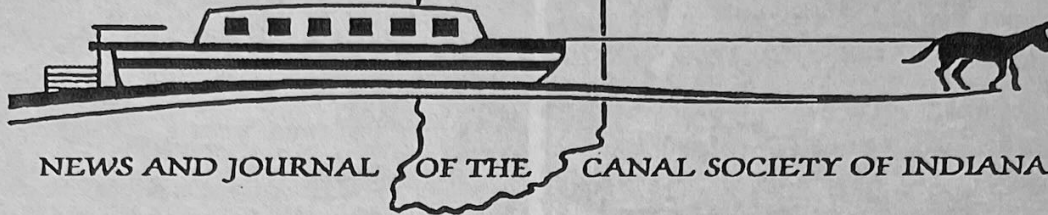


THE
HOOSIER PACKET

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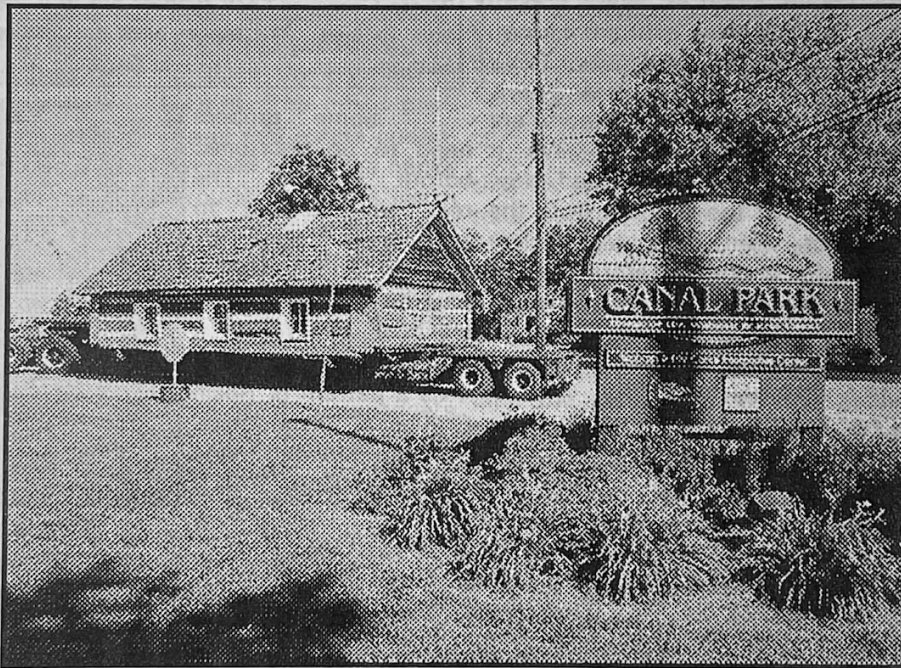


VOL. 10 NO. 9

P.O. BOX 10808 FORT WAYNE, IN 46854

SEPTEMBER 2011

ANOTHER PROJECT



M-W-F volunteers are anxious to begin work on this 1839 house to be called Fouts Way Station. Once restoration is completed it will serve as a reception house in Delphi's Pioneer Village in Canal Park. Timbers from the Gronauer Lock unearthed in 1991 will be used as part of the restoration.

Photo by Dan McCain

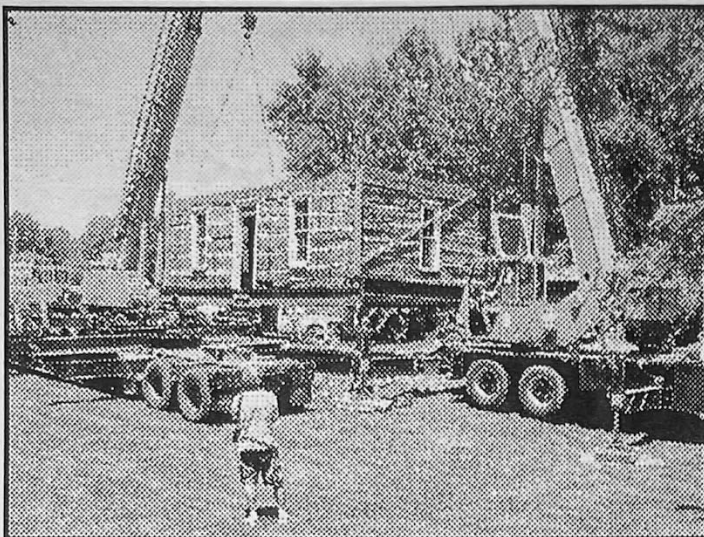
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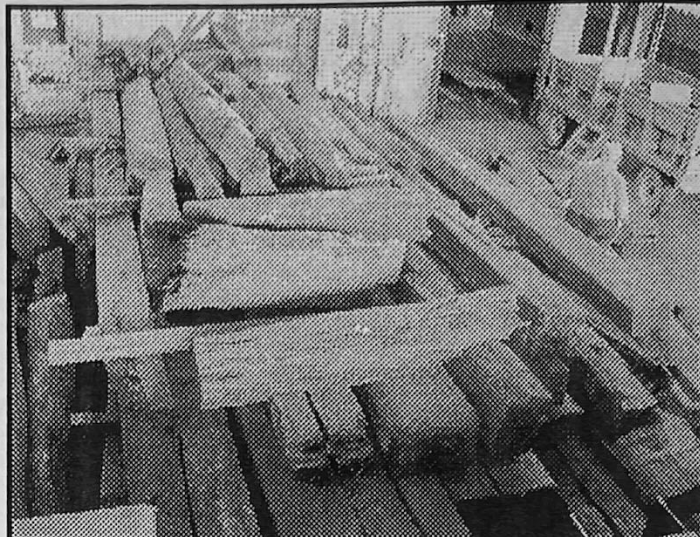
FOUTS WAY STATION

Carroll County Wabash & Erie Canal, Inc. has acquired the 1839 log house pictured above from France Park in Cass County and moved it to Delphi's Canal Park in Carroll County on June 20, 2011. The Fouts family generously donated \$16,000 to pay for its move by two semi-trucks. It is up to CCW&EC, I to restore it.

Once restored this log house will be a "center point" of Pioneer Village. It will serve as a reception house like an "1850s Tavern" for travelers on the Canal and will be called "Fouts Way Station."



The bottom portion of the log house is lowered by cranes in Canal Park.
Photo by Dan McCain



These Gronauer Lock timbers are in a warehouse in New Haven, Indiana. The longer ones are needed for the Fouts Way Station.
Photos by Dan White

The Monday-Wednesday-Friday Volunteers are anxious to start restoration and hope to have it completed in six months. They have contacted New Haven and asked to use some of the timbers from the Gronauer Lock for the project. Contractor Jack Cohee will pick up about a third of the timbers stored in the New Haven warehouse with his semi-trailer. They need:

- 4 timbers 14" x 26 feet long
- 1 timber 15" X 26 feet long
- 3 timbers 16" x 26 feet long
- 1 timber 19" x 24 feet long

Some timbers need to be shortened before moving. The rest will be cut to appropriate sizes by either an "Alaska Sawmill" that fits on a chain saw to follow a nailed on piece of 2 x 4 as a pattern or Rollin Graybill's Woodmizer portable sawmill once they reach Canal Park.



CANAL SOCIETY OF INDIANA

P.O. Box 10808, Fort Wayne, IN 46854-0808

Phone & Fax: 260-432-0279

E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

President
Robert Schmidt
Ft. Wayne, IN
Indcanal@aol.com
Speaker—Indiana Canals

Vice-President
Frank Timmers
Carmel, IN
fntimmers@yahoo.com

Secretary
Sue Simerman
Ossian, IN
simerman46777@msn.com

Treasurer
James Ellis
Ft. Wayne, IN
jimaellis1932@hotmail.com

Editor
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

Dan McCain
Delphi, IN
mccain@carlnet.org
Speaker, tours -appointment
wabashanderiecanal.org

Mike Morthorst
Cincinnati, OH
gongoozler@fuse.net

Charles Whiting, Jr.
Lawrenceburg, IN
cwhiting01@comcast.net
Speaker—Whitewater Canal

Thomas E. Castaldi
Ft. Wayne, IN
tlcastaldi@yahoo.com

Charles Huppert
Burtonsville, MD
cbh@iquest.net

Gerald Mattheis
Cambridge City, IN
obkhouse@frontier.com
Speaker Whitewater Canal

Brian Stirm
Delphi, IN
stirmb@purdue.edu

Mick Wilz
Brookville, IN
mick@sur-seal.com
Speaker - tour Whitewater Canal (765) 647-6457

Gail Ginther
Metamora, IN
metamora@gmail.com

Jeffrey Koehler
Center Point, IN
koehlerjm@frontier.com
Speaker Wabash- Erie Canal

Ellsworth Smith
Leo, IN
ellsworthsmith@aim.com

**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 sixth installment follows and is quoted in its entirety:

THE CANAL IN OPERATION

Now that the canal had been completed, Evansville hoped to realize that long expected prosperity towards which it had been looking since the passage of the internal improvement bill of 1836. The city's business was on the boom; speculation in real estate continued; warehouses and mills were erected along the banks of the canal; products could be brought from the North and East by way of the canal at very low rates. From Dongola to Evansville the rate of two hundred fifty pounds of lard was ten cents; on a barrel of pork, eight and one-third cents; on a hogshead of tobacco from sixteen to eighteen hundred pounds, fifty cents each. Most of the boats were heavy freighters, since the canal business was chiefly that of transporting freight. Passengers on the canal were very few, as already they could ride over the Evansville and Crawfordsville Railroad to Vincennes where it joined with the Ohio and Mississippi Railroad from Cincinnati to St. Louis. There were two fine passenger boats, however, which made the trip between Evansville and Terre Haute. Both the "Prairie Queen" and the "Pride of the Wabash" were well equipped and finely finished, and would each carry thirty-five passengers with sleeping accommodations, and many more if the additional passengers furnished their own sleeping equipment. The speed of these passenger boats was one hundred miles per day of twenty-four hours. They were drawn by four shifts of horses daily.

The career of the canal was destined to be of short duration and full of troubles. Many physical obstacles had to be overcome in its construction, maintenance, and operation. Since the upper portion of the canal from Fort Wayne to Terre Haute paralleled the course of the Wabash River, the repair cost was not high. But if one observes the map and traces the canal carefully from Evansville to the White River feeder, he will see that it ran at right angles to the natural drainage system. This naturally required a great number of cuts and fills requiring not only a large sum to construct but a constant expense to maintain. Some of the costly engi-

neering projects should be noted. One was the system of locks nineteen miles from Evansville. These locks were to raise the boats over an ascent of fifty-one feet. The same number of locks were required to lift the boats over a fall in Honey Creek, a short distance south of Terre Haute. Feeders were erected on Pigeon Creek, on the West Fork of White River, and on Eel River. Reservoirs were constructed at Port Gibson, in Gibson County, and at Birch Creek, in Clay County. These were formed by damming up the streams, in most cases leaving the vegetation intact. The famous Cross-cut and the cut through the Eel River Summit were maintained only with difficulty, as the banks were continually crumbling and depositing sediment in the canal. There were also a number of aqueducts which led the canal over the streams. These were frequently destroyed when the streams were at flood stage. Just as a chain is no stronger than its weakest link, so the canal, as an avenue of commerce, was no more efficient than its weakest engineering project.

The first years of the canal did not bring forth all that its advocates had expected. Evansville had neither tolls nor water rents to its credit before September, 1853, at which time the canal was opened through to Evansville. In September the city's canal station collected \$76.60 of water rents and tolls; in October, \$151.50; in November, \$182.72, thus making a total of \$410.82 for the three months of 1853 during which time the canal was serving Evansville as a carrier of commerce. Worthington, during the same three months, collected \$422.23; Terre Haute, \$3085.17; Lafayette, \$21,663.30; Fort Wayne, \$31,589.60. From these figures it can be seen that Evansville, during the three months in which the canal was opened to Toledo, drew the least revenue of all the important stations along the canal.

As early as 1854 the operators of the canal could feel keenly the presence of their new rival, the railroad, which was destined soon to surpass the canal as a carrier of commerce. Shipments of merchandise over the canal were rapidly decreasing, even during 1854, in favor of the railroads. The total tonnage on the canal was heavier than during the preceding year, however, due largely to an increase in shipments of corn, lumber, iron and other articles which paid relatively low tolls. Although the tonnage was heavier this year, yet there was no appreciable increase in revenue. Wheat shipments had been light because of a general crop failure. The loss of merchandise shipments was a heavy blow to the canal, for they paid the highest tolls of any articles carried. During 1854 Evansville's business on the canal improved materially. Its tolls and water rents amounted to \$2,316.12, but still it was trailing far behind all the other important canal stations except Petersburg and Worthington. The revenues of Terre Haute, La-

fayette, and Fort Wayne were \$8,066.84, \$63,641.54, and \$56,935.20 respectively.

From Terre Haute southward in 1854 the canal experienced many obstacles. On June 21 the embankment along Birch Creek reservoir was cut by some persons, thus shutting off the water supply of an important division of the canal. The governor issued a proclamation offering a reward for the detection of the guilty parties, but to no avail. A little later in the year, in the same county, some culprits attempted to burn the Eel River dam, which was perhaps the most costly structure on the lower section of the canal. One cannot easily estimate the damages caused by these outrages. The repairs alone cost \$20,000, to say nothing of the loss to business and the inconvenience to the people of all the areas depending upon the canal as a means of transportation. The inhabitants of Clay County contended that the Birch Creek reservoir, because of the great amount of timber and vegetation in the flooded district, was a cause of disease; and they determined that it would not remain longer in their midst unless the vegetation were removed. In compliance with this complaint the board of trustees took immediate action to have the reservoir cleared.

The year 1855 gave promise of being a better year for the southern end of the canal. The revenues collected at the stations located in this section had approximately doubled, while those collected from Terre Haute northward were substantially reduced from those of the preceding year. It seemed, however, that the canal was not permitted to enjoy a long period of prosperity, for destruction, either natural or artificial, intervened. At mid-day, May 10, one hundred men "disguised by blackened faces and other concealments" cut and destroyed the banks of Birch Creek reservoir after driving away, at the risk of their lives, a small band of workmen. A small force came together and attempted to repair the breach at once, but while working they were surrounded by a band of armed men who ordered them to leave the site of the reservoir immediately. On the last day of May a group of vandals attacked and badly damaged the aqueduct over Birch Creek. When the governor heard of this, he dispatched troops to the troubled scene to protect the workmen while they repaired the aqueduct and reservoir. All went well as long as the armed force remained, but on the night following their withdrawal the same band appeared and cut the embankment, thus putting an end to navigation for practically the remainder of the season. The commandant, during his sojourn in Clay County, arrested many persons who were implicated in the depredations, but the local courts would not convict them.

In the year 1856 the revenues derived from tolls on the lower section of the canal were very low. The

destruction of Birch Creek reservoir made through traffic virtually impossible and thus cut the canal into a north and south division at this point. The total revenues collected at Evansville during the year were little more than half those of the preceding year. Numerous breaches occurred in the Petersburg district which hampered navigation in this section. Already proponents of the canal were losing faith in its permanency, for it had begun to appear that the Evansville and Crawfordsville Railroad, which at that time connected Evansville and Terre Haute, and the Ohio and Mississippi Railroad, which connected St. Louis and Cincinnati, were becoming strong competitors in the carrying trade. The railroad as a common carrier had proved itself far superior to the canal.

The year 1857 was featured by continuous obstacles in the way of canal transportation. On the first day of November heavy rains fell in the valley of Pigeon Creek, raising the stream to an unusual height and causing huge breaks in the embankments of the canal. Many breaches also occurred in the Eel River feeder. The thirty-foot cut through Pigeon Creek summit was badly in need of repair, as the soil was continually washing from the slopes into the canal and preventing the free passage of boats at this point. During the year 1857 the tolls collected south of Terre Haute were \$7,998.35. And the cost of repairs for this section was \$40,556.86. It was now evident that the canal was both a financial and a commercial failure.

The year 1858 brought further disappointments to the operators of the canal. Artificial and natural impediments again interfered, as follows:

1. June freshets seriously damaged the canal in the regions of Spring Creek and Otter Creek.
2. Water broke in from rivers over the towpath at numerous points, made small breaches in the banks and formed extensive barriers in the bottom of the canal.
3. Continuous and heavy rains washed the earth down into the canal from bluffs and sand hills.
4. Navigation was suspended in the Petersburg district eighty-one days by breaks, thirty days by high water, and two days by ice, making a total of one hundred thirteen days of the year during which the canal could not be used for navigation purposes.
5. Many attempts were made to cut the banks of the Birch Creek aqueduct, one of these proving successful on August 23. There were two attempts made to cut the towpath near Kossuth and two attempts made to release the water from the Eel River dam.

The newspapers of southwestern Indiana expressed themselves very freely and very disparagingly about the canal as an agent of transportation. In April the *Evansville Journal* feared that navigation on the canal would be stopped for at least a month, for there were two small breaks between that city and Hosmer, a section from which the city drew a large amount of trade. This newspaper also upbraided the Canal Board for its accustomed delay in making the necessary repairs.

In the latter part of November, 1858 the *Journal* described at length the difficulties encountered by three boats which were bringing marble from Toledo to Evansville. The trip should not have required, under favorable conditions, more than eleven days. The boats were of seventy-five tons capacity, each carrying fifty tons of marble. All went well until they reached Terre Haute, and from there southward they found places where the water in the canal was no more than twenty-four inches deep. This made it necessary to unload a part of their cargo and return later for it. The freight rates from Toledo to Evansville were five dollars per ton. Useless to say, the operators lost financially in the undertaking.

In August, 1858 the *Vincennes Gazette* declared that if the Canal Board would keep the canal in a favorable state of repair, they need not fear the competition of the railroads. It also called the board a group of "broken down political crooks."

In November, 1858 the *Evansville Journal* complained despairingly of the canal's future:

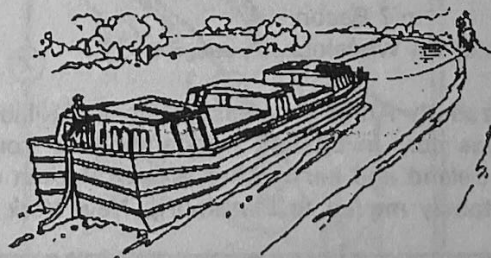
There is scarcely a house in this city that has entrusted its property on it, but can enumerate heavy losses of thousands of dollars by long detentions, and extra expenses incurred by wagoning goods from points where they had been caught in the canal by some accident, the most positive assurance from Trustees and officers that all is right on the canal, cannot induce a business man here to ship an article on the canal — though it would be carried free — to any point to which he can send it by any other conveyance, even if it cost him fourfold. We daily see shippers paying twenty-five cents per hundred pounds freight by railroads and wagons, when the canal boats to the same place are offering to take it for ten cents, during the short and infrequent intervals when the canal is said to be in complete order. If its management cannot be improved it might as well be filled up between here and Terre Haute except for the short distance on which cordwood is brought to the city. It was by the exertion of the people of this city that public lands were procured; it was by the promises and assurances given by delegates from this city of the national benefits it was to confer to the people of all the western and nearly all the eastern states that they were persuaded to pass resolutions and memorialize Congress to give us the public lands. But the work we promised should be a national avenue for trade between the North and South has proved an abortion and our character for foresight and good faith is damaged by the fail-

ure. In 1859 the canal south of Newberry passed from the control of the state to that of private hands. The legislature, when it adjourned, had left no provision whereby the canal in that division could be cared for. The tolls and water rents in no way took care of the repairs. On March 26, 1859 the Canal Board made a contract with Ziba H. Cook and Marvin A. Lawrence, of Vanderburg(h) County; Goodlet Morgan, of Pike County; Jacob H. Miller, of Warrick County; and Matthew L. Brett, of Daviess County, whereby they should receive all the net tolls and water rents in the Newberry and Evansville division, a distance of ninety-five miles, after they had paid certain salaries, damages, and other expenses stipulated in the contract. In return they were to keep the canal in a navigable condition.

In August, 1859 navigation from Newberry southward was completely stopped because of repairs which were being made on the aqueduct over the East Fork of White River. The revenues of this year, however, would lead one to think that business on the canal was shifting from Terre Haute to Evansville, as the latter's revenues were two and one-half times those of the former. Evansville's winter commerce ranked third among the ten canal stations for the year, but during the summer season it was unable to keep pace in revenues with the other cities along the canal.

In the latter part of 1859 and in the year of 1860 faith in the canal as an efficient artery of commerce had well nigh vanished. Citizens of Evansville complained about the unsanitary conditions that existed along the arm of the canal through Lamasco, and asked permission to fill it up. In this locality people refused to build; lots stood vacant along, or near, its banks; the value of real estate diminished in proportion to its proximity to the canal; the odor arising therefrom admonished the homeseekers to "seek" elsewhere. In case the canal were filled up, sewers would have to be laid to carry surplus water for manufacturing purposes. This would not only improve living condition along the canal but would avoid the expense of building bridges across the canal in the city. But before the canal could be filled up, the city would have to get the permission of the legislature and of the business houses along its course.

(To be continued in the next issue of *The Hoosier Packet*)



CANAWLERS AT REST

DR. ELBRIDGE GERRY WHEELOCK

b. November 25, 1814

d. August 5, 1892

By Carolyn I. Schmidt

Elbridge Gerry Wheelock comes from notable American ancestry. About the time of the rebellion of the Duke of Monmouth and during Cromwell's wars in England, three brothers, who had large estates, arrived in Massachusetts. One of these brothers was Thomas Phineas Wheelock, Elbridge's grandfather, a first cousin of Eleazer Wheelock, who was the first president of Dartmouth College. Thomas' wife, Prudence Dodge, was the first cousin of Daniel Webster's mother.

Phineas Wheelock (2-21-1781, 8-1-1848), Elbridge's father, was born in Winchester, New Hampshire and was a silversmith in Boston. There he married Margaret Hennessy and had three children:

John Wheelock
Margaret Wheelock
William Wheelock

After Margaret's death Phineas married Elizabeth Anna Hennessy (? , 10-?-1823) and had five more children:

Louisa Wheelock (4-?-1811, 5-4-1849)
m. John Murphy
Catherine Wheelock (?-?-1818, 1850-55 Hometown)
m. Amos P. Delong (?-?-1819, ?)
Elbridge Gerry Wheelock (11-25-1814, 8-5-1892)
(7-26-1840) m. Esther Hatch (7-27-1823, 1-12-1850)
(5-23-1850) m. Hannah Moody (abt 1830, 2-5-1909)
Sarah Wheelock
m ? Bacon
Elizabeth Wheelock (? , at age 5)

Elizabeth Anna Hennessy Wheelock, Elbridge's mother, was born in Boston. Her father was from Londonderry, Ireland and her mother was of Puritan extraction. The family moved to Plattsburg, New York where

she died at age 38. Phineas died twenty-five years later in Hometown, Allen County, Indiana.

Elbridge Gerry Wheelock, our subject, was born in Burlington, Vermont on November 25, 1814 to Phineas Wheelock (2-21-1781, 8-1-1848) and Elizabeth Anna (Hennessy) Wheelock (?-?-1785, 10-?-1823). His father had returned from Boston to Burlington due to financial reverses.

On November 23, 1814, two days before Elbridge Gerry Wheelock's birth, Elbridge Gerry, the 5th Vice President of the United States had died. Elbridge Gerry had been a delegate to the Continental Congress, a signer of the Declaration of Independence, a delegate to the U.S. Constitutional Convention, and was in the first class of Representatives in the House representing Massachusetts from 1789-1793. He was elected Governor of Massachusetts in 1810 and 1811. He was Vice President of the United States during James Madison's second term. In 1812 he gave birth to the idea of "gerrymandering" election districts. He died in office of heart failure. He was so loved by the people that many boys were named after him at the time — example Elbridge Gerry Vinton proprietor of the Vinton House, a Whitewater Canal and National Road Inn in Cambridge City, Indiana.

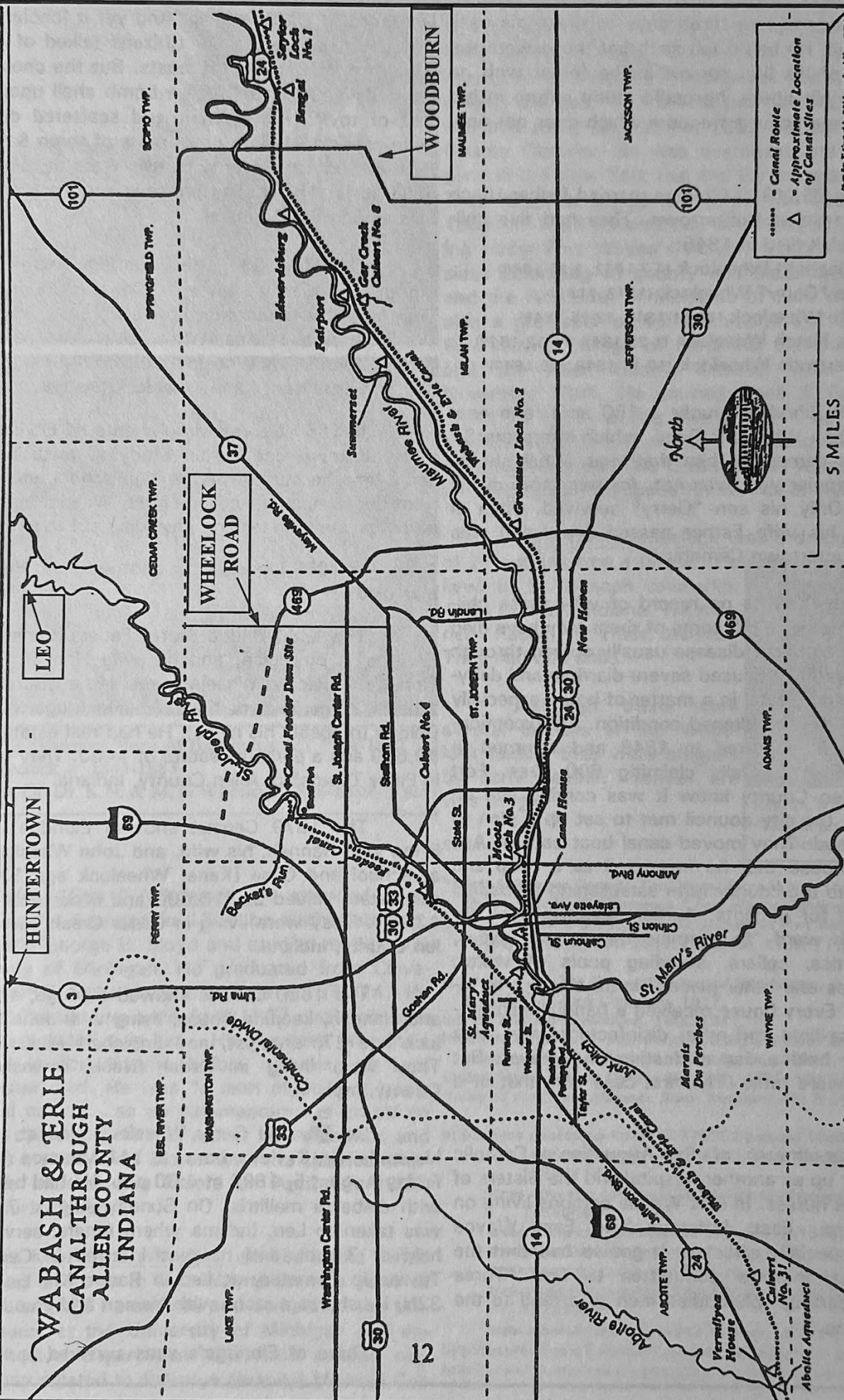
Elbridge attended Plattsburgh Academy in New York with Alfred Peck Edgerton (see *The Hoosier Packet* January 2011) and Joseph Ketchum Edgerton. After graduation Elbridge moved to Cleveland, Ohio to teach school and became the principal of the public schools. While holding this position for over three years he studied medicine in his leisure hours. He attended lectures in the old Western Reserve Medical College but didn't graduate since there was such a high demand for doctors in the new settlements at the time.

From 1837-43 the Wabash & Erie Canal was being built to the east from Fort Wayne and across the Indiana/Ohio state line. Elbridge was appointed surgeon of the division extending from Fort Wayne to Defiance, Ohio. His obituary says, "The labor connected with this position was burdensome and not very remunerative." While practicing for the canal workers he settled at Woodburn in Maumee Township, Allen County.

After the canal was finished Elbridge moved to a colony, which had been established by William Hunter in 1837 in Allen County, Indiana. Hunter platted the town of Hometown. Elbridge was its first physician. He purchased a 300 acre farm there and cultivated it as well as practicing medicine. His obituary says, "The country was very thinly settled, and the roads were mostly bridle paths, so that horseback was about the only means of locomotion. His practice extended to Kendallville, Au-

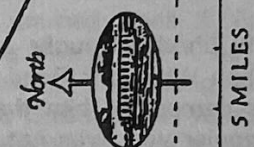
THE FORT WAYNE SUMMIT

**WABASH & ERIE
CANAL THROUGH
ALLEN COUNTY
INDIANA**



**WABASH & ERIE CANAL
NOTEBOOK
ALLEN AND HUNTINGTON COUNTIES**

COURTESY OF THOMAS E. CASTALDI



----- General Route
Δ Approximate Location of Canal Sites

Map by Tom Castaldi, P.E., 1994

burn and all points twenty miles north of Hometown, so that often it took him three days to make his calls and return home. He has often said that those were the happiest days of his life, for off in the forest with no companion but his horse, he could study nature in her true simplicity and enjoy a freedom which does not now exist."

On July 25, 1840 Elbridge married Esther Hatch (7-27-1823, 1-12-1850) at Hometown. They had five children two of which died in 1848:

- Ellen Elizabeth Wheelock (4-7-1842, 2-25-1848)
- Elbridge "Gerry" Wheelock (1843, 1883)
- Gertrude Wheelock (10-21-1845, 12-25-1848)
- Thomas Hatch Wheelock (1-23-1847, 10-12-1849)
- Ellen Gertrude Wheelock (12-14-1848, 9-5-1849)

In 1849 Elbridge bought a 160 acre farm near Hometown. Then Wheelock Road, which intersects St. Joe Road, was named for him that year. What should have been a happier year was not, for two more of his children died. Only his son "Gerry" survived. Then in January 1850 his wife Esther passed away and was buried in old Hometown Cemetery.

Although there is no record of why these children and their mother died, some of them may have died from cholera, a bacterial disease usually spread through contaminated water. It caused severe diarrhea and dehydration and could be fatal in a matter of hours especially to those already in a weakened condition. An exceptionally bad outbreak occurred in 1849 and returned in 1852 and 1854 eventually claiming 600 lives. Fort Wayne and Allen County knew it was coming and on April 12, 1849 the city council met to set up a plan to prevent its spread. They moved canal boat captain Asa Fairfield's log house that he had used as a soap and candle factory to the county farm establishing a hospital and readying it for patients. A representative was appointed in each ward "to examine the streets, alleys, stables, pig sties, cellars, standing pools of water, slaughter houses and other places" in an attempt to remove any filth. Every house received a handbill instructing them to use lime and other disinfectants that they provided. They held a day of fasting and prayer. But their attempts were futile. The first case was that of a canal laborer.

The schoolhouse of St. Augustine's Catholic Church was set up as another hospital and the Sisters of Charity acted as nurses. In Fort Wayne persons living on East Washington, East Jefferson and East Wayne streets were especially afflicted. It got so bad that the city council appointed a committee to find "Three strong, stout-hearted, able-bodied men to attend to the sick and suffering."

Charles Beecher in a letter to Milton Badger on October 31, 1849 writes: "And yet it [cholera] came as if nothing had happened. Citizens talked of cutting the canal, or drawing off the boats. But the cholera did not come by water, it fell like a bomb shell upon the S. E. part of town [Ft. Wayne], and scattered death...itself quite capriciously into other parts of town & then disappeared. Sixty or Seventy deaths were attributed to this Scourge [in 1849]. The principle scope of its operation was among the Germans."

On May 23, 1850 Elbridge married Hannah Moody (abt 1830, 2-5-1909) in DeKalb County, Indiana. They were the parents of three children:

- Thomas Phineas Wheelock (3-2-1851, 9-3-1858)
- John Davis Wheelock (1853, 12-11-1921)
- Elisha Kent Kane Wheelock (6-9-1857, 12-28-1928)

In 1854 George Murphy entered Elbridge's office in Hometown and began studying medicine. At the same time he studied at the high school and graduated from the commercial college in Ft. Wayne, Indiana. Later on he became the leading physician at Leo.

In 1858 Elbridge lost another child. His son Thomas died.

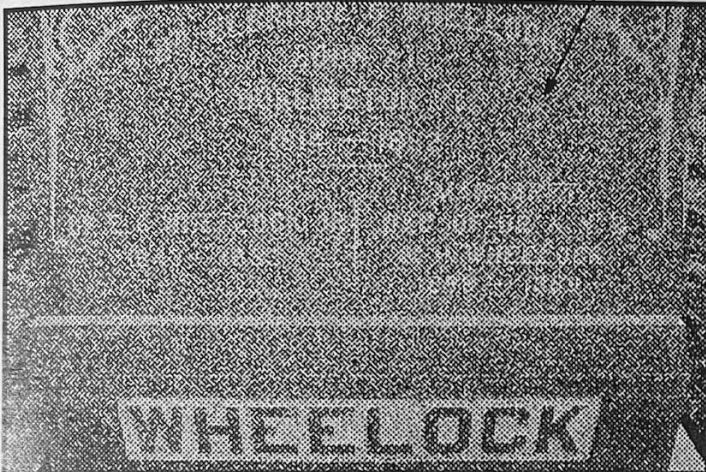
The 1860 United States Federal Census showed Elbridge, a physician, and his wife Hannah living with Elbridge G. [Gerry] Wheelock age 16, a laborer, John D. Wheelock age 7, Kent Kane Wheelock age 3, and Mary Delong [probably his niece]. He had real estate valued at \$3,600 and a personal estate of \$400. They were living in Perry Township, Allen County, Indiana.

The 1870 Census showed Elbridge, a doctor, living with Hannah, his wife, and John Wheelock age 16 at school and Case [Kane] Wheelock age 13. He had real estate valued at \$10,000 and a personal estate of \$2,000. They were living in Cedar Creek Township, Allen County, Indiana.

The 1880 Census showed Elbridge, a physician, and Hannah, keeping house, living with John D. Wheelock age 27, druggist, and Englebert Muller, age 24. They were living in Cedar Creek Township, Allen County, Indiana.

Dr. Elbridge Gerry Wheelock died at age 77 in his son's, Dr. K. Kent, home at 141 Maumee Avenue on Friday August 5, 1892 at 4:30 p.m. He had been very ill with diabetes mellitus. On Sunday August 7 his body was taken to Leo, Indiana where funeral services were held at 3 p.m. and he was interred in Cedar Creek Township Cemetery at Leo in Range XIII E, Township 32N. He shares a stone with his son and granddaughter.

Three of Elbridge's sons survived to live useful



lege of New York in 1879 and was graduated in 1880. That spring he began practicing at Huntertown but moved to Fort Wayne in November and had a very successful practice. In 1881 he married Matilda Henderson and had three children. In 1882 he was elected Allen County Coroner. He was a student and assistant surgeon in the New York Eye and Ear Infirmary in 1883-84. Their daughter Margaret was born in 1888 and died in 1889. In 1898 he was one of twenty councilmen serving under Fort Wayne's mayor, Henry P. Scherer. Besides belonging to county and state medical societies and the Academy of Medicine of Fort Wayne, he was also a professor of ophthalmology and otology in the Fort Wayne College of Medicine. He was a Democrat and the Allen County coroner from April 1882-November 1884. He married Anna J. Pontius in July 1913. In 1917, during World War I, he was surgeon-captain under Dr. Allen Hamilton along with other leading physicians and Red Cross nurses who formed Hospital Unit M, fully equipped for service in France.

John Davis Wheelock was a druggist at the age of 27 and became a farmer. He lived in St. Joseph township, Allen County, Indiana. He married Rachel ? (1864, 2-8-1952) They had one child.

Although there were several doctors in the Wheelock family, they were plagued by early deaths. Frontier life was tough.



John D. Wheelock 1853-1921
Rachel his wife 1864-1952
Photos by Bob Schmidt

Dr. Elbridge G. Wheelock Born At Burlington, VT 1814-1892
Dr. E. G. Wheelock Jr. 1843-1883
Margaret Dau. Of Dr. K.N. & M. H Wheelock 1888-1889 BS

lives:

Elbridge "Gerry" Wheelock Jr. attended Perry Centre Seminary, founded in 1856 by Nathaniel Fitch, Jacob Kell and George B. Bloyd and studied medicine at the University of Michigan. He graduated from Cleveland's Western Reserve Medical College in 1873-74. He practiced at Huntertown until April 1877 and then took over Elbridge's practice in Leo. He practiced only for a brief period in Fort Wayne before returning to Leo, where he later died. He was "a man of brilliant talent and unusual culture...as an extemporaneous orator on any subject called for, he was a peer in the county, and his retentive memory was stored with the classics of literature." He married Ada Moore on April 12, 1866. They had four children.

Elisha Kent Kane Wheelock worked in the dental office of Loag & Brown in Fort Wayne for two years at ages 14-15. In 1874 he entered and completed the preparatory course at the University of Michigan and entered the medical department where he studied two years. He matriculated to Bellevue Hospital Medical Col-

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FROM TIMES PAST

(continued from the last issue)

...The State would be compelled (if this bill goes into effect, and is carried out according to its letter and spirit) to pay him the sum of 5,2700,250 dollars, and the canal, etc. the like sum. If then, one man or a set of men, have the power to do this, and their interest prompts them to do it, is it not a fair presumption that such will be the case.

This would leave bonds unprovided for in other hands to the amount of 6,045,000 dollars which, with the interest in arrear up to January 1st 1847, will amount to the sum of 7,859,500 dollars. Now what inducement would the holders of these bonds have for surrendering them under the provisions of this bill? They would get new stock for the same amount and the State would promise to pay one half the principal and interest, and given then the canal, (after the payment of the preferred debt) for the other half, with the absolute certainty however, staring them in the face, that not one farthing of either principal or interest on one half at least, would ever be paid. But says the "honorable Senator," our bondholders will be glad to come into this arrangement, give up the bonds they now hold, upon which they get nothing, and take this new stock with the prospect of getting half; that they will find that a "half loaf is better than no bread" — and in the same breath, the "honorable Senator" talks eloquently about the "REDEEMED HONOR" of the State, and in a vein of thunder denounces REPUDIATION. "O consistency! thou art a jewel."

The argument is simply this. We owe a debt which we cannot pay, but we will not repudiate, oh no, that would be dishonorable.

Our bonds are held in part by bankers, brokers, and money-lenders; and in part by widows, orphans, and other persons who have invested their all in our "promises to pay, and cannot be further "bled." We want money, and money we must have to complete the canal. We will therefore pay the debt we owe to the rich money-lenders in full, (provided they will let us have a little more,) and to the poor men, widows, and orphans, we will offer the better alternative, either to give up the bonds of the State which they now hold, and take our new "promises" to pay half or else we will repudiate — no, not repudiate, for that would be dishonorable, but we will just pay them — nothing at all and if they have the impudence to hesitate about accepting so fair an offer we meet them with the old raw — "a half loaf is better than no bread." And this is called "redeeming the honor of the State!" This is the great measure of our last and most glorious Legislature which is to raise our poor degraded "non-paying State" from the lowest depth of infamy, and place her for all time to come on

the highest pinnacle of fame, as a debt-paying State! Verily our rulers have taken a —

"Dive into the bottom of the deep

"Where fathom-line could never touch the ground

"To pluck up drowning honor by the locks."

The principal reason given why we should make this arrangement with our creditors, is, that Illinois has done so with her creditors and the consequence is that she is now hailed as a debt-paying State, with her honor redeemed, and that her people are prosperous and happy. I do not know the precise arrangement which Illinois has made with her bondholders, but I understand she has conveyed to them her canal, no part of which I believe was finished, in some manner similar to the provisions of "Butler's bill." It was predicted even before the passage of "Butler's bill" that it would give our bondholders a controlling political influence in the State, sufficient to enable them to carry any measure they might desire. It appears from the article in the Peoria (Ill.) Press of Dec. 24th, that the "wise workers" on the canal have already commenced the same game there, by trying to prevent the Governor from calling an extra session of the legislature to apportion the State, fearing it seems, that some of their rascality may develop itself so as to induce the legislature to repeal the law, before they finally and irrevocably fasten themselves upon that poor, unfortunate, and deceived State.

If such an attempt has been made on that short and unfinished canal, within the first year, what may we expect in the course of time, on this line running through the extreme diagonal length of the State, and commanding two-thirds of its entire commerce? Comment is unnecessary. But perhaps I am already trespassing too much upon your columns; I will therefore conclude this article with this remark that perhaps some poor wit may be suffering under the fear that these articles may be attributed to him, and he will have to take the responsibility of "endorsing" my sentiments. For the relief of all such you are hereby fully authorized to say that this article is written by Wm. H. Coombs.

Fort Wayne Times & Press

February 7, 1846

The Land Frauds. — We find in the *Logansport Pharos* of the 4th inst. The following correspondence in relation to the Peru Land frauds.

Indianapolis, Jan. 29, 1846

Friend Hall — I enclose to you the correspondence between John Fitzgerald and myself in relation to the purchase made by him of Canal lands, at the Land Office at Peru, a few days since. I will be seen from the enclosed communications, that John Fitzgerald has agreed to go to Peru, or send on tomorrow, and have all of the certificates canceled, except for ten tracts belonging to the United States.

As there is much excitement about this matter,

it is due to the Governor to state that he proceeded, immediately on the first application, to effectually put a stop to any further sales under the law referred to. I hope no censure may be attached to Gov. Whitcomb. E. F. Lucas, however, deserves the censure of the whole community. I have been about two days and a half trying to effect this arrangement, and have this moment succeeded. I am gratified that through any act of mine I have been enabled to relieve so many of my friends in the Wabash valley.

Yours, truly, WM. L. Ross.

The following is the correspondence referred to in the above:

Indianapolis, Ia, Jan 29, 1846

John Fitzgerald, Esq.

Dear Sir — On behalf of the citizens of Indiana, who are interested in the late sale of Canal lands, for the non-payment of interest, under the act of the General Assembly passed and approved on the 20th Jan. '46, I ask that you cancel all certificates for lands which belong to any citizens of Indiana.

Yours, Respectfully, WM. L. Ross

Indianapolis, Jan 29, 1846

W. L. Ross, Esq:

Dear Sir — I have your note of this morning, requesting me to have cancelled the final certificates for Canal lands, purchased by me under the act of the General Assembly approved Jan'y 20, '46. In answer I have to say, that I did not purchase any citizen's lands, either residents or non-residents, with a view of holding them finally; (though according to law they had forfeited all legal title to them.) I will do this: if the Governor will direct the clerk in the land office to hand back my money for all except such lands that were forfeited by the United States, amounting to about ten tracts, and direct him to retain the money for these and report them in his list of sales, leaving the question of the validity of the law to be settled on its merits by the proper tribunal —then I will give up all the rest of the final certificates. If he will not do this, then I shall consider this proposition for a compromise as withdrawn, and maintain my right to the whole purchase. — If you see proper, in behalf [of] the citizens interested, to make this proposition to the Governor, you can do so; and if accepted I will abide by it — if not I withdraw it.

Your friend, John Fitzgerald.

Indianapolis, Ia. Jan 29, 1846

John Fitzgerald, Esq. I enclose to you a letter from Gov. James Whitcomb, directing the Superintendent of the Wabash and Erie Canal, or the Clerk in the Land Office at Peru, to cancel fifty-six certificates which you lately obtained from the Land Office, and deliver up to you the money amounting to said purchase, which includes all of your late purchase, with the exception of

ten tracts which were forfeited, belonging to the United States. Your immediate attention to this matter is requested.

WM. L. Ross

Indianapolis, Jan'y 29

Wm L Ross, Esq.

Dear Sir — I have just this moment rec'd your note inclosing a letter from Gov. Whitcomb, and wishing me to attend to the matter immediately, to reply I will state that I will start or send on tomorrow.

Y'rs resp'y, John Fitzgerald

We are requested to publish the following

Williamsport, Jan. 267, 1846

Dear Sir — Yours of the 25th came this evening to hand, informing me of the operations at the Land Office. I am sorry to learn that any attempt is made to enter any man's farm that is improved. I certainly, if I had charge of the office, would not permit it.

I was aware that such a law was passed at the close of the Legislature, and I regret exceedingly that such a law was passed; for I had, at the request of Mr. Taber (?) and the Committee on Canals drawn up such a law as was supposed would conduce to the goal of the purchasers of Canal lands and not detract from the interests of the State.

The contractors and holders of "Dog," who the big bill passed extending the time for the payment of lands to five years, felt themselves aggrieved at the depreciation of the Scrip, and they went to work, without my knowledge till all was done, and had a subsequent law passed, permitting the entry of all Canal lands on which there had been no payment made for two years past either on principal or interest.

The principle is this, however, that for all land bought; by speculators at the first sale, and no interest having been paid since, the law is not objectionable; but to purchase men's farms is outrageous beyond all precedent.

I shall leave for Peru in two days, and see what can be done. Yours in haste, E. F. Lucas.

C. Carter, Esq. Logansport, Ind.

P.S. —This is the result of hasty legislation. I closed the land office last fall against similar outrages, but hardly know how to justify —got my curses for it, and no thanks. In this case, I hardly know what to do.

Fort Wayne Times & People's Press
February 14, 1846

The State Debt & Canal. — MrEditor:

The late law for the adjustment of the debt of Indiana, seems to meet with some opposition.

The law is lengthy —necessarily so, in order to meet the different interests of the bondholders —so far as the State and the bondholders as a whole are connected, the law if short enough, and with care easily un-

derstood. Its leading provisions are,

First. That the State shall pay two and a half per cent interest (being one half) of her bonds that now bear five per cent. To enable the State to do this a tax must be levied of five cents on each one hundred dollars of valued property, and twenty five cents on each poll.

The people will be burthened under this province, in addition to former taxes on this wise; to wit: In all cases twenty five cents on each poll; and for one thousand dollars of property fifty cents, for two thousand dollars one dollar, and in proportion as they are more wealthy. Few I think will object to the law on account of this slight tax.

Second. The canal lands, canal and its appurtenances are to be held by Trustees to defray the expense of completing the canal to Evansville; and to pay the other two and a half per cent interest, and half of our bonds due such of our bondholders as come into this arrangement.

This law goes into operation when one half of the bonds are surrendered, and the bondholders subscribe and agree to pay \$2,250,000 to complete the canal, and actually pay the trustees ten per cent on this amount, or \$225,000.

When the law may go into operation, there may be but one half of our bonds surrendered; and as one half of what are surrendered are entitled to draw two and a half per cent interest from the State taxes; the other half is only one fourth of our whole bonds, and for this one fourth, the canal lands, canal &c. may be placed under the management of the trustees.

Some objection has been raised to this feature of the law, let us look at it. The law contemplates that every bondholder may come under this arrangement, but permits one half in amount to do so without the others. This is a highly important measure — one that is calculated to benefit the whole; but knowing that no one can be compelled to adopt it without his consent, and believing some would not enter into it, made it necessary to make provision for a part to act without the whole, or be morally certain that the effect would fail.

If all the bonds were compelled to be brought under this arrangement before the trustees could act, great injustice might be practiced. In order to succeed, the heavy bondholders must engage in this enterprise; and after they might have gone on in good faith for the benefit of all as far as they could, some sharp "Shylocks" might coolly look on and when requested to engage with the others for the welfare of the whole, refuse any cooperation, and require the others to purchase their bonds at full price, or even to ask an advance.

These, among other considerations made it essential that the State should pass over the canal, lands, &c. to trustees to enable such to get their pay as chose to seek that mode of securing it.

But the State does not allow the transfer to

trustees without the best reason for believing all the bonds will be brought under the provisions of the law.

Those bondholders refusing to subscribe their proportion to finish the canal, are excluded from any benefit from the land, canal &c. until those are paid who do complete it — nor is the two and a half per cent interest to be paid them by the State on their other half of the bonds, unless surrendered to take the other two and a half per cent from the canal &c. after those advancing money are first paid. Being thus entirely unprovided for if not surrendered at all, it is next to certain that they will unite with the others or sell their bonds at a fair price to those who will come into the arrangement. This portion of the bondholders have no reason to complain, for the law provides for paying two and a half per cent interest on all bonds surrendered, in condition to the advantages from the canal, which will raise the saleable value of their bonds and enable them to dispose of them more advantageously than they could before the passage of the law. There may be those among the bondholders, men, widows, or orphans, who from inability to make advances to finish the canal, must wait for their interest on one half of their claims until those who finish it receive their interest in full — this relates to interest merely — this half of the debt itself is to be paid equally to all, when the funds from the land, canal &c. will meet it. This preference seems only just; for without some compulsory interest, what would induce any rich man, rich widow, or the orphan to advance money to finish the canal — it certainly would not be the wish of any one to do it, and none would except from a desire to accomplish this great object as a means of relief to all parties.

The representative or rich widows and rich orphans might come forward first and subscribe their proportion willingly, and so might many others, while some rich sharpers — men, widows, or orphans would hesitate, and if possible decline, knowing they could use their funds to much greater advantage.

The legislature was called upon to consider a great measure, and it was impossible to suit every private interest; they would not know whether any of the bonds were held by widows or orphans, or if so, whether poor or rich; the fair presumption is, most of them were originally taken, and are now held by persons of wealth, and the only sensible principle to adopt was one calculated to do justice to the bondholders as a whole.

Third. The State may, by future legislation, require the bondholders who come under the law to take the lands, canal &c. in full for one half of the surrendered claims. In order to have the canal, lands &c. to pay one half of the whole bonds, it is necessary that all bondholders come under the law so far as to surrender the bonds; for the sale when perfected is for such portion of the bonds as may have been surrendered under the first section.

Whenever, if ever, it is desirable to make the sale, should a portion of the bonds remain out (which is next to impossible) the State can purchase them and be interested the same as a bondholder, and draw her proper share of the canal property, and also be relieved from the two and a half per cent interest on such amount. This law allows the State the privilege of waiting her own time to ascertain whether the lands, canal &c. will pay one half of the debt, and if it does so, the State may have all the remains — or if she finds it is not enough, and it is a losing operation to the bondholders; then she can say to them you must take the property

and release us entirely from one half of the debt and interest.

(this portion of the paper is missing)

in its general features is a good State, and I believe its details it, perfect to carry it into effect the plain intention of only question, I think, for us ther we will make a positive trustees manage for our united.

A Mechanic

ROCKVILLE AND ITS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis
(Part one)

Rockville was laid out in the fall of 1823 and became the permanent county seat of Parke county in 1824. Gen. Joseph Orr, Gen. Arthur Patterson and Col. Tomas Smith were appointed commissioners to locate this county seat. The first of February they entered the tavern of Andrew Ray on the NWst corner. At this time Rockville was known as "Ray's Tavern." They were joined by a few settlers and proceeded to the highest spot where a large boulder of granite sat among others. One of the by-standers touching the rock said, "name it after this fellow, he's been here longer than any of you." A bottle of whisky was drunk and the empty bottle was broken on the rock, thus the name Rockville. Later on the rock was broken and most of it used by Perseus E. Harris in the foundation of the Parke House, which was burned in 1873. *Rockville Tribune*, Thurs. 1-27-1887

Being an inland town, some eight miles from the Wabash River and accessible only by bad roads, the growth of Rockville was quite slow for many years. Steamboats were using the Wabash regularly by 1826, which helped Rockville get some of its supplies. There were many mills established on creeks in the county at this time. The second courthouse was built on the square and finished in 1832.

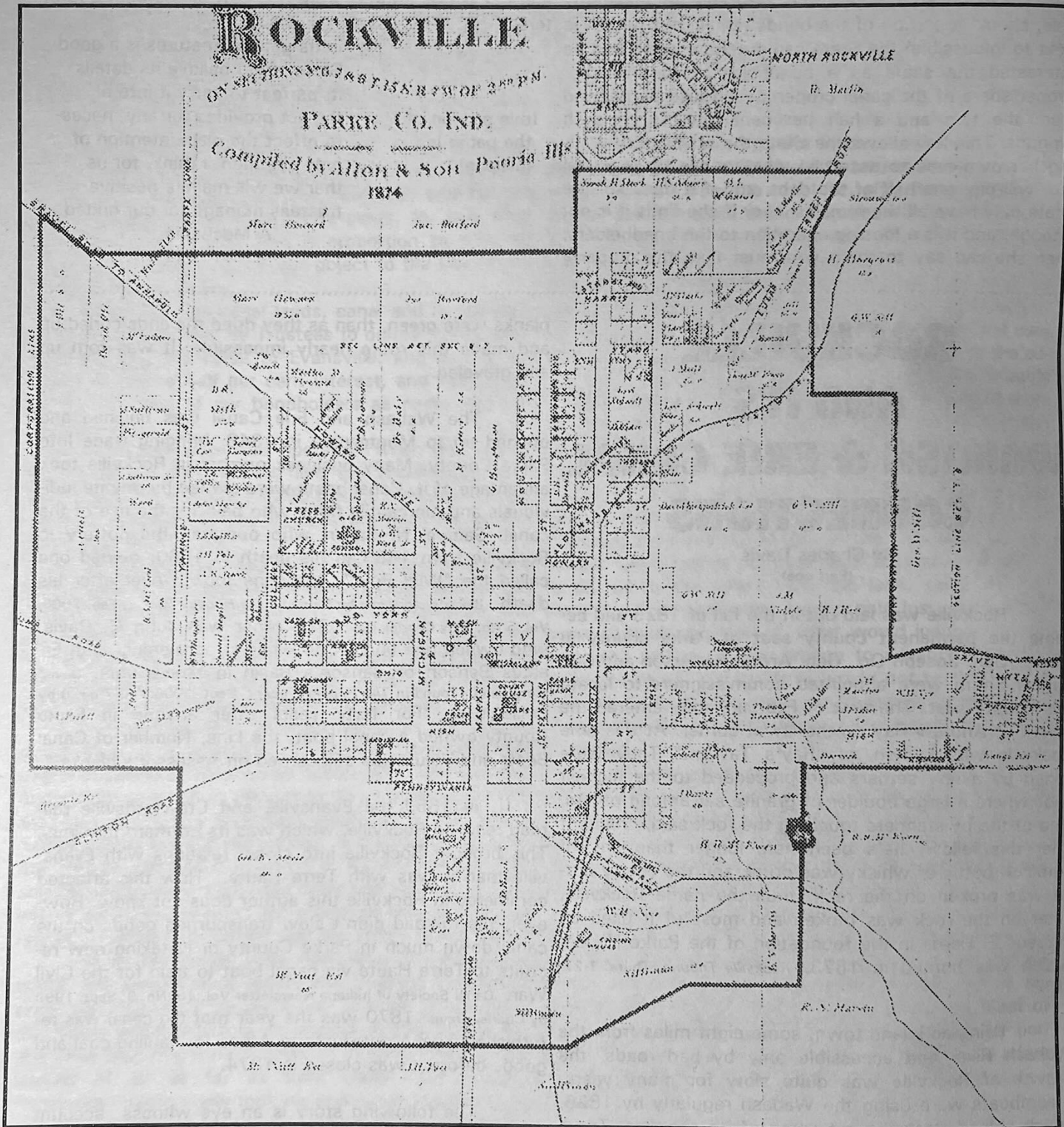
A stock company was organized by citizens of Rockville and Montezuma and built a plank road in 1850 through Parke County from the Wabash River to the Putnam County line. This road was a great thing while the

planks were green, then as they dried the ends curled up and made this route nearly impassible. It was torn up and graveled.

The Wabash and Erie Canal was finished and opened up to Montezuma in 1848, bringing trade into Parke County. Many business owners in Rockville took advantage of it. Canal boats were owned by private individuals and mercantile firms who paid for the use of the canal. Samuel N. Baker, who operated the pottery in Rockville from 1833 to his death in 1860, owned one called the "Wild Boy." His sons took it over after his death. Baker's story can be found in *The Hoosier Packet*, Feb. 2006, Vol. 5 No. 2 by Charles Davis. The other was John G. Davis, who owned one until 1864 while in partnership with Erastus Benson of Benson's Basin in Montezuma. Davis' story can be found in *The Hoosier Packet*, Sept. 2006 Vol. 7 no. 9 by Charles Davis. "For forty years after anyone in Parke County owned a canal boat, the Line, Number of Canal Boats and Value was still carried on Assessor's blanks."

In 1859 the Evansville and Crawfordsville railroad reached Rockville, which was its northern terminus. This brought Rockville into closer relations with Evansville than it was with Terre Haute. How this affected commerce in Rockville this author does not know. However, the railroad didn't slow transporting goods on the canal down much in Parke County or in taking new recruits to Terre Haute via canal boat to train for the Civil War. Canal Society of Indiana Newsletter Vol. 13. No. 9, Sept. 1999 by Charles Davis 1870 was the year that the canal was refurbished from Montezuma to Attica for hauling coal and goods before it was closed in 1874.

The following story is an eye witness account of Rockville businesses on the square in 1869 with names of their owners. Your author has checked deeds, lots around the square, and other like stories during the 1850s to the early 1870s and most of them show the same ownership with some exchange of lots. This article by Issac R. Strouse, *Tribune* owner, appeared in the *Rockville Tribune* on July 25 to August 22, 1929.



THE PUBLIC SQUARE AS IT WAS IN 1869
 THE NORTH SIDE:
 (written July 25, 1929)

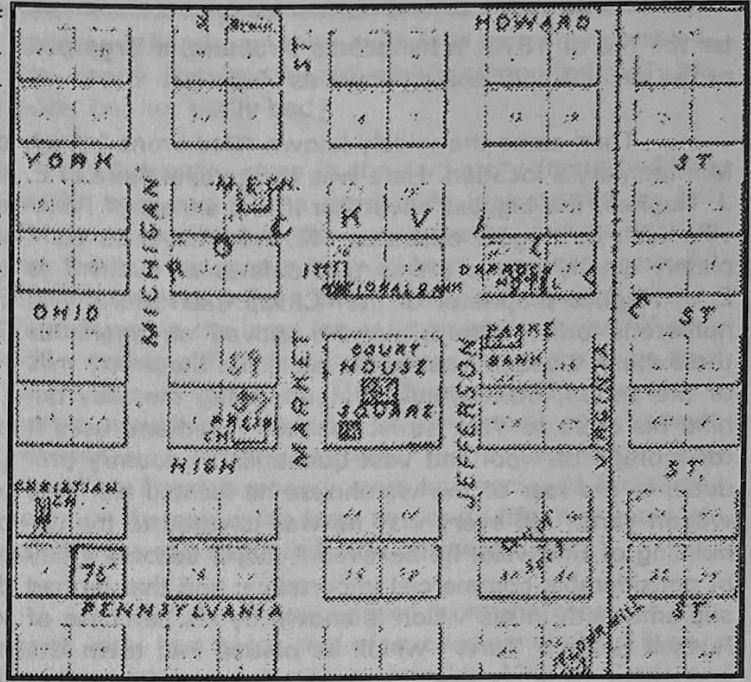
Sixty years ago — 1869 — the new National Bank building was the pride and glory of Rockville. It was probably the most beautiful and quite the most imposing — standing as it did alone in its glory, a queen

among its scraggly subjects of frame and a few log houses on the public square of all the buildings in western Indiana. Here and there was a two-story brick building, each facing the street with its eaves overhanging sidewalks of brick and gravel. One, the Harris building, was of three stories on the present site of the stores of Hugh Montgomery and Charles J. Brown. The frame business houses generally had false fronts, a style to

this day affected by new or small towns. The skyline, if anything so utterly lowly and mundane can be so designated, resembled the medieval aspect of the oldest quarters of Paris in the days of D'Artagnan.

It always has been thought that Gen. Geo. K. Steele, whose lifetime of altruistic public spirit was somewhat tempered with a personal pomposity and vanity, was alone in the vision and enterprise that gave our town the building which for forty years stood unrivaled in stateliness except later by the court house. When its enormous "cellar" was excavated and yet undrained it became a pond of water so vast that nobody could fancy a building in Rockville big enough to cover it. It was then that the name of "Steele's folly" was derisively applied to the undertaking. But recently F. H. Nichols found a paper in the archives of the First National Bank showing that the enterprise was submitted to a meeting of stockholders held in 1866 and unanimously approved by them. Another meeting discloses that the question of sending to Indianapolis for an architect to approve the foundation was discussed, but Joseph J. Daniels was the man whom they finally chose. He recommended native sandstone in as large blocks as could be hauled on wagons from the quarry which I think was on Williams creek [Billy creek] just below where the railroad bridge crosses it northeast of town. The active officials of the bank when it opened for business on April 14, 1868, and National Hall dedicated with an oration by the eloquent Thomas H. Nelson of happy memory, then at his home in Terre Haute on vacation from his ministry to Mexico, were George K. Steele, president, William Magil, cashier, Samuel McCone, teller and F. W. Dinwiddie, bookkeeper.

The main room of the bank was on the west side of a wide stairway leading to office rooms on the second floor and the National Hall with its large stage and beautiful drop curtain, occupying all of the third floor. To the rear of the bank was a big directors room, and where Hunnicutt's jewelry store is was the "Boston Store," dry goods, James N. Morlan and Rufus Slavens, proprietors. In a basement room under the bank was the barber shop of Pat Thomas, "tonorial artist;" an ornamental, but livestock turning iron fence to the west enclosed a lawn which the town board permitted to be thus used as it now permits the present wide pavement, the ground being a part of Market street. Next to the bank where Smith and Branson have their clothing store was the dry goods and general mercantile establishment of George W. Sill, a frame building with the regulation false front. Until the day of his death, in retirement fifteen years later, he was a familiar figure as he walked to the public square from his old-fashioned home which stood well back from the street across from the residence of Judge Parke Daniels. The old gentleman always wore the distinctive dress of a "merchant prince"



of a former generation and with his long black coat, high "plug" hat, erect and dignified carriage, was said to closely resemble William H. Seward, Secretary of State in the Lincoln cabinet.

O. J. Innis and James N. Cox occupied the now Model Dry Goods location with their stove and tin ware business and under the same roof was the American Merchants Union Express Co., represented locally by Mr. Innis, who had just employed William N. Carlisle, a boy of twelve to drive the express wagon. A small room stood perhaps between the Sill store and that of Innis and Cox, nobody remembers exactly where, but it was for a time a small grocery store and in 1869 was occupied by Mrs. Cole, milliner and dress maker.

O. J. Innis in 1869 and until his ambitious career was interrupted by the panic of 1873 was a leading citizen recognized as the most interesting personality of the town. All who remember him will recall facts and fiction especially fiction connected with him. He was a storyteller about whom all things Manchausen were associated; but nobody ever knew him to relate a story that in any way injured the standing of anybody or to repeat a scandal. He at once began rebuilding the Innis block af-



Parke County Court House
1832-1878

ter the fire of 1870, a handsome structure, a large part of the second floor being known as Innis Hall.

Then came the widely known "Red Front," Hugh Montgomery's location. Here was the general store of E. J. Hughes, the biggest advertiser in the annals of Rockville with its largest business. No man could so completely qualify in every way that defines a "hustler" as E. J. Hughes proprietor of the "Cheap Cash Store" and numerous other enterprises. He moved an enormous three-story wooden warehouse built like the water mills of the period, from where it stood facing the alley behind his store to York street, painted it red and used it for storage of wool and vast quantities of country produce; in the rear of the warehouse he located his "free wagon yard." In every way he was devoted to the up-building of Rockville; he believed it might become a city of considerable commercial importance; and that he had supreme faith in his vision is shown by his purchase of Russell Green's "forty" which he platted into town lots and called "Hughes Addition," but the name of "Forty" instead of "North Rockville" has clung to it from the day it became a part of the town. Like O. J. Innis and so many others Mr. Hughes became a victim of the crime of '73 and it WAS a crime!

FRIENDSHIP STRONGER THAN KINDRED

E. J. Hughes came to Rockville from a small town in Ohio where he had been in the mercantile business at the close of the Civil War. Not long after locating here he induced the Hutchinson family, orphaned by the death of both father and mother, to move to the town which was to have such a great future. He gave employment in his store to Andrew, the oldest of three brothers and to Rebecca, the youngest of three sisters; Mary, the oldest daughter, became a teacher and for twenty years served as such in the Rockville schools. Rebecca Hutchinson was the first young woman ever to work away from home in the town except in a millinery store. Soon afterwards she became the wife of J. W. Ott and was the mother of Dick H. Ott. Mr. Hughes thus cared for the orphan children of a long time friend, who so far as I know was of no kin.

The Harris building had another large store room, the one where the Brown hardware company is located being the drug store of Stark Bros., Alfred K. and D. W., who brought the first soda fountain to the town. A stairway led to tailor shops and offices on the second floor and to Clarence Noel's photograph gallery in the third story. In 1869 Samuel Good and his sons William and Samuel, worked as tailors in the room over the Hughes store and above the Stark drug store was the office of S. F. and C.M. McGown, dentists. Judge Dan. F. Maxwell's law office was in one of the second floor rooms and that of Eggleston and Harvey in another.

A TOWN PUMP OF THE SIXTIES

The Houghman building stood on ground now occupied by George Tofaute, druggist and Tad L. Johnson, clothier. It was a brick with a shingle roof, the eaves extending over the pavement. In the west room was the book store of J. H. Cochran, who was a member of the school board, superintendent of the Methodist Sunday school and proprietor of the "Parke House." The "Houghman girls," Mrs. Ellen Baker and Miss Mary Houghman, milliners, were in the east room. One of the town pumps around the square stood in front of the book store. This well continued a public "drinking fountain" with an universally-used tin cup hanging on a nail, until water was piped along the north side and to the court house in the early eighties. Sylvanus Moore put down a deep-driven well in his new building burned down recently, and no doubt many cases of typhoid fever and some lives were saved by the pure water from it, since the wells all over the older parts of town with the seepage and surface water of sixty years contaminating them, were the source of much typhoid. When the tin cup would be taken away, perhaps stolen by movers to the new western States in their covered wagons, somebody would hang a gourd on the nail, a substitute offering less temptation to marauders. Tradition says this well was the one into which the baby daughter of Andrew Ray fell and was rescued by a man who saw the mishap and promptly descended its rough walls. All wells at that time were open, the water being drawn by a windlass or a pole, nicely balanced as a sweep.

A PAIR OF SKATES COST TWENTY CENTS

The site of the "Index" was the hardware and grocery store of Ott and McMillin. John Ott and John T. Price established the business about the close of the Civil War and William McMillin had recently bought Mr. Price's interest. David Baxter and Vane Moore were young clerks in the store which was in a two-story frame building. When I was six and wore the invariable copper-toed boots, my brother, Jake, took me there for a pair of skates and Baxter bored holes in the heels for the screw, a necessary adjunct. The pair without straps cost twenty cents; the thin runners curling up over the toe, were of the finest steel; some of them had brass acorns at the end of the curled runner, but these cost more than 20 cents, and Jake didn't have the price. He got the straps from an old harness hanging in the stable, and thus for 20 cents I was provided with a pair of skates of a quality of steel no longer used in the making of skates, certainly not at a cost of 20 cents.

The Hargraves building sixty years before when Henry Hargraves moved to his new home, now the residence of his granddaughter, Mrs. Leta Walker, had a stock of boots, shoes, saddles, harness, everything

made of leather, that was enormous, as was the quantity of hides, bought or bartered from people all over the county and "over the river." Over the river trade meant a great deal at a time when Rockville had the only railroad facilities from the Grand Prairie in Illinois to Bainbridge. Recently in the *Republican* I wrote of the unequalled energy and enterprise of Henry Hargraves, whose work was more lasting than that of O. J. Innis and E. J. Hughes, his contemporaries, always striving to do that which men then known as "old fogies" had left undone.

A "FORTY-NINER" RETURNS FOR A BUSINESS CARREER

Barton W. Shackelford's dry goods and general merchandise store was also one of the busy marts of trade sixty years ago. Mr. Shackelford had been a "Forty Niner" who with a party of young men went to California, driving a team of oxen from Rockville across the "Great American Desert" so-called to designate that terra incognita beyond the Missouri river, California, lately conquered from Mexico. He returned in the early Fifties and was "set up in business" by his step-father Persius E. Harris. His store stood on the site of the Whipple Dry Goods establishment. It was a frame building and if it had a second story, which nobody not exactly remembers, Mr. Shackelford also used it. He was a man of unusual intellectuality, of wide reading of the

best literature, good writer and an occasional public speaker, a handsome man, with blue eyes, fair complexion, sandy hair and beard which comported with his large, but not portly body.

A jewelry store in the two-story frame building at the east end of the north side was owned by Cal Thomas who lived in the upper rooms until he built a handsome residence with well-kept grounds where A. A. Hargraves now lives. Mr. Thomas constructed a platform tower in the large lower limbs of the beautiful elm still standing although the tree does not seem to be any larger than it was then. Mr. Thomas on Sunday afternoons would retire to his shady retreat which was reached by a winding stairway, for reading and reflection. The Thomas grocery store has occupied the same room on the corner for forty-five or its fifty-five years of continuous use as a north side business room.

Verily the Phoenix arisen from the ashes of the north side has been one of exceeding vitality. Every building destroyed on the memorable 17th of September, 1870, has been replaced by one still standing, for the fire stopped at the National Bank and it alone on the north side was burned after the rebuilding. This was Rockville's last "big fire" on the public square, Nov. 16, 1906. The present bank was erected in 1907 at a cost of \$38,000, just forty years after the original bank building.

(To be continued in the next issue of *The Hoosier Packet*)

W&E CLEARANCE RECORDS IN LOGANSPORT TRIBUNE FEB. 8 & 22, 1845

STATEMENT of the kind and amount of property cleared at Logansport on the Wabash & Erie Canal during the years 1842, 1843 and 1844.				
		1842,	1843,	1844
Merchandise,	lbs.	86,695	124,675	762,879
Flour,	bbls.	2,725	3,060	9,514
Wheat,	bush.	10,067	57,764	66,892
Corn,	"		8,653	11,344
Oats,	"			4,208
Potash,	"			40,378
Flax & other seeds,	lbs.		82,322	99,310
Lard and Pork,	"		140,610	1,246,470
Bacon,	"	56,124	574,648	374,791
Whiskey,	bbls.	146	98	139
Nails and Iron,	lbs.		106,994	243,081
Molasses & Sugar,	"		58,517	82,962
Wood,	cords		94	200
Stone,	perch	608	1,952	838
Lumber,	feet		89,792	121,766
Salt,	lbs.	128,774	203,780	864,650
Miscellaneous,	"	571,869	776,273	887,859
Passage Lists,	miles	31,859	34,140	112,292
Tolls,		2,359.91	5,368.50	8,385.79
Fines		10.00	73.00	124.00
Water Rents				885.00
		\$2,369.91	\$5,441.50	\$ 9,394.79

WABASH AND ERIE CANAL.	
Statement, showing the amount of each article cleared at Lafayette, for the year 1844:	
Tolls received, Water Rents, Penalties and Judgments:	
Merchandise, lbs.	330,514
Flour, bbls.	10,422
Wheat, bushels	128,873
Corn, "	78,504
Oats, "	5,869
Rye, "	708
Flax and other seeds, bushels	3,543
Lard and Pork, lbs.	6,663,167
Bacon, lbs.	2,537,177
Whiskey, bbls.	506
Nails and Iron, lbs.	251,777
Molasses and Sugar, lbs.	70,430
Cords of Wood,	4,374
Perch of Stone,	1,627
Lumber and Shingles,	275,343
Salt, bbls.	1,234
Miscellaneous, lbs	1,839,977
Tolls received	\$25,321.77
Water Rents	1,305.00
Penalties	40.00
Judgment	25.00
Total receipts	\$26,691.77

CAMBRIDGE CITY CEMETERY WALK

By Phyllis Mattheis

On June 26, 2011, Cambridge City, Indiana held a cemetery walk in Riverside Cemetery. Volunteers dressed in period clothing stood by the tombstones of eighteen local citizens of note who had passed away and gave first and third person presentations about their lives. Four citizens had connections with the Whitewater Canal. About fifty people attended the walk.

Jim Gulde composed the following life history of Benjamin Conklin, who had worked on the Whitewater Canal, and portrayed him that day.

Benjamin Conklin 1811-1883 @ 72

My name is Benjamin Conklin. I was born on May 29, 1811, in Cincinnati, Ohio. I was one of 12 children born to Joseph and Rebecca Conklin. My mother died in 1813, and my father died a year later. I came to be under the care of the Conwells of Vandalia, Indiana. Vandalia was a city on the east side of Cambridge City from 1824-1834.

Mr. William Conwell bought the grist-mill located in Vandalia and to it he added a saw mill. In April of 1828 William Conwell opened a store in Vandalia. This area had the State Road, which was the only road west near Cambridge City. To the west and beyond was only a trail.

I was then 17 years old and working as a clerk in Mr. Conwell's store. In 1832 I married Alice Eliza Harris who was the daughter of George and Elizabeth Harris. I was 22 and she was 16. My wife died due to complications from childbirth on November 9, 1836. She left behind our three week old son, James. I had her buried in the beautiful new Capitol Hill Cemetery. She was moved to Riverside Cemetery, and the sandstone monument still stands here.

Eventually I bought Mr. Conwell's store and continued to run it until 1838. In 1838 I married Alice's sister Harriet Harris. At the time of our marriage Harriet was 13 years old. She was 19 when we started a family, and together we had 4 children. While the National Road was built and surveyed 2 blocks south of Vandalia, I bought a lot at the corner of National Road and Water Street. You know this road today as Lincoln Drive. It was located next to the stage coach stop, known as the American Hotel.

I began work on our new home in 1839 and it was completed the following year. It was a very unusual home that contained 18 livable rooms, including a basement and attic. If you have seen my home you know it is truly one of a kind. The house is mostly brick but much wood was used in the front. The roof is very unique. One side is gabled with a parapet, and the other side is hipped.

I ran my business out of the west side of my home while living in the remainder. There I sold candles, hides, grains and hardware to the local residents.

As a member of the Whitewater Valley Canal Company, I was instrumental in building a Canal that ran through Cambridge City. The Canal enabled me to sell many luxury items including silks and poplins to area residents and ladies as far away as Fort Wayne. These wealthy women would stay at the Vinton House and return to their cities and tell others of what was available in Cambridge City.

The Canal was responsible for my building Cambridge City's Flour Mill. I hired Jacob Waltz to build this huge structure in 1846. We used stone from the Henby farm which was southwest of town. We floured large quantities of wheat, and at one time we were storing 90,000 bushels of wheat to be milled. At one time I was considered the richest man in Cambridge City, but that would soon change.

Years of prosperity had allowed me to build a store in downtown Cambridge City. This area was called the Conklin Block. A horrific fire engulfed this area on Sunday, April 16th, 1876. My 3-story brick building was completely destroyed, as were several others. Of course, after this fire was when the town decided to purchase adequate fire equipment and install large cisterns to hold water. The new pumper was christened the "General Meredith."

Here I made my fortune and here I lost my fortune. I had many great accomplishments. I, however, never lost sight of my greatest accomplishment, that of being a responsible family man. I died here on August 16th, 1883.

The following three biographies were briefer in order to keep the walk to about an hour in length.

Walter Boden 1868-1908 @ 40

Walter, whose life history was shared by Phyllis Mattheis, is buried with the Study Family beside his wife Mary. Walter built and operated the first electric light plant here and was connected with the canning factory. He helped his father, George Boden, with pile driving, house moving and other such jobs. They built the concrete dam across the Whitewater River at Laurel to provide water to feed the Whitewater Canal at Metamora. You can still see that dam at Laurel.

In 1900 Walter established a monument works downtown in Cambridge City, then in 1906 built the Boden Block building just west of the post office. Boden Block can be seen on the top of the facade of that building.

In 1908 the Bodens were contracted to move the tall Meredith monument from the family plot near Capitol Hill, the first cemetery, to Riverside. They used horse drawn, double wheeled carriers. Walter became ill with a fever the day after that job was completed and died on December 30 at the young age of 40.

Walter never joined a church but was a member of the Knights of Pythias upstairs in the four story building on Main Street, where Rihm's Market is today. His obituary says he was generous and kind hearted, and that we scarcely realize the fullness of our friends until they walk with us no more.

Elizabeth Overbeck sang a solo at his funeral in the

family home, which was the place for funerals then. She was 33 years old at that time and the pottery had not yet been started.

Elbridge Gerry Vinton 1824-1913 @ 89
He and his family all have polished red stones.

Elbridge, portrayed by David Frost, was born in Massachusetts in 1824 and was named after the 5th vice president of the United States from whom we get the term gerrymandering. After moving to Indiana with his parents and managing another hotel here in town, he purchased the three-story, 36-room downtown hotel in 1868 and renamed it The Vinton House.

The Vinton House had been built in the mid-1800s by Aaron Reiser, who went to California in the Gold Rush. People staying at the hotel traveled on the National Road, built through here in the 1830s before the town was platted on the west side of the river, and others arrived in the 1840s and 50s on the Whitewater Canal, which had a turning basin for canal boats near the basement entrances. Weekly newspapers of the time tell us each time when Vinton redecorated the hotel and added new furniture. He was a popular fellow and folks liked to visit at the hotel.

In 1902 Elbridge Vinton suffered a stroke, but lived 11 more years, cared for by his two daughters, Lillie (1850-1920 @ 70) and Florine (1852-1936 @ 84), who ran the hotel until 1929. It was under Vinton family management for 80 years. The two sisters lived out their years in a care facility in Martinsville.

Valentine Sell 1819-1902 @ 83
Sarah Sell 1827-1918 @ 91

Valentine Sell was born in Pennsylvania and worked on the canals there and in Ohio before coming to the Whitewater in the 1840s, where he captained the last boat before the canal was abandoned and taken over by the railroad. It may have been part of his boat that was dug up during some sewer work along East Church Street, which originally was a canal basin. That heavy boat keel is now in the Wayne County Museum in Richmond.

Then he ran a livery stable and trained horses. He was part of a firm that produced spokes and hubs for wheels and for more than 20 years he was in the retail liquor business.

"Volly" met Sarah Gonzales, portrayed by Maggie Hornmel, when they both worked on the Miami Canal in Ohio. Her parents had come to America from Holland and she was born in New Jersey before the family came west when she was five years old. Sarah had one son named Enoch before her first husband died. Volly and Sarah were married in Cambridge City in 1861.

For five years Sarah was the cook on Volly's canal boat named the "Aetna." She also stood her turn at the tiller. There was no better steersman on the canal than she! She told that they ran between Cambridge City and Cincinnati and it took about two weeks to make the round trip.

In apparently good health Volly died quite suddenly of a heart attack at age 83 in 1902. He was seated in a chair chatting with friends at his horse training barn at the time.

Enoch Sells had become a prominent business man in Hamilton, Ohio, and wanted his mother to come there, but Sarah lived out her years here in Cambridge City with the DeVaughn family, who ran the restaurant in the Vinton House. Sarah walked to the Vinton House every day. She passed away in 1918.



We Get Letters

WAS HE A RELATIVE?

CSI member, Mary Kelley of Fries, Virginia writes CSI headquarters concerning William Cooper:

As you may remember we have corresponded in the past about some of the Canawlers At Rest articles you have written for *The Hoosier Packet*. It is usually the first article I read when I receive the newest issue. I was quite surprised a few days ago when I looked at the July 2011 issue and saw the article about William Cooper and that he had lived in the Little Creek Hundred of Sussex County, DE.

For the past several months I have been working on completing some research that my late husband had begun on his father's family, the Hastings, Hearn and Wootens, all in the Little Creek Hundred area of Sussex County, DE. In late April/early May, I went over to the Eastern Shore of MA and DE to do some on-site research. As far as I know there are no connections between my husband's family and the Coopers although they certainly lived in the same area during the same time frame.

In looking at some information that I photocopied from the book, *The History of Nineteenth Century Laurel* (in the Little Creek Hundred of Sussex Co, DE) by Harold Hancock, I do find that an Isaac Cooper was a land owner in Laurel in 1816 and the wealthiest person in the Hundred. There is also reference to a William Cooper in that same listing as the owner of a saw or grist mill along with several Hearn connected to my husband's family. In the 1832 Federal Survey of Delaware industry, there is a William B. Cooper who ran a tannery and went on in 1840 to become the Governor of Delaware on the Whig ticket. I would expect that these members of the Cooper family were related to the William Cooper who went to Indiana.

While I was doing my research I spent time at two libraries that included family files on early Delaware families - the Laurel Public Library and the Nabb Research Center for Delmarva History and Culture in Salisbury, MD. I wonder if you would like to send copies of your article to these libraries. It might help someone researching the Cooper family find out what happened to William Cooper and the Indiana connection.

Although Mary did not find William Cooper a relative, in other issues of *The Hoosier Packet* a few CSI members have discovered relatives. Are you one of them?

JEFFERSONVILLE TYPE CANAL NEEDED IN RUSSELLVILLE, ARKANSAS

CSI member, Billy Ray of Russellville, Arkansas, has been proposing a similar type of canal as that being constructed in Jeffersonville, Indiana, for his home town for the past few years. CSI headquarters sent him the article on the Jeffersonville Canal before it was published in the July issue of *The Hoosier Packet*. Billy was surprised when is arrived and didn't hesitate to make copies to send out to those who had already received his proposal below.

Russellville Arkansas Canal Water Walk & Flood Control Proposal

My interest to promote projects of improvement to Russellville's natural gifts from hazards to benefits brings me to attempt to explain a view which I feel is worth further study.

1. The problem which requires most attention is the removal of storm water from town.
2. Economic development.
3. A healthy environment and it's appealing attraction.

Might a canal between Whig Creek and Prairie Creek with the depth improved in the latter and the width improved in the former drain two thirds of the storm water from the pumps by way of a drain to the river?

In time of normal conditions and improvements the canal would allow a controlled flow of water from Lake Dardanelle to the river, creating ambiance only flowing water can give.

Improved depth to Prairie Creek would also allow trails to bypass some of the main traffic areas by going under their bridges.

If found of interest, please contact:

Mayor Bill Eaton
209 W 2nd/ P.O. Box 428
Russellville, Arkansas 72801
479-968-2098

Billy intends to include the Jeffersonville Canal article with future copies of the above proposal when he sends them out. He has also sent out a short history of the San Antonio Riverwalk project. Perhaps his dream of having a Russellville Canal will be helped by these articles. The next step would be a feasibility study.



SARAH'S CHOICE: BOOK REVIEW

Sarah's Choice, by New York Times best-selling author, Wanda E. Brunstetter, is the third in a series of books about the brides of the Lehigh Canal. The 286 page book is in large type and can be read in an afternoon. Although not listed as a teen novel that is what it seems to be.

The author definitely has an agenda —to spread Christianity. A typical widow with small children meets two men and has to make a choice between them. Along the way she has many serious problems and is greatly helped by her Christian neighbors. Canawlers are converted to Christianity at tent meetings along the canal.

Although the canal information is correct it is minimal. Readers learn that:

1. Canals transport goods (coal) and people on boats pulled by mules or horses via water that is raised or lowered by locks to overcome elevation.
2. Young boys, sometimes girls, led the mules or horses on the towpath and it was dangerous work.
3. The canal was closed during the winter and boats were repaired.
4. Many canawlers were rough and without religion.
5. Boatmen often purchased bread, etc. from locktenders, who supplemented their meager income by selling products they made.
6. Locktenders adjusted the locks to let boats pass through.
7. Boatmen blew horns or conch shells to signal their approach to a lock.
8. There were fish in the canal.
9. Canawlers and others could be injured, drowned or killed through canal accidents.
10. The canals were replaced by railroads.

The books ends with the widow, her lady friends and the men in her life all getting married to each other. She finally gets away from the dreadful canal.

Rated: SYM Save Your Money

Fort Wayne Weekly Times
December 6, 1855

DROWNED.

James Bird was drowned on Monday night, in Taylor's Lock, one mile east of Fort Wayne. He was crossing the lock, we are informed, on a plank, carry some kegs in his arms —fell in and was drowned

NEWS FROM DELPHI

McCain Speaks in Ft. Wayne

By Sue Simerman

Eighty-four people attended a talk given by Dan McCain, Canal Society of Indiana Director and Carroll County Wabash & Erie Canal President, in the Shields Room of the History Center in downtown Fort Wayne, Indiana on Sunday June 5. The program began at 2 p.m. and was entitled "Allen County's Unique Landscape, from the Glacial Age to Today." This was a free talk open to the public as part of the George R. Mather Lecture Series. This was the second largest crowd ever for the lecture series.

Dan has his degree from Purdue University in Agronomy and has worked with several different soil and water conservation districts in the state of Indiana, including Allen county for about 20 years. He is retired and lives in Delphi, Indiana.

He began with a map of the glacial periods and locations in Indiana. He told the crowd that a glacier is like a bulldozer and pushes everything in its way. He said that northwest Allen county has a moraine and that Hwy. 37 is atop a ridge of glacial remains.

His discussion involved the St. Mary's River and the St. Joseph River. These two rivers are old rivers. Their flow was reversed by glaciation and they joined to form the Maumee River which flows to Lake Erie at Toledo, Ohio.

He spoke about the hard clay soil which needs tiling in the farm fields and the variety of soil in Allen county. Water drains very slowly through clay. Dan included the coming of the Wabash and Erie Canal in his talk and the difficulty of digging it through the Great Black Swamp to the east of Fort Wayne.

A period of time was given for questions and, after a refreshment break, Dan showed slides of some of the activity at Delphi, talked about what they are doing and answered questions about the Wabash and Erie Canal at Canal Park at Delphi. Many were interested in the trails and the bike rentals.

CSI members attending were: Sally Bancroft, Tom Castaldi, Jerry & Mary Ann Getty, Don and Betty Haack, Craig Leonard, Ed & Cynthia Powers, Jack & Peggy Seigel, Sue Simerman and Ellsworth Smith.



Rides aboard "The Delphi" on the old Wabash & Erie Canal were one of the highlights of the Canal Days Festival.

24th ANNUAL CANAL DAYS - 2011

Carroll County Wabash & Erie Canal, Inc. held its 24th annual Canal Days on Saturday July 2 from 10-5 and on Sunday July 3 from 12-4 at Canal Park in Delphi, Indiana. There was no admission charge to the park, the canal interpretive museum, the canal boat play ground, pioneer village, the 1844 Reed Case house, the log schoolhouse, Michael Seikel's exhibit of guns dating from 1851 to 1904 or walking the trails. Music by local artists and the smell of kettle corn being cooked over open fires filled the air while crafters in period dress demonstrated their skills to visitors, who enjoyed a variety of sandwiches, drinks, home-made pies and ice cream.

Nominal fees were charged for:

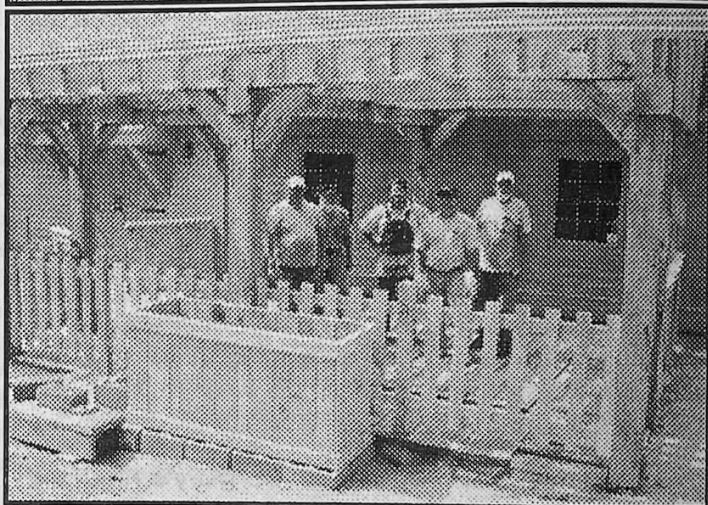
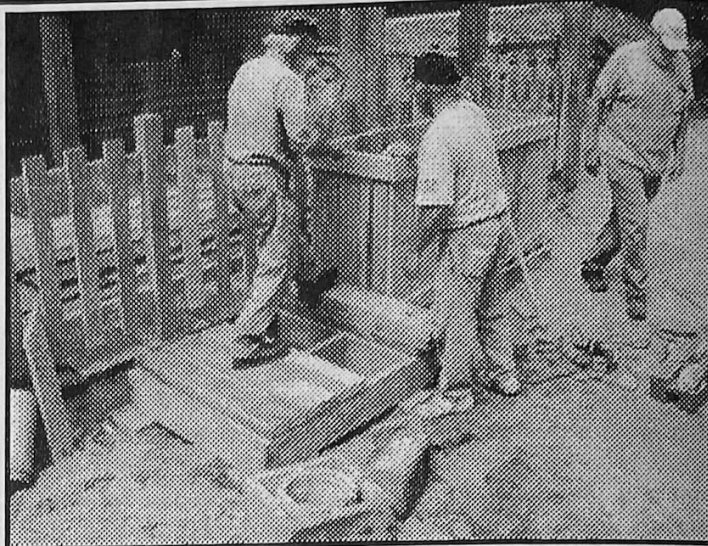
1. Brian Migliore's multi-media patriotic programs in the Canal Interpretive Center at 1:00 p.m. "Let Freedom Ring", 2:30 p.m. "March of Days", and 4:00 p.m. "We Americans" on both days for \$2 per program
2. Forty minute canal boat rides aboard "The Delphi" beginning at 11:00 a.m. on Saturday and 1:00 p.m. on Sunday and running on the hour until closing for \$7 adults, \$4 youths under 17, and infants/toddlers free
3. Arts and crafts for sale in the park
4. Bikes, kayaks and paddle boats available for rental from Noble's Bikes at the Canal



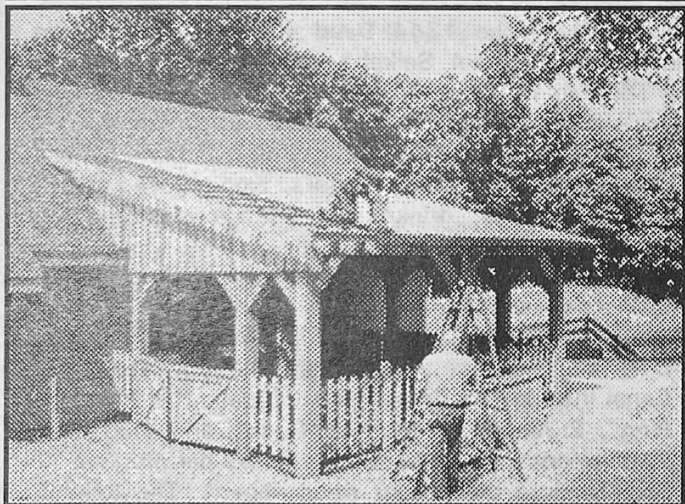
This year a narrated tour was led each day by Dan McCain at 3:30 p.m. in the lime kiln area also taking in the new platform scale exhibit and the source of water for the canal at Founders Point. Volunteers had just completed the scale in time for Canal Days.



This early scale balance was donated by Richard and Joyce Wiegand from north of Lafayette. Their home sits on a strip of land bordering the Wabash & Erie Canal, and they believed we would have the best use of this unique balance. The scale was once used to weigh products as they came or left the docks along the canal.

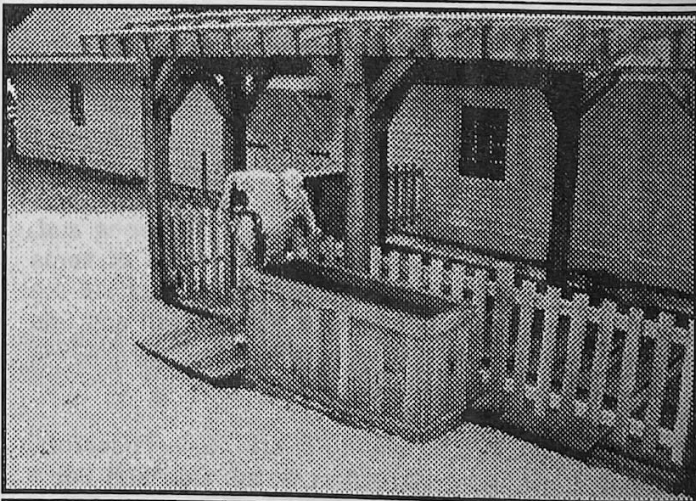


M-W-F volunteers Vern Cripe, Roy Patrick, Clay Sledd, Dave Smith and Al Auffart took a break from working on the scale shed. They work from 8 am-12 noon, three days a week, year around. Sometimes there are over twice this many at work.



Above: The last of the tin roofing sheets was placed atop the Scale Shed just in time for Canal Days. This lean-to post and beam building, sponsored by Ken and Julie Pyle in memory of their parents, was completed after six months of diligent work both indoors (in the winter while making the mortise and tenon joints) and outdoors with the setup and pegging of joints. The original 8 ft. by 14 ft. platform scale, big enough to weigh a farm wagon or a pen of hogs all at once was donated by the late Ernie Avery, a farmer from near Michigantown who died just a couple months after the scale was picked up for the park. This authentic working exhibit that once weighed products shipped on the canal now can weigh a farm wagon or a whole 4th grade class at once.

Top Right: Volunteers Roy and Dave work on the horse water pump and tank. Later, a pump with handle will be installed for young and old alike to "test" their stamina in drawing water into the tank.



Vern Cripe tried out the horse water tank and pump. Just imagine the farmer or merchant coming with goods to sell or pick up and leading his horse to water.

Bill Hendrix set up a new exhibit in Canal Park showing how bricks were fired during pioneer times. He started the firing on Friday night. It ran all day Saturday and cooled down



This "pull me" exhibit was sponsored by the daughters of John and Ruth Rhine: Ellen Hostetler, Marie Harris and Nancy Farrier.

on Sunday.

A new permanent hands-on exhibit, the "pull me" boat that runs in a track on dry land beside the towpath, was tried by many of the visitors. They felt the strength needed by the horses or mules to pull a canal boat.

At last year's festival the schoolmaster led visitors from the canal boat to the old school house by ringing his bell and asking them to come and learn about school life in canal times. This year other artisans were asked to have some of the crafts they were exhibiting in Canal Park either aboard the canal boat or on the dock and to entice visitors to follow them into Canal Village to see their spinning, blacksmithing, glass sculpture, leather working, scroll saw work, wooden toys, basket weaving, potpourri, sewing and crocheting, hand made jewelry, paintings on wood, hand-painted notepaper, cookbooks, and locally collected honey. This made the boat dock a very busy place and seemed to be a good idea.

The annual Canal Days parade was held on Saturday morning at 10 a.m. and wound its way through Delphi streets to Canal Park. Visitors lined nearby streets to watch it.

On Monday, July 4, Canal Park returned to its regular weekday hours and features. You will recall that July 4, 1843 marked the opening of the Wabash & Erie Canal to Toledo, Ohio and Lake Erie providing a way to transport goods to the east rather than to New Orleans.

The festival not only celebrated the canal, it also celebrated patriotism. Visitors came from all over the United States as well as a few from foreign countries.

MCCAIN SPEAKS IN HUNTINGTON

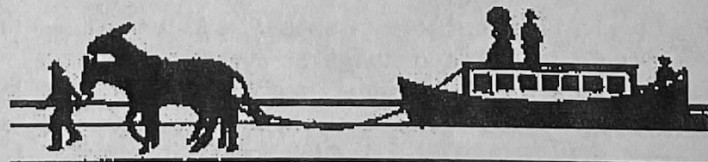
The Huntington Herald Press carried an article entitled "Old Fashioned 4th well-attended: The Erie Canal was the longest canal in the US, second-longest in world" on July 6, 2011. It said that this was the 15th year for the Old Fashioned Fourth of July celebration started by Gib Young at the Forks of the Wabash in Huntington. Around 150 people attended the patriotic program of old fashioned music, food and fun.

Dan McCain, President of the Carroll County Wabash & Erie Canal, Inc. and CSI director from Delphi, spoke about the Wabash & Erie Canal that once flowed through the Forks property alongside the Wabash River. He said that July 4th was a special day in canal history for that is when the Wabash & Erie Canal opened from Huntington to Fort Wayne, Indiana. He talked about the Wabash & Erie being the longest canal in the United States and second longest in the world and how it connected eastern Indiana to western Indiana. He stressed how important it was to Indiana at the time, but said it eventually went broke.

Unfortunately the reporter not only left out the Wabash and Erie Canal in his headline, he also omitted it about four times within his article. Many people do not understand the difference between the Erie Canal of New York and the Wabash & Erie Canal of Indiana. Headquarters has written a letter to the reporter asking that he refer to the canal by its proper name in future articles.

Many times reporters in Indianapolis call the Central Canal either the Downtown Canal or the Indianapolis Water Company Canal. It is important for history's sake that we use the correct names for Indiana's canals.

Lowell Goar, CSI member, Costa Mesa, CA



DRAINAGE TILE MUSEUM

David and Marilyn Badger, CSI members from Polk, Ohio heard about this drainage tile museum in New York and thought those who were on the "Taming the Swamp" tour might want to tour it sometime. Marilyn asks, "Can you believe the number of kinds of tile in this museum and the dates in history?"

The Mike Weaver Drain Tile Museum is comprised of a collection of over 500 drain tiles ranging in date from 500 B.C. to plastic "tiles" of recent times. Marion "Mike" Weaver, an engineer in USDA Soil Conservation, donated his extensive drain tile collection to the Geneva Historical Society in 1994 in recognition of the area's connection to the development of this important technology. The museum, located at the John Johnston House east of Geneva, New York, chronicles an important innovation in American agricultural development, the introduction of tile drainage to American farming. By laying curved tiles or pipes just under the soil's surface, a farmer can drain excess water off of the land, thereby increasing crop yields. This a technique which has existed for millennia, but which was not widely used in the United States until John Johnston laid down tiles on his Seneca County farmland in 1838.

John Johnston was born in Knockknolling, Dalry, Dumfrieshire, Scotland, on April 11, 1791 and immigrated to the United States, landing at New York City in April of 1821. The following year he purchased 112 acres of farmland in Seneca County and built a house there, which he called "Viewfields." Later he added several more parcels to the farm, bringing the total size to 320 acres.

Due to abundant underground springs in the area, Johnston's farmland retained a great deal of moisture. Although imperceptible on the surface, the excessive water damaged crops over the growing season. Familiar with the use of tile drainage in Scotland, Johnston knew of its ability to increase the yield of heavy, wet soils. He sent to Scotland for two pattern tiles in 1835, which he took to Benjamin F. Whartenby, a maker of crockery, in Waterloo, N.Y. Whartenby made 3,000 tiles that Johnston laid down on his farm in 1838. The process was so successful that by the time he retired from farming he had 72 miles of tile drains on his 320-acre farm. Whartenby continued making tiles, producing 840,000 in 1849, and Waterloo was home to ten tile drainage factories by 1871.

A prolific writer for newspapers and magazines, Johnston promoted tile drainage at every opportunity, even traveling to advise other farmers on the technology. Because of his ceaseless advocacy he became known as "The Father of Tile Drainage" in the United States. His son-in-law, Robert Swan, also adopted the

technology for Rose Hill farm, helping to make it the premier farm in the state in 1858. Johnston died November 24, 1880 in his ninetieth year, having changed the course of agriculture in the United States.

The origin of tile drainage is obscure. In 200 B. C. Cato described the use of brush, straw, poles, stones, boards and tile to drain fields. Pliny in the first century A.D. suggested the use of roof tiles in drainage. Eventually farmers realized that curved drainage tiles were more effective than flat ones and used poles to form horseshoe-shaped tiles. The tiles were hand-crafted until the invention of the extrusion machine in 1843 in England, which allowed the manufacture of tiles in a myriad of shapes.

The Johnston House is located east of Geneva, New York, between New York State Thruway Exits 41 and 42. The house is at 3523 East Lake Road at the junction of Route 96A, 1 ½ miles south of Routes 5 & 20. Open Saturdays, 10 am-4 pm, May 1- October 31. Information: www.genevahistoricalociety.com/Johnston.htm

CENTRAL CANAL

FLOOD WALL

The Indianapolis Star July 10, 2011 carried an article entitled "Northside flood-control study needs more time." It said that although the U. S. Army Corps of Engineers had initially planned to build an 8,200-foot flood wall and earthen levee along the White River and Central Canal, Rocky Ripple, which had originally opted out, now wants to be included in the plan. A draft of the new plan was to have been finished in June, but an additional month is needed.

Since Hurricane Katrina, federal standards have been strengthened and parts of the first two phases of the flood-protection wall/levee may need changing to meet the new standards. The original plan was expected to cost \$12 million. Changing the barrier's placement and bolstering the existing wall/levee could cost an additional \$12-20 million.

The revised plan may need to level 20 homes in Rocky Ripple. The town hopes this can be avoided.

It will probably take years to cut through the red-tape. The environmental impact statement will be released by late August. Then there will be a public-input meeting in September. Then more detailed studies, design changes, funding and congressional approval before the project can begin.

Chuck Huppert, CSI director, Burtonsville, Maryland