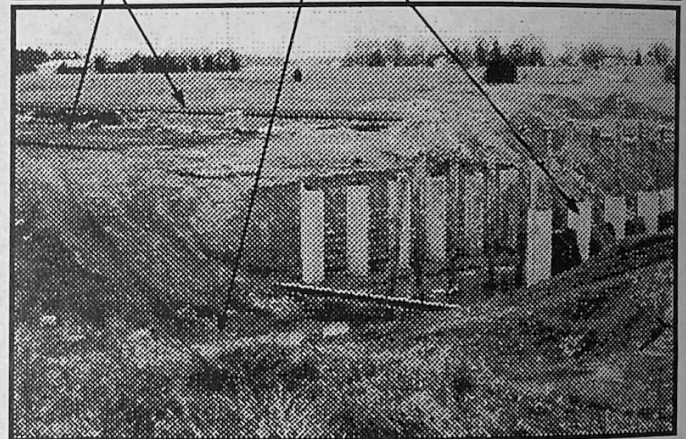
Jesse Lynch Williams describes this culvert in his 1847 report to the Indiana General Assembly as:

"The next structure in proceeding west, is the large wooden culvert for the passage of Garr creek, 11 miles east of Fort Wayne. This culvert (No. 8) is formed of three separate openings, each 12 feet wide and three feet high, built of wood. The whole of the timber is at all times below the water of the creek, and is therefore free from decay."



Pilings for new US 24 bridge  
Timbers in Gar Creek  
Dual lanes for new US 24

Pilings for new bridge  
Timbers in Gar Creek  
Existing US 24 culvert



## CENTRAL CANAL GONDOLIERS

Tours of the Central Canal via gondolas in downtown Indianapolis are being offered again this year by Old World Gondoliers from April 24 - October 31, 2011.

Thirty minute rides with three songs are available to the public at 2 and 6 p.m. daily for \$30 plus 20% gratuity for your singing gondolier.

Private rides for 2-8 passengers may be reserved for anytime between 2 and 10 p.m. on Friday and Saturday or between 2 and 9 p.m. on Sunday through Thursday. A thirty minute private ride is \$150 plus 20% gratuity. A 60 minute private ride is \$300 plus 20% gratuity. Themed food and beverage baskets are available with 24 hour notice.

Old World Gondoliers is located by the Canal at 337 W. 11th Street in Indianapolis. For reservations phone (317) 340-2489 or contact hutson502@yahoo.com



## NEWS FROM DELPHI

### M-W-F VOLUNTEERS HAVE MANY SKILLS

By Dan McCain

After completing another project inside the barn this winter, our M-W-F volunteers are eager to begin work outside. Their latest project this past winter was to create a bellows for the Blacksmith Shop in Pioneer Village. They used a book illustration that showed how to configure a blacksmith's bellows. The purpose of a big leather-bound collapsible box was to provide a constant source of air to keep the smithy's coal fire burning. This version will pump air while working the bellows up or down as it has two opposite chambers that work in unison.

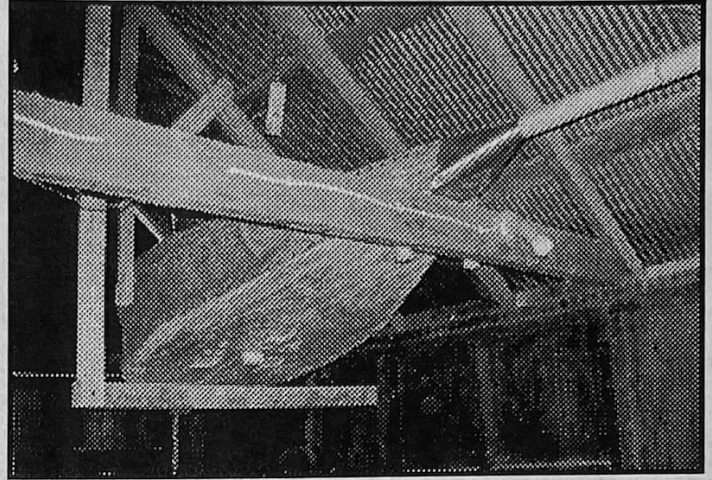


Leather around the outer side of the bellows allows it to flex and deliver air in either stroke as Brice Crowel on the left is illustrating. Note the middle layer which allows the two chambers to work opposite allowing a constant flow of air.

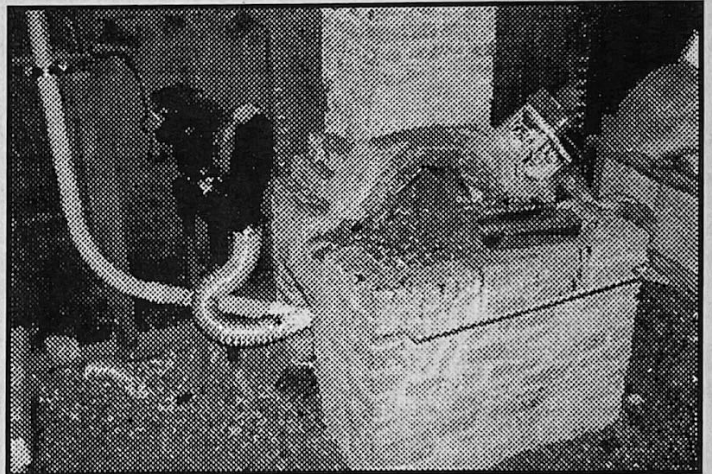


Al Auffart holds the coupler for the outlet of air

that will be delivered through a pipe to the blacksmith's forge.



The bellows is now in place high overhead in the Blacksmith Shop.



The Blacksmith hearth receives air from two sources. One is the nearby hand crank blower and the other is the "bluish" pipe where bellows air can be supplied. The overhead bellows could be operated by someone other than the Blacksmith as it is 8 feet away from the hearth. All the piping will be painted black so it looks old and isn't obvious.

### BENCHES MAKE OUR TRAILS BETTER

By Dan McCain

Crushed stone trails and benches, placed about every 500 feet on some trails, help make Delphi Historic Trails a favorite. But with age, even the white oak needs to be replaced after about 12-14 years. This bench design has served well and is easy to maintain. Canal volunteer Paul Brandenburg has always enjoyed this work, and he comes up from Indianapolis to stay involved. Other volunteers cut and plane the solid oak boards.



## AWARDS

Carroll County Wabash & Erie Canal, Inc. was selected by Banks of the Wabash as the recipient of their 2011 "River Reward for Preservation" for Delphi's canal boat replica, "Delphi." The award was presented at the Banks of the Wabash meeting and noon luncheon held at the Celery Bog Nature Center in West Lafayette on April 20, 2011.

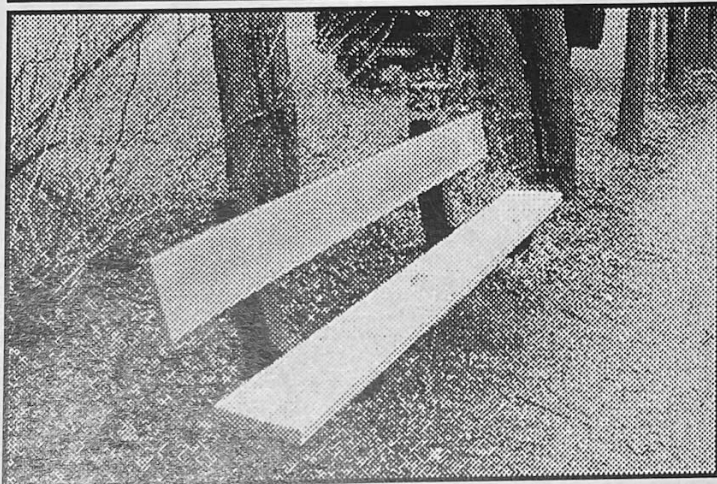
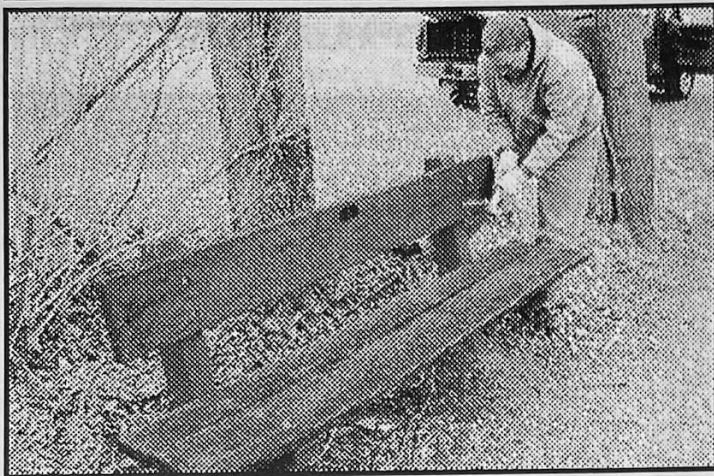
The Canal Society of Indiana was presented a plaque for its sponsorship of one of the hand-painted murals on the warehouse door at the annual meeting of Carroll County Wabash & Erie Canal, Inc. held on April 19, 2011 at the Canal Interpretive Center in Delphi, Indiana. The warehouse houses the "Delphi," a replica canal boat, when it is not in use. Accepting the award was Brian Stirm, CSI director from Delphi. A plaque for the other warehouse mural was presented to Indiana Packers Corporation, which was represented by Janet Smith. The engineering firm of Butler, Fairman & Seufert, represented by Brad Watson, also received a plaque for its sponsorship of the historic bank barn. Other awards and certificates were presented at the meeting. An election of directors was held. Guest speaker for the evening was Judy O'Bannon, wife of former Indiana Governor Frank O'Bannon. She spoke about the need for preservation in Indiana's more rural areas.

## HARVESTING ICE

Recent "Hoosier Packets" have carried articles about harvesting ice on Indiana's and Ohio's canals. The Canal Society of Ohio Newsletter, issue #1, 2011 carried an article about a 1919 ice harvesting video that can be viewed at [www.farmcollector.com/1919iceharvestvideo/](http://www.farmcollector.com/1919iceharvestvideo/). Although it has no sound, it is excellent and shows harvesting ice using horses like it was done in canal times. Other videos dating from 1921-2009 about the same subject also popped up and, when viewed, one could see how equipment changed to help make the harvest easier.

The ice cut in the 1919 video appeared to be much thicker than that more recently cut. Not only are the tools and method of cutting interesting, how the horses were fed and blanketed and how the workers ate their lunch in the cold beside the ice wagons showed a much more primitive life than today.

Some of the other ice cutting videos seem to be demonstrations to keep history alive in the lake camps of today rather than cutting it for cooling purposes. The sounds of the wind howling while ice was being cut on some of these videos could help cool you off on a hot day. Check it out!



With a new seat and back, this bench, in a popular place near the Red Bridge, will survive another decade or so.

