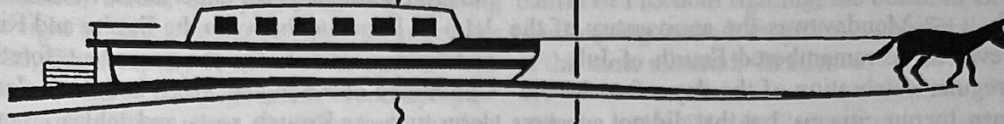


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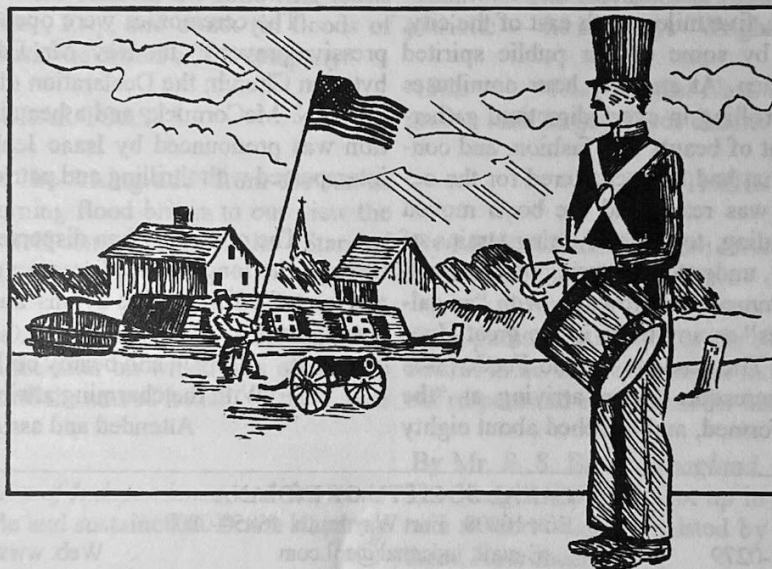
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 12 NO. 7

P.O. BOX 10808 FORT WAYNE, IN 46854

JULY 2013

CELEBRATING THE 4TH



Whether there were soldiers firing salutes, fireworks displays, parades, bonfires, picnics, or other events, Independence Day was a time for celebration. Citizens gathered to hear speeches and give toasts to freedom in the United States. Drawing by Nate Tagmeyer

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CELEBRATING THE 4TH OF JULY DURING THE CANAL ERA

The 4th of July was a time for grand celebrations in the nineteenth century. Patriotism was of great importance. Ground was often broken for internal improvement projects such as canals and railroads. One of these celebrations, a picnic, was held near the St. Joe Feeder Dam of the Wabash & Erie Canal in Fort Wayne, Indiana in 1853. Guests were transported to the picnic grounds via canal boats. The *Fort Wayne Times and Peoples Press* carried the following article about the event on July 6, 1853.

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Fort Wayne Times & People's Press
July 6, 1853

The 4th. — Monday was the anniversary of the ever glorious, ever to be remembered Fourth of July. — There was no regular celebration of the day, after the old-fashioned manner, by our citizens; but that did not suppress the spontaneous outbreak of swelling joyousness, and volunteer patriotism from the inmost hearts of all classes. — Soon after midnight a celebration of the approaching day was commenced on its own hook, without preconcert, by the firing of guns, the explosion of crackers by platoons, the lighting of bonfires, and various other exhibitions of exuberant and overflowing patriotism. At sun-rise all the bells in the city rang out a merry peal, and all were animated with hilarity and joy.

The leading feature of the day was to be the "Pic-Nic," near the feeder dam, five miles north east of the city, that had been arranged by some of our public spirited young ladies and gentlemen. At an early hour omnibuses and other carriages were rolling in every direction, gathering up the precious freight of beauty and fashion, and conveying it to the Packets that had been chartered for the occasion. At 9 o'clock all was ready and the boats moved gaily from the packet-landing, to the enlivening strains of the fine Fort Wayne Band, under the fluttering of flags, and literally piled, packed, jammed and crowded, with "as gallant lads and bonnie lasses" as any town in the great Hoosier nation can turn out. The passage up the Feeder was highly pleasant and picturesque. Upon arriving at "the Dam," a procession was formed, and marched about eighty

rods into a dense forest, where the exercises of the day were to take place. — The spot was well chosen. It was on the land belonging, we understand, to the estate of the late John B. Bequette, between the Feeder and River, and a perfect sylvan retreat. By the provident forethought of the Committee of Arrangements, it had been cleared of the undergrowth, and rough seats and tables, appropriate to the place and the occasion, erected. The tall old trees stood around in their primeval grandeur, majestic and stately as though they had been growing since "the world was new," while the sun-beams came shimmering down through their branches, flecking all below in "shine and shade." It required but a slight stretch of the imagination, to see the native 'wood-nymphs, startled at the sight," retreating into the deeper recesses of the forest, chattering and gibbering indignantly at the wanton desecration of their chosen retreat.

The ceremonies were opened by a solemn and impressive prayer by the Rev. Mr. Edwards, of the first Presbyterian Church; the Declaration of Independence was read by H. N. McCormick; and a beautiful and appropriate oration was pronounced by Isaac Jenkinson, Esq.; the whole interspersed with thrilling and patriotic airs by the band.

The company then dispersed for a short recess, and through the long vistas of trees and shade, were seen light and grateful forms, like sylphs and fairies, gliding noiselessly about —

"Trace and beauty both combined
"With the charming attributes of mind."
Attended and assisted by

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"Creatures of more substantial mould."

And exhuming the contents of numerous mysterious looking baskets, buckets, boxes, and packages, and opening them up to the light of day. Anon the bugles sounded the appointed signal, the company re-assembled, and lo? The work of magic was there. The frightened "wood-nymphs" had returned, or some other more charming nymphs had been busy, and oh? How changed was the scene? The long tables, but recently so blank and bare, and cheerless, were heaped high with the materials for a rich and profuse collation. If it were the work of nymphs and fairies, they surely had, for once, abandoned their usual mood, as the product was anything but the "airy nothings" upon which fiction says they are wont to vegetate and thrive. It was most substantial and abundant, as was fully and speedily demonstrated by actual experiment of its quality and quantity.

After the tables were cleared, the following toasts were read by Charles Case, Esq., and drunk (in floods of lemonade) amid the enthusiastic cheers of the company:

REGULAR TOASTS

1st. — *July 4th* — The "rising tide" from the son of Time, whose yearly returning flood brings to our view the virtues, patriotism, and self-consecration of the "Stars of the Revolution." Six cheers.

2nd. — *The Thirteen Original States* — Soil sacred to every true American, as the altar on which was offered up "the lives, the fortunes, and the sacred honor" of the heroes of '76. Nine cheers.

3rd. — *The Declaration of Independence*, and the memory of the men who made and sustained it. Drank standing, in silence.

4th. — *Washington* — A name no words can eulogize. Drank standing, in silence.

5th. — *The President of the United States* — The sovereign and the servant, occupying at once the highest and the humblest position upon earth — the fullest illustrations of the equality of man. Three cheers.

6th. — *Adams and Jefferson* — Together July 4th '76, together July 4th '26; only the same spirit bind together every American heart, July 4th '53. Standing and in silence. [Adams & Jefferson both died on July 4, 1826]

7th. — *Our Mothers of the Revolution* — Laud their virtues; "aye, there's the rub," we see them best in their daughters. Three cheers.

8th. — *The Congress of '76* — Firm and steadfast in the path of duty, whilst portentous storms were lowering, the battles of Freedom fighting, the ocean of British oppression was heaving around; may those who fill their posts be made of the same material. In silence.

9th. — *Our Pilgrim Fathers* — "Good seed sown upon good soil," may their principles be harvested and engrafted upon every people. In silence, standing.

10th. — *Our Ship of State* — Freight with freedom, on a voyage of all time. Three cheers.

11th. — *Indiana*. — Young, modest, and unassuming — she has, as she deserves, the heart of the Republic. Six cheers.

12th. — *The Governor of Indiana* — Firm faithful, and patriotic — he is always "Wright." Three cheers.

13th. — *"The Manifest Destiny of our Nation"* — To grow a little larger. Three cheers.

VOLUNTEERS TOASTS

By Mr. R. Chute. *Freedom for all America* — all America for Freedom. Three cheers.

By a guest. *The Orator of the day* — May he be as successful in his future life as he has been this day in winning our respect and admiration for his talents. Three cheers.

By Mr. S. S. Bass. *Hoagland, French and Freeman* — The Hoagland pic-nic, got up in French style, by the Freeman of Fort Wayne, assisted by the ladies — God bless them. Nine cheers.

By John Hough, Jr. Esq. — *The Ladies of the Committee* — The elegance and beauty of the entertainment they have prepared on this occasion, convinces us that, if "unconquerable" themselves, they know how to conquer our tastes as well as our hearts. Three cheers.

By Mr. Charles Hanna. *The Young Ladies* — liberating the spirit of their mothers, they are ever for UNION. Three cheers.

By I. Jenkinson, Esq., *The Union* —
Not a Union of States or a union of lands
But a union of hearts and a union of hands.
Three cheers.

By a guest. *American Liberty* — The little stone that commenced rolling in the wilderness, may it continue until

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it fills the whole earth. Three cheers.

By Mr. C. D. Band. *Franklin Pierce, our President* — The choice of the people; with such men to preside over our country, it will continue to prosper, and present to the world a bright picture of Republicanism. Three cheers.

By Mr. H. N. McCormick. *Mad Anthony Wayne* — May the new-made General of the 10th Brigade; the Colonel, Lieut. Colonel, and Mayor of the “bloody” 1st, ever be as mad. Three cheers.

By W. S. Hoagland, Esq. The constitution and the Union first, the Constitution and the Union last, the Constitution and the Union forever — one and inseparable. Nine cheers.

By Mr. W. T. Pratt *Gen. Jackson* — Though dead, still lives in the hearts of the American people. In silence, standing.

By a guest. *Gov. Wright* — Always Wright, however, often wrong. Three cheers.

By Mr. T. Tigar. *The Orator of the Day* — May he soon find one female descendant of the women of the Revolution, who is not “unconquerable.” Three cheers.

By I. Jenkinson, Esq. It is vain to ask “the orator of the day” to do that when even a Tigar cannot do. Three cheers.

By Miss Lizzie Evans. *The Gentlemen of the Committee* — May the nic never pic them to pieces. Nine cheers.

By a young lady. *The Gentlemen of Fort Wayne* — May they be as patriotic as they are gallant. Three cheers.

By a guest. *The Ladies* — May their smiles never be less bewitching than to-day. Three cheers.

By a guest. *The Ladies* — The

only “anti-republicans” whose opinions we like; the only ones who are unwilling to admit that all men are equal, and are willing that few live free. Nine cheers.

By Mr. A. C. Probasco. *The Fort Wayne Band* — Though they trumpet their own fame and sound their own praise, they are fast flowing themselves into favor. Six cheers.

By a guest. *The Fort Wayne Band* — Long may they live to discourse sweet music in sylvan shades. Nine cheers.

By a guest. *The Ladies* — The only wise, enduring aristocracy — who elect without votes, govern without laws, and are never in the wrong. Three cheers.

By Doct. C. B. Sturgis. *Pic-nics* — The most rational and pleasant mode of spending the 4th July. Three cheers.

Thanks, many thanks are due to the young ladies and gentlemen who projected and so nobly carried out this pleasant excursion. They conferred a benefit upon all who partook of their hospitality, and by their admirable arrangement and management did themselves very great credit. No more appropriate or agreeable method of celebrating the “glorious 4th” could be devised; nor could it have been in better style conducted.

The St. Joe Feeder Dam for the Wabash & Erie Canal attracted groups of people from Fort Wayne on weekends and holidays such as the 4th of July. Photo courtesy Ft. Wayne Historical Museum



CANAWLERS AT REST

MICHAEL SHANAHAN

b. September 4, 1798

d. January 2, 1885

By Carolyn I. Schmidt

While crossing the Atlantic Ocean Michael met a young German girl. Although neither of them could speak the other's language, they were able to somehow communicate and decided to start their new lives in America together. They were married upon arrival in New York. They hadn't been there very long before Michael's new bride became ill and died.

Michael and John moved from New York and spent the next few years living and working in Baltimore, Maryland at first and then in Philadelphia, Pennsylvania. They apparently were in the construction business and it appears that they worked on the canals in Pennsylvania, Ohio and then came to Indiana to work on the Wabash & Erie Canal. Michael was the time keeper and foreman over the canal laborers on the section of canal that ran through Wabash county, Indiana. We know that the W & E Canal was being built through that county in 1835 so Michael and John came to Indiana in 1835 or 36. Their role in the Irish canal war at Lagro is unknown.

In 1828 two Irish brothers from County Cork, Ireland set sail for America. The reason for their departure is not known, but it was not because of the Irish Potato Famine, which was in 1845-49. The oldest brother, John Shanahan, was 30 years old and had been born in Charlie Parish, County Cork in 1797. The youngest brother Michael Shanahan, our subject, was 29 years old and was born in Charlie Parish on September 4, 1798.

While working on the canal Michael met Lydia A. Ozenbaugh in Wabash county. Lydia was thirteen years his junior being born in 1812 near Lancaster, Pennsylvania. She had moved to Wabash county with her parents as a child. Michael again fell in love and on December 2, 1837 he married Lydia in Wabash county. Michael was thirty-five and Lydia was twenty-two. Four years later their first

Michael Shanahan's Family

Name	Birth	Place	Death	Place	Marriage	Place
John Shanahan	1798	Charlie, County Cork, Ireland		IN		
m. Louanna ?	1814	Ireland		IN		
Michael Shanahan	1799	Charlie, County Cork, Ireland	1-2-1885	Marion, IN		
m.1 German girl			New York	1828	1828	New York
m.2 Lydia A. Ozenbaugh	1821	Lancaster, Pennsylvania	5-25-1890	Marion, IN	12-2-1837	
<u>Children</u>						
John Shanahan	1838	Lagro, Indiana				
Mary Shanahan	1841	" "				
m.1 Eli Note						
m.2 William Cover						
Ellen Shanahan	1843	" "				
m. Andrew J. Pence						
Henry Shanahan	1844	" "	Died at early age			
Nicholas Shanahan	1844	" "	1860s			Drowned Miss. Riv. On return from Civil War
James Shanahan	1846	" "				
m. Nancy Buroker						
Bridget Shanahan	1848	" "				
m. Isiah Pence						
Catherine Shanahan	1849	" "	1925			
m. Zachary Friermood	1848		1938			
William Shanahan	1852	" "	1930			In. State Hosp, Indy (Mentally retarded)
Sarah Shanahan	1854	" "				
Elizabeth Shanahan	1857	" "			1874	
m. Allen Pence					1874	
David Shanahan	before 1858	" "				During Civil War
Andrew Shanahan	before 1858	" "				During Civil War

child was born. They eventually had thirteen children.

After being granted a U.S. Patent for 40 acres of land entirely covered with timber in Lagro township, Wabash county, Indiana, Michael began the arduous task of clearing it, cutting the timber, hewing the logs and building a log cabin alongside the Wabash River for his new bride. They settled down to married life in the cabin in 1840.

John Shanahan also decided to live in Lagro and was a close neighbor to Michael. John married Louanna whose last name we do not know. Louanna had been born in Ireland in 1814.

Michael and John not only competed in their farming, but they seemed to compete in the number of children they had. When one's first child was born in 1838 the other had his first child. This competition went on through 1849 when each had fathered eight children. At that time Louanna must have said "enough!" for she and John had no more. Michael and Lydia went on to have five more.

By 1858 when Michael and Lydia's oldest child was 20 and their youngest was 1 year old, their little cabin was bursting at its seams. They purchased 80 acres of land in the E½ of the NW¼ of Section 14, Sims township, Grant county, Indiana about two miles northeast of what is now Swayzee, Indiana. They packed up the family belongings and farm equipment and moved there.

Michael kept several account books over the years. Compare these prices he recorded to those of today. 3 lb. Coffee 37¢, ½ lb. Tobacco 6¢, Lumber & Nails 4¢-10¢ He also must have enjoyed whiskey for every now and then it was listed in his accounts.

Little by little the children became of age and moved away from the farm. Some married and lived nearby. Michael's sons, John and Nicholas, both volunteered during the Civil War. While serving with the 12th Indiana Infantry John was killed in action at Winchester, Pennsylvania. While serving in the 101st Indiana Infantry, Nicholas was taken a prisoner at Chickamauga and imprisoned first at Libby and later at other southern prisons. After he was released he boarded a ship to return north. It's boiler exploded, he was thrown into the Mississippi River and drowned. Sometime during this war David and Andrew died. William, their retarded child died at age 78 in the state hospital.

Once all the children had moved out, Michael and Lydia's son, James, and his wife moved back to the farm to look after it and them in their old age. The farm remained in the Shanahan family for almost 120 years. James was

also a stockholder in the Swayzee Telephone Company.

Michael and Lydia spent their last days on their Sims township farm. He died on January 2, 1885 and was buried in the northwest corner of the old section of Thrailkill Cemetery, in Grant county, Indiana. Lydia passed away on May 25, 1890 and was laid to rest beside Michael.

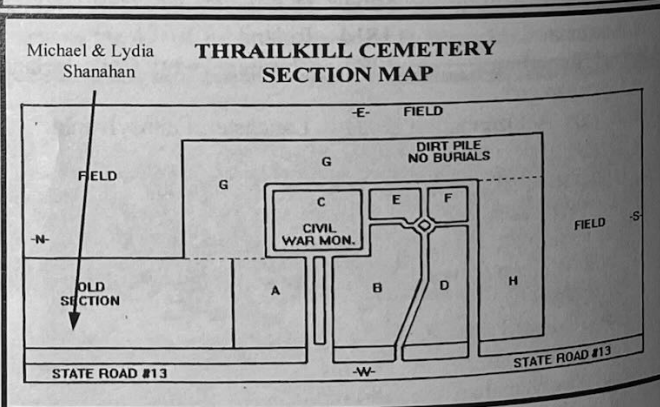


Their grave stones are difficult to read. Later a brass plaque was added to Michael's stone.



Photos by Bob Schmidt

Trailkill Cemetery, Grant County, Indiana	
Michael Shanahan	Lydia A. Shanahan
D. Jan. 2, 1885	D. May 25, 1890
Age 86 y. 3 m. 28 d.	Aged 69 years
Bronze plaque added to stone: 1799-1885 [should be 1798]	
Michael and Lydia are buried in the old section, original plat of the cemetery located in Section #2, Sims Twp, State Rd. #13.	



Sources:

<http://www.ingenweb.org/ingrant/SDW/thraindx.htm> Thrailkill Cemetery

Ancestry.com *Indiana Marriage Collection 1800-1941*

Federal Census: 1850, 1880

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THE REASON FOR THE IRISH CANAL WAR AT LAGRO, INDIANA

July 1835

By Robert F. Schmidt

On July 4, 1835, as celebrations were being held for the arrival of the first boat, "The Indiana," on the Wabash & Erie Canal at Huntington, Indiana, trouble was "a brewin'" between the camps of Irish canal workers from Lagro to Peru.

Young, mostly single, Irish lads had left their native Ireland and come to America to seek their fortunes. They came as jobs became scarce in Ireland due to a change in land use. The land was being converted from individually owned small farms with crops that required many farm hands to large farms that grazed sheep for landlords. The English industrial revolution had increased the demand for cotton and wool by the textile industry. The cotton was supplied by Egypt, India and the southern United States. Sheep could be easily raised in nearby Ireland so cropland became grazing lands. The Irish tenant farmers were forced into poverty and had to find jobs in the cities or emigrate. Although this was before the potato famine that hit in the late 1840s, this change in land use was also a contributing factor to the food shortage.

Those persons that had enough resources headed for the United States where they found a country in industrial growth and expanding westward. There were many internal improvement projects underway throughout the United States that were suited for physical labor and didn't require any special skills. Cutting trees, digging and hauling dirt, was a job not desired by local American farmers, who had plenty of work for themselves and their families on their own farms.

Contractors found it necessary to advertise on the East coast for labor. As soon as an Irishman stepped off the boat he saw flyers with the flowery descriptions of great opportunities in the west. These Irish young men came in groups with their friends and usually they were organized groups. Just as some young boys in the United States today have names for their gangs, special handshakes and greetings, so did the young men from Ireland. Popular gangs in Ireland were the Whiteboys and the Ribbon Men. They reacted to the land loss in Ireland with acts of violence.

Jay Martin Perry in his December 2009 thesis, "Shillelaghs, Shovels, and Secrets: Irish Immigrant Secret Societies and the Building of Indiana Internal Improvements, 1835-1837," for the Department of History at Indi-

ana University delves into the history of these secret societies. His thesis may be found on-line under Lagro Canal War.

The young Irish men who arrived in northern Indiana seemed to have come from two different regions of Ireland. Those called "Corkonians" came from County Cork and the Province of Munster, while the "Fardowners" were from Leinster and Connacht counties. This was not a Protestant Catholic clash as is often thought since this work force was almost entirely of the Catholic faith. The source of Lagro's labor problems was in reality a problem of groups or gangs trying to protect their jobs. If too many persons moved into the area it would have a depressing impact on wages and working conditions. It was similar to a labor union controlling access to labor today and required membership in a gang.

The Corkonians arrived first. They began work to the East of Huntington and through Lagro. As the Fardowners arrived contractors knowing of other confrontations in the East on the Chesapeake & Ohio Canal and elsewhere, moved their workers further down the canal line closer to Peru, Indiana. There was plenty of work for all, but the Corkonians perceived these Fardowners as an invasion force on their work. Soon violence erupted along the entire stretch of canal construction.

The events that transpired are described in the New York *Spectator* of September 3, 1835, which quoted an earlier Fort Wayne *Sentinel* story of the events:

"Disturbances on the Canal - There have been some disturbances among the Irish laborers on the Wabash & Erie Canal, which but for the prompt and energetic measures resorted to for their suppression, would have resulted in a sanguinary conflict between the two factions into which the Irish are divided. For some time past the Corkonians have been the strongest party on the canal line, and have embraced every opportunity of maltreating such of the Fardowners as might fall into their hands; nor have our own citizens at all times been safe from the attacks of these ruffians. The Fardowners having lately received great accessions to their numbers, resolved upon driving their opponents from the canal and preparations for the contest were made by both parties. The Irish were observed by the citizens to be in the habit of nightly assembling in secluded places in the woods, and all who could in any way procure arms, were providing themselves with them. Three kegs of powder were forcibly taken from a wagon on the highway; the houses of some of the citizens were entered and the owners compelled to give up their guns; and the lives of others were threatened who refused to surrender their guns. Several outrages were committed by these deluded ruffians

upon each other, and Mr. Brady, a canal contractor, was fired at, but fortunately without effect, by a wretch named Sullivan, who, we are informed, took a prominent part in the disturbances in Maryland last year, and is also deeply implicated in the murders committed at Williamsburg, Pa. four years ago.

"The contest was to have taken place on the 12th inst., the anniversary of the Battle of the Boyne. On the 10th instant the Corkonians assembled at Lagro, to the number of three hundred, most of whom were armed. At the same time almost two hundred and fifty armed Fardowns' advanced to Wabash, seven miles from Lagro, on their way to attack their adversaries. D. [David] Burr Esq., canal commissioner, and some other citizens of the neighborhood, succeeded in inducing the two parties to suspend the intended fight for two days, in order to give them an opportunity of making some amicable arrangement. In the meantime expresses were sent to Fort Wayne and Logansport requesting assistance to suppress the disturbances, and protect the citizens from the dangers to which they would be exposed, if the parties should come in contact. The express arrived here on the 11th, and the appeal was promptly responded to by our citizens. The drum beat to arms, and in two hours a company of sixty-three men, well armed, and furnished with ammunition and provisions, were on their march for the scene of action. Colonel J. Spencer was elected to command the expedition; Adam Hull was elected first lieutenant; Samuel Edsall second lieut., and H. [Henry] Rudisill ensign. The company embarked in a canal boat, and arrived at Huntington about midnight.

"Next morning they marched forward on their route, under the command of Captain E. [Elias] Murray. On hearing of the arrival of the volunteers, the Irish disbursed into the woods, and next day most of them returned to their work, fully satisfied that they could not trample on the laws of the State with impunity, and that, if they attempted to proceed any further in their mad career, they would inevitably meet with the punishment due to such lawless proceedings. The volunteers marched through Lagro and Wabash (at each of which places they received reinforcements) to Peru; sending out on the way several small detachments, who scoured the woods in every direction, and examined all shanties on the line, where arms or suspected individuals were supposed to be concealed, seizing several guns, and taking many prisoners. They arrived at Peru on the 14th, where they were joined by Capt. Tipton's volunteer company from Logansport. The number of volunteers now under arms was not less than 250, the whole of whom next day marched back to Lagro, where all the prisoners were assembled for examination.

"The display of this force having awed the rioters

into submission, and there being nothing more to be done, the Fort Wayne and Logansport volunteers returned to their homes, leaving the prisoners at Lagro under the charge of the Huntington and Lagro volunteers. Upwards of one hundred prisoners were arrested; of these several were discharged for want of evidence; 14 of the ring leaders, including Sullivan, were taken to Indianapolis for safe custody; some were admitted to bail and the remainder were still kept under guard at the date of our latest accounts.

"The Fort Wayne company arrived here on Friday morning at 3 o'clock, after a harassing march of one hundred twenty miles through a new country, performed in the short space of 5-1/4 days.

"Great credit is due to the citizens of Fort Wayne, Huntington, Logansport, and the canal line generally, for the spirit manifested on this occasion, which was the means of suppressing the present disturbances without bloodshed and will also have a tendency to prevent any future tumults, as it has convinced the Irish that, although they are in a sparsely settled country, yet an armed force can at any moment be brought among them, sufficiently powerful to enforce their submission to the laws of the State. Peace appears to be perfectly re-established, but as a measure of precaution, arrangements are making for the organization of volunteer companies in all the villages along the canal line. A supply of the public arms at this time would be a great assistance."

With the Irish dispute at Lagro finally quelled, the workers returned to their construction job of building Indiana's longest canal. Still the Irish loved fighting and brawling. Often on the weekends fights were staged as part of the Sunday's entertainment. With lots of young men, few women, and abundant whiskey -- what else were they to do? No wonder local people kept their families and especially young women away from the canal work camps:

For additional information about early working conditions and the construction of American canals I suggest reading *Common Labor* by Peter Way, Cambridge University Press, 1993. He also speaks about the Irish secret societies and talks about the disturbances on other canal lines.

In the 1830s, it took 250-300 man-hours of labor and 5 acres of land to harvest 100 bushels of wheat, and much of Indiana's wheat crop was transported on canal boats. By 1965 it only took 5 hours of labor and 3 acres of ground to produce that same 100 bushels of wheat. Can you imagine how many canal boats it would take to transport the wheat produced today?

“RED BUCK” AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

The 1850s were the height of the Wabash & Erie Canal in Parke county, Indiana. The town of Montezuma was in its business glory. On September 18, 1855 it held its first Parke and Vermillion County Agriculture fair.

An interest in improving horse flesh in Parke county began back in 1840 when General T. Howard brought in “Medock,” the first thoroughbred stallion. Dr. James Tucker kept a good horse called “Grand Turk,” at Wright’s Mills or Devil’s Den. About 1850 John Ensworth brought in some high bred horses, which did much for the improvement of horse stock in Wabash and Reserve township. Ensworth was a son-in-law of Miami-Wea Chief Christmas “Noel” Dagenet, who lived just north of Armiesburg. Samuel Strouse brought to Rockville “Grey Hawk,” a Morgan horse, which also improved the stock of Parke and many other counties.

In 1914 John W. “Uncle Wyck” Vanlandingham gave a clue to where the fairgrounds and race track were located when he wrote “the old track east of Montezuma, now a part of the gravel road.” This would be the “Strawberry Road,” that came into Montezuma from the east of town and ended at the old cemetery that in 2013 is the school grounds and east town additions. The area then was owned by the pioneer Hill family. Another road that came into town was the Bloomingdale road on the north side that led to the Wilson or Phoenix hotel on the canal. The 1850 Plank road that came from the east crossed to the south end of town and led to the Benson’s Basin on the canal. Still another road came from the south from Armiesburg.

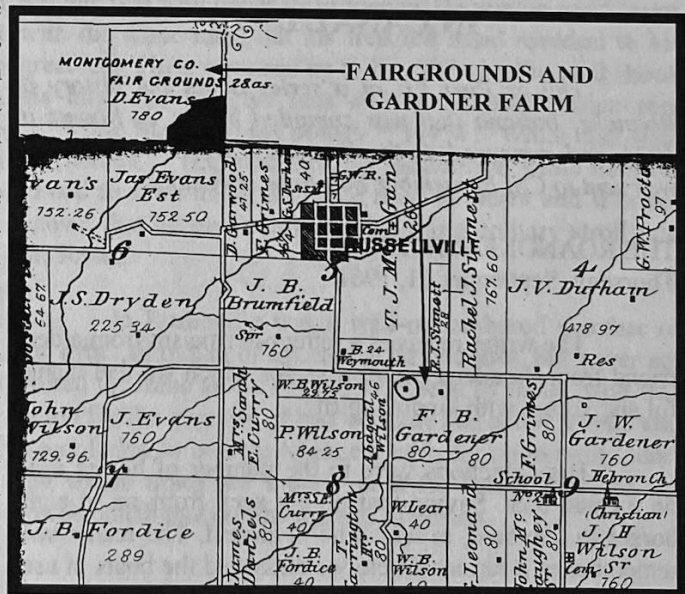
John Vanlandingham states, “Few people, except the older residents of the county, know that Montezuma had at one time a very prosperous fair. In the days before the [Civil] war we had the biggest fair in Indiana, except the State fair. People came from many counties round, and entered stock and farm products. Many notable races occurred in those early days and in one of them, “Red Buck,” the famous sorrel pacer of the ante-bellum days, made his best time, 2:14, a time which ranked with that made by Lady Suffolk, Goldsmith Maid, Flora Temple, Dexter, and other early monarchs of the turf. In those days tracks were only a third of a mile long, and race-horses did not have the opportunities for training that we have today [1914]. “Red Buck” was owned by Fred Garner [Gardner] of Russellville, and Shelby C. Puett declares that in all his long and vast experience with and his study of horses, he never saw a pacer the equal of old “Red Buck.” “I think he was the

greatest pacer ever on a track,” says Mr. Puett, “and if he had the care and training that pacers have today, I believe he could beat any horse now living.”

The memorable race in which “Red Buck” made his best time, at the old Montezuma fair, is remembered well by Mr. Vanlandingham. Many horses from far and near were entered, notable some Terre Haute horses of which their owners were proud.

“Red Buck’s” speed was not so well known then as it was later. His easy winning of the race was a severe blow to the others who had horses in the race, especially the Terre Haute people. A man named Yates rode him, because he was never broken to a sulky.

“Before “Red Buck” had gone very far,” says Mr. Vanlandingham “his tail was floating straight back, and Yates had lost his cap and his hair was standing up behind. So fast did that horse go that he looked like a brown string around the track. By the time he had made the three times around, all the other horses were far behind. Their owners were about the maddest men I ever saw, and even the Terre Haute women were wrought up over the race. That day saw the largest crowd ever at the Montezuma track, but he never made such a race as that.”



“Red Buck” was owned by Fred B. Gardner and lived on his stock farm located in the E½ NE quarter Section 8 and W½ NW quarter of Section 9, Russell township, Putnam county, Indiana.

The owner of “Red Buck” was Fred B. Gardner. He was born to Andrew and Margaret (Byerly) Gardner on November 6, 1831 in section 16, Russell township, Putnam county, Indiana. He was a farmer and stock-raiser on 510 acres in section 8, Russell township about one mile south of

Russellville. He married Mary Allen on March 6, 1877, the daughter of James and Martha (Braton) Allen. Fred and Mary were the parents of six children: Claude, Ethel, Nellie, Florence and two children who died in infancy. Fred served as township trustee for several years. He and Mary were members of the Methodist Episcopal church. Mary (Allen) Gardner was born in 1845 and died in 1901. Fred died September 18, 1908 in his farm home near Russellville. He is buried in Oak Hill Cemetery, Crawfordsville, Indiana.



I, Charles Davis, found an article in the *Rockville Republican* of September 1907 that talked about famous

horses. It says, "Red Buck" died of old age on the Fred Gardner stock farm. "Red Buck" sired many horses among them "Young Buck." It did not say what year "Red Buck" died. I have seen horses live past the age of 40 years.

My wife and I traveled to Mr. Gardner's farm to see if "Red Buck's" grave was marked, but all the buildings were gone. Nothing remains but a soybean field.

"Red Buck" made his mark in Montezuma during the Wabash and Erie Canal era. He made history and remained in the memory of people for many years.

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SERIES TO DESCRIBE ROANOKE IN CANAL DAYS

This is Part VII of a series about the history of Roanoke, Indiana that was compiled by Dr. S. Koontz in 1921 and appeared in the Roanoke REVIEW in 1961. It was sent to CSI by member Bob Rose of Roanoke.

THE ROANOKE *REVIEW*
Thursday, September 21, 1961

The writer received a letter of criticism from a dear friend from Pasadena, California, for which we feel thankful and accept with kindest spirit.

His objections were to the number of horses used on a canal boat. Saying that he has seen from six to eight horses to one boat, in which he is correct. The reader will remember in a former article we classified the boats in use. Of those, one was the stone boat, intended for heavy freight such as logs, lumber, stone and brick. To this variety of boat it was often necessary to double or even triple the horsepower if the loads were unusually heavy or the water very low, as was frequently the case, as the tow-path often gave way and the water would run out of the ditch into the lowlands of the river bottom, thus delaying traffic for days at a time.

This, however, was the case only between the two

nearest locks and occurred frequently just below the Roanoke lock along the level space over which the east road now runs, and many were the incidents of interest and amusement that occurred at those times.

The boat from the east came to the lock and could proceed no farther on its journey, so was forced to snub to a post, many of which were firmly planted into the ground along the course of the canal for this purpose and were known as snubbing posts by which boats could be tied up if necessity demanded.

So during the period of repair, boats continued coming down and accumulated at one place until as high as twenty boats were tied up in a single row, making a line of a mile or two long.

Then it was that the amusement was most in evidence for the boat crews never became famous for morality as rot gut whiskey was always on sale in the plank shanty across the lock and fronting the towpath. These canal jams created and increased the market for the vile beverage. The boatmen always gathered in and about the place and drank to excess. As soon as the different crews were mellowed to the fighting temper, war was declared, one crew against another.

It was not always that the disturbance was with the boatmen alone, for the settlers of those days had not all as-

THE HOOSIER PACKET - JULY 2013

sumed the angelic spirit. Some could not resist the temptation but sallied forth, partook largely of the war spirits and entered in the enchanting game of fisticuff, and in the evening or night returned to their homes and families with positive external evidence of having taken a hand in the hilarities of the day.

Another and greater menace was common then as there were many Indians in the surrounding country who could scent the free flow of firewater and added to the inhuman conduct.

Many were the amusing incidents told of these people of the forest. Among the Indians there was one, a commanding spirit known as Chief White Loon, who in his sober moments was quite interesting and had a fairly good command of the English language. In his herd of ponies was one, a special favorite with him and thoroughly trained to do his master's will. This pony no one was permitted to mount when he was sober. It seemed to please the white men with whom he associated to tease the old chief for a ride on his pony, well knowing they would meet with refusal.

On one occasion, one of his tormentors was surprised by a permit to ride the pony down the towpath to a certain point designated and return. The man mounted and started down the side of the canal in pleasing canter. But just before he arrived at the designated place, White Loon uttered a shrill Indian whoop. The pony's head went down and at the same instant his hind end went up. The horseman, not having the slightest thought of trickery, found himself far in advance of his mount, with the pony well on his return trip to his master.

The names of most of all the old Indians who remained on government reserves and became citizens have passed out of our memory. The name of Anthony Revard, half breed, and father of the late Anthony Revard, Jr., and husband of Kil-So-Quah, was then a well-known member of the Miami tribe and more civilized than the majority of his associates. Undoubtedly, he transacted most of the tribe's business.

The writer has in his possession a receipt for money paid to I. E. Hill of Fort Wayne for goods consisting of six barrels of flour at \$3.50; one barrel of whiskey at \$8.00 and other articles. The receipt is dated November 6, 1843. The goods were bought probably soon after the tribe received its government annuity and Revard was sent to purchase for the tribe.

Then there was Gabe Godfrey, a very stalwart character, yet amiable and kind Chief. White Loon was of very surly nature, seldom indulged in friendly amusements, and when under the influence of liquor and his savage nature took possession of his poorly cultivated intellect, he became vicious upon the least provocation.

At one time when horse thieves were very numerous, a team of ponies was stolen from the chief, a crime for which he held the white man responsible, and for which there was no forgiveness in his heart, and the grievance always grew in proportion to the amount of whiskey he consumed.

On one occasion, one of the good and quiet citizens who never indulged in hilarity decided to take a stroll in the forest. In a dark and lonely place, he happened upon White Loon, who had taken a double charge of his favorite beverage and was well under its influence. He was on good terms with the white man, but his frenzied mind reverted to his great loss. He at once ran up to his white brother and shook his huge fist into his face and in a hostile voice said ... "White Man steal my ponies **11#% !! White man steal my ponies." The peaceful and inoffensive white man returned to town under a double head of steam and it is not known that he ever again indulged in a solitary stroll into the forest.

Jo Rusheville was a well-remembered member of the tribe, an Indian of average good qualities, but never acquired the fame as did his squaw, Sacco by name, who was noted for the quantity of bad whiskey she could imbibe and never failed to indulge to excess at every opportunity, during which times her morals sunk far below those of the lowest inhabitants of the jungles of Africa.

Canal Societies of Indiana & Ohio
FALL TOUR
"Delphi's Canal Park and Trails"
September 20-22, 2013
Wabash & Erie Canal in Carroll County
Headquartered in
LAFAYETTE, INDIANA
Comfort Inn. 4701 Meijer Court, (765) 447-3434

Room rate \$81.75 includes tax

Groups rotate throughout the park and take a trolley to Carrollton, See Reed Case house, Pioneer Village with Kuns cabin, Fouts log house, school house, blacksmith shop, school house, chicken coop, Restored Red and Blue bridges, Guard lock, Pivot bridge, Lime kiln, Canal warehouse with scales, Stationary canal boat playground, Pull me canal boat, and work in progress on Gray bridge, Ride the "Delphi" down a watered section of the old W & E Canal, Tour the Canal Museum. Hike the trails, Ride bikes in the park, And much, much more.....for a fun filled, educational day.

**A FIRST-HAND ACCOUNT
OF SHIPPING PATTERNS
BY RIVER & CANAL**

The *Fort Wayne Times & People's Press* ran a letter from Jesse Lynch Williams, Chief Engineer of the Wabash & Erie Canal as well as all of Indiana's canals, to Charles Butler, a lawyer and trustee of the Wabash & Erie Canal representing the bond holders. In it Jesse gives a first hand account of shipping patterns in his study of exports from the Wabash Valley by river and canal.

Note that by 1847 the Wabash & Erie Canal was only operational to Coal Creek at Lodi, Indiana, and the Wabash River was navigable basically to the slackwater dam at Pittsburg/Delphi, Indiana. The dam had a lock in it to accommodate the passage of steamboats on its side near Delphi, but it was seldom used due to low water levels to the northeast. Therefore, there was more competition between the river and the canal below Delphi/Lafayette than above. This is reflected in his report.

After reading this letter you will see why Hoosiers were so optimistic about the benefits of the canal as it was to be opened from Lodi to Terre Haute in 1849 and beyond by 1853. Although Jesse Williams correctly forecast the future output of Hoosier farms, he failed to recognize the impact of the evolving rail systems. The Civil War accelerated this process. By the 1860s railroads had largely taken over transportation by the Wabash & Erie Canal and the Wabash River. They had completely replaced the canal in Indiana by the mid-1870s.

Fort Wayne Times & People's Press
June 22, 1848

We take great pleasure in laying before our readers, the following interesting letter,

Exports of the Wabash Valley,
Fort-Wayne, April 20, 1848

Dear Sir:

Since my connection with the Wabash and Erie Canal, I have devoted some attention to the subject of the trade and commerce of the Wabash Valley, for which this Canal forms in part the channel of transportation. Through the assistance of gentlemen connected with the produce business residing at the various towns on the Wabash, (for whose polite attention I wish here to express my thanks,) I have been furnished with an accurate statement of the shipments south by the Wabash River, of all leading articles of produce, during the shipping season of 1847. From the re-

ports of the collectors, I have, in like manner, gathered the shipments of produce north by the canal during the same year. Believing that a condensed statistical view of this subject, showing the amount of shipments from various points, the aggregate value of exports of the Wabash Valley, together with the proportion shipped by the canal and by the river, would be interesting to you, I have prepared the following statement:

1st. Of agricultural products shipped south by the Wabash River, during the shipping season of 1847, from all points between the dam at Delphi and the south line of Vigo County.

Aggregate value	
From Delphi and Pittsburg,	\$ 29,551
“ Lafayette and vicinity	96,079
“ Independence (no ac't received.)	
“ Attica	69,645
“ Williamsport	58,339
“ Covington and vicinity	68,681
“ Perrysville	45,401
“ Eugene and Vermillion river	100,422
“ Lodi and vicinity	36,040
“ Newport	43,087
“ Montezuma, Armiesburg, and Sugar Creek	107,857
“ Clinton	108,183
“ Terre Haute and vicinity	471,294
“ Darwin	<u>24,730</u>
Total	\$ 1,259,309

2nd. Of agricultural products shipped north by the Wabash and Erie Canal during the season of navigation of 1847:

Aggregate value	
From Lafayette, including also Attica, Covington and intermediate points	\$ 1,061,748
From Logansport, including Delphi, Pittsburg and intermediate points	325,035
From Lagro, including Wabash, Peru and other intermediate points	220,586
From Fort Wayne, including Huntington and other intermediate points	<u>298,898</u>
Total	\$ 1,916,267

By a detailed analysis of the foregoing statements several interesting facts have been deduced, among which are,

1st. In respect to that portion of the valley extending from Delphi to Covington, inclusive, throughout which the exporter of produce has had free choice between the river and the canal as a channel of transportation, the canal

shipments amount in value to \$1,224,264, while the river shipments amount to \$322,293, showing that a preference was given to the canal during the year 1847, in the proportion of four to one. Estimating the tonnage shipped in both directions the proportion is as five to one in favor of the canal.

2nd. Of the total value of exports by canal and river from the State line to the south line of Vigo county, amounting to \$3,174,576, the largest item is Wheat and Flour amounting to \$1,298,215, or near two-fifths of the whole; the next largest or second item of export is Pork, Bacon and Lard, which amounts to \$1,091,029, or near one-third of the whole export, while the next largest or third item of export is Corn, the total value of which amounts to \$564,710, or over one-sixth of the whole export.

3d. From that portion of the valley embraced in the counties of Tippecanoe and Fountain, the exports (Flour,) and the export of Pork and its products (Lard and Bacon,) are very nearly equal in value. North of these counties, Wheat appears to be the great staple, while south of them Pork is the leading production of the country. The opening of the canal south of Fountain county [Lodi at Coal Creek] will doubtless increase the production of Wheat in that region, by affording a cash market at all seasons of the year.

4th. Estimating the trade of the Wabash Valley by its tonnage, it appears from the facts collected that the total shipments of produce south by the river from all points between the [Pittsburg] Delphi Dam, and the south line of Vigo county, amounted in 1847, to 40,119 tons; of which 33,008 tons descended the river in flat boats, and 7,111 tons in steamboats. The whole number of flat boats loaded with produce on the portion of river between the points named was 331. By the same mode of computations, it appears that the aggregate tonnage of the same items of produce shipped north by the canal during the same year, from all points east of Covington inclusive, amounts to 73,854 tons.

5th. The total tonnage of the Wabash and Erie Canal, estimating the entire transportation in both directions, including exports and imports, together with the local trade, amounted in 1847, to 117,730 tons, of which 84,911 tons were shipped eastwardly towards Lake Erie, and 32,770 tons were shipped westward.

It will be recollected that the whole country bordering the canal east of Delphi, has only recently changed proprietorship from the Indian to the White Man; and further that the improvement of this region has necessarily been tardy, from the uniform denseness of the forest, unrelieved by the facilities which prairies afford. The emigration flocking in to possess the new lands in this region, has

heretofore made a market at home for a portion of its productions, leaving comparatively a small amount for export. — These facts account sufficiently for the smaller aggregate value of exports from the towns above Delphi in comparison with those below the point. The race of red men who subsist only by the chase, refusing to cultivate the soil, having yielded this fertile country to an agricultural people, under a beneficent arrangement of Providence everywhere observable, the arm of the husbandman is now rapidly gaining the mastery over this forest; and the region of the Upper Wabash has already reached that stage in the history of its improvement, from which a large and annually increasing surplus product may reasonably be anticipated for transportation.

Below Delphi and from that point to the south line of Vigo county, the county in its agricultural improvement is much more advanced, and the aggregate value of its surplus, collected from transportation to distant markets is much larger, amounting as may be seen by the foregoing tables of shipment both by canal and river, to the immense sum of near two and a half millions of dollars. — This large sum of money is returned into the country in some shape or other, either as money or merchandise, as the earnings of our agricultural labor. And when it is considered that this surplus of production was gathered from a district of country only 120 miles in length with the river, and about 60 miles in width, being equal in area to less than one-fifth part of the State of Indiana, the result would seem to indicate a good degree of prosperity, and an encouraging increase of our permanent wealth. It may well be questioned whether an equal number of inhabitants on any part of the globe, after subsisting the home population, contribute more towards supplying the substantial articles of food for the world at large, than do the people residing in this section of the Wabash Valley.

I do not overlook the fact that 1847 was more than an average year in respect to the value of our exports — prices during that year ranging unusually high. As regards the quantity of the agricultural exports, the difference between that year and others, would not be so material. The export of pork, lard &c., has been greater in 1848 than in 1847 — that of wheat and corn will probably be less.

With great respect your obd't servant,
J. L. WILLIAMS.

CHARLES BUTLER, Esq., New York



FROM TIMES PAST

Fort Wayne Time and People's Press
July 19, 1845

ENCOURAGING FACTS. In connection with the unobtrusive, judicious movement of the American and Foreign Sabbath Union, formed about two years since, fifteen general Conventions have been held, and very numerous attended — including eight State Conventions, and the National Sabbath Convention at Baltimore, composed of seventeen hundred delegates, from eleven different States: — The largest representation by delegates, it is believed, that was ever assembled on any subject of public interest in the United States. The friends of reform are cheered also by the fact, that on more than 1200 miles or rail-road, cars do not now run on the Sabbath, and that more than 80,000 miles of Sunday mails have been discontinued, — saving to the Post Office department, in those stopped at one time, upwards of \$60,000 a year. Similar reforms have likewise been made, to a great extent in reference to canal and lake navigation, and the starting of vessels for foreign voyages, on the Sabbath. And among all classes of servants, and laborers employed on public works, the conviction is spreading that it is degrading, as well as immoral and unprofitable, for any to be denied the usual rest and privileges of the Sacred Day.

Fort Wayne Time and People's Press
July 19, 1845

Valuable Real Estate For Sale, at and near Huntington, Indiana.

East half N. E. qr. Sec. 23, town 28 N. of range 9 east, containing 80 acres, situated one and a fourth miles from Huntington, on the Dayton road, via Fort Recovery. About 20 acres of the said premises are cleared and fenced.

N.W. qr. Of the N. E. of the same section, adjoining the aforesaid lot.

W. half S. W. qr. of sec. 31, town 28 N. range 10 E, containing 95 24/100 acres, adjoining the Wabash river, about three miles from Huntington, with 20 acres cleared.

Lots No. 18, 19 and 21, containing from 7½ to 8 acres, adjoining the town of Huntington, now in Meadow, and well enclosed with a board fence.

Lot No. 17, near the upper Lock, and adjoining said meadow, containing from one to two acres enclosed with a good board fence.

Lot No. 60 on the canal, with a log cabin thereon.

A lot situated at the Canal bridge at the lower end of town, containing from 4 to 5 acres.

Town lots No. 64, 65 and 66, near the last mentioned lot, with a good stable thereon.

Town lots No. 63 and 67, with a dwelling house thereon.

One town lot containing two or three acres of land, with a valuable two story stone house thereon, with a good stone cellar under the same; it being the store built and occupied by the late George A. Fate dec'd.

All of the above property was owned by said Fate during his lifetime. The land was selected at an early day, is of superior quality, and the title to the same if good.

The terms will be one-third, or one-half cash and a credit of 12 and 18 months on the balance, by giving notes with approved security.

For further particulars apply to the subscriber at Fort Wayne. HENRY COOPER Fort Wayne, June 25th, 1845

Fort Wayne Times and Press
November 10, 1852

The Packets. — We understand, will continue to run until the canal is closed by ice. Heretofore, they have been laid up about the 25th of November, whether the canal was closed or not. — By that time travel is about at an end, and the canal can hardly be expected to remain open much beyond that date, so it may be regarded as virtually the termination of Packet navigation.

The line under the management of Mr. Petree, during the past season, has been unusually prompt and regular, and given the highest satisfaction to the traveling community. He has shown himself to be just the man to own it; and, with the assistance of as able and efficient a corps of captains as ever run a canal, every thing has gone on like clock-work. The travel has been immense, and must have paid handsomely. The boats have generally been will filled, and frequently to their utmost capacity. We have been glad to see an enterprise, so useful to the public, so liberally patronized.

With the opening of spring, these fine Packets, refitted and repaired, with probably some new ones, will be again in motion on the line; and we hope to see them under the command of the same captains. Their places could not be so well filled by others. — May they all live a thousand years, and "their shadows never grow less."

Fort Wayne Times and Press
November 17, 1852

The important ship canal which is to unite Lake Superior and Michigan will soon be begun. The surveys for its location have been completed, and the ground has been found quite as favorable for the easy and speedy construction of the work as was expected. Several routes have been surveyed, which will enable the Legislature of Michigan and contractors to obtain a perfect understanding of the

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whole subject. The canal will be a fraction less than a mile in length. The law of Congress provides that the locks shall be at least 360 feet wide, 50 feet long and the Michigan Legislature has power to enlarge the dimensions.

Fort Wayne Times and Press
November 17, 1852

1852 Transportation! 1852
JULIUS HULL,
CINCINNATI AND WABASH LINE,
First Class of Canal Boats

Are now ready to remove and Transport all descriptions of Goods and Merchandise to all points on the Wabash Canal, on the opening of Navigation.

Shippers are respectfully invited to call at our
FORWARDING AND COMMISSION
WARE HOUSE

North side Canal, between Main and Sycamore Sts.
CINCINNATI OHIO.

Refer to Messrs. Hill & Orbison

“ “ R. W. Taylor Fort Wayne
“ “ Comparet Hubbell & co.

March 17, 1852

Fort Wayne Times and Press
December 1, 1852

Atrocious Murder. — A young man named Charles Chandler was murdered near Messrs. Comparet & Hubbell's Warehouse, in this city, on last Friday, evening, by William Wheeler. The facts, as near as we can learn, are as follows: Two boatmen, Chandler and another, had had an altercation about a breast pin which the latter had lost, but settled the affair by his agreeing to pay for it, and were laughing at the small matter that created so much trouble, when Wheeler, who belonged to another boat, stepped up and said that there had “been gas enough about it,” threw Chandler down and kicked him several times in the abdomen; Chandler died immediately.

In temperance has again bloomed and brought forth its legitimate fruit — Contention, the blossom; Murder, the ripened fruit. The murdered man was about 20 years of age, and so much intoxicated that he could scarcely navigate. The perpetrator of this horrible deed was said to be in a similar condition.

Young men, is not this another solemn warning for us all? Can we look upon the inanimate body of a human being who has fallen a victim to the destroyer, and then “upon the wine when it is red,” with our making the resolve to touch it not!? Are the pleasures it furnishes commensurate with the misery, the wretchedness, the crimes it produces? A negative reply is given to these, and all similar questions. Then leave the enticing cup; quaff not its con-

tents; join the band of virtuous, moral and good citizens; and these stills will be soon banished from society. —
Laurel Wreath.

Fort Wayne Times and Press
December 15, 1852

The Toledo Republican says that a Frenchman named Lovelett, a clerk in a grocery store in that city, was killed recently, by two boatmen. Liquor was the cause — of course.

Fort Wayne Times and Press
December 22, 1852

Wretched. — Last Friday was an exceedingly cold blustering day — the most so of any this winter so far. In hurrying along the street we noticed a pair of poor, lean horses, partially sheltered by the abutment of a canal bridge, shivering in the piercing wind. Attached to them was an old, rickety wagon, with wheels loaded down with frozen mud, and an old tattered piece of canvass hanging on hoops over a part of it, in mockery of a cover. — On the leeward side of the crazy vehicle stood huddled together, three wretched looking objects in human shape. Two of them had old guns in their hands, with belts around them, attached to which were tin cups and other hunting apparatus. They were all covered with rag and dirt that would shame Neapolitan laxaroni. Altogether — team, wagon, and bipeds — it was a wretched looking sight, — The only relief it presented was the absence of women and children.

Now for the cause of this wretchedness — The men were evidently already intoxicated, uttering blasphemous oaths, and passing from mouth to mouth a gallon jug, which there is not the least probability contained water.

Fort Wayne Times and Press
January 5, 1853

Great Freshet. — The southern portion of Ohio and Indiana have been visited by a great freshet. The Sciota, the Miami, and all the streams running south have been very high. The *Cincinnati Gazette* says:

The White Water Canal. — Calamity to routes of navigation could not well occur without including this investment of our City Fore-Fathers.

The dams of the Whitewater river that make the slackwater which feeds the canal, are washed away, and the town of Harrison is inundated; the locks below Brookville are washed out; the bridge at Brookville gone, and a score of minor disasters occurred along the whole Indiana line, so as to make us conclude that this canal, this time, is pretty well used up. The mills at Lawrenceburg, like those of our

city depending upon water power, are not grinding.

Breach in the Miami Canal. — The stone abutment of the aqueduct over Mill Creek, three miles this side of Lockland, was shattered by the flood on Friday; the wood work let down and the water pouring out furiously, washed away the bottom of the Canal down to the level of the Creek. Every effort will be made to repair the same by this day week.

We learn from Capt. Wright of the Hoosier State that the freshets in Indiana have been greater and more sudden as they have been more destructive than ever known before.

The Freight train leaving Indianapolis Friday for Madison, in crossing a bridge seven miles out got a part of the way across when the bridge gave way engulfing the Locomotive, Tender, and six of the ten cars of Barrel Pork, Flour and Wheat, with three men on the train, in the boisterous waters beneath. The Engineers and Fireman were drowned, and their bodies obtained; the Superintendent of the carpenter shop at Indianapolis was lost, and his body not yet found. We have since learned that the bodies were recovered, some two or three cars having been piled upon them.

Three bridges on this road are destroyed, the bridge where this accident occurred, Bayou Bridge and the one over Hawe Creek.

The Vice President of the Road, Mr. Craven, in the absence of John Brough, who was in St. Louis, repaired to the scene of disaster with boats and material for succor and repair. Unparalleled destruction of corn in all the river bottoms has occurred.

The Jeffersonville Rail Road, which connects with the Madison at Columbus, has suffered adversely in the wholesale destruction of track and bridges.

We hear of a similar accident to a freight train go-

ing out on Friday from Indianapolis towards Lafayette, the whole train running into Sand Creek, after the bridge had been washed away, all on board, five in number drowned.

The *Richmond Palladium* says that the continued rains for the 24 hours previous to Thursday evening, created quite a freshet in the streams of this vicinity. The bridge over Newman's creek, on the Williamsburg road, is swept away; and the dam of Brightwell's mill is entirely gone. Fences in the bottom lands have been washed away, and the soil more or less injured by being carried off or having deposits of sand and gravel upon them. We have not heard of the loss of any stock, and we trust none has occurred.

The *Dayton Gazette* of Saturday says:

The heavy rains of the last few days started the streams into a flood on Thursday evening, which threatened to equal the great overflow in 1847. The Miami commenced rising rapidly about dark, and before midnight those who watched its "upward tendency: became alarmed, and had the bells rung warning the citizens to get up and assist in strengthening the low places in the levee. Before daylight the town of McPherson, on the north side of the river, was overflowed, and skiffs were necessary to communicate with the houses. The Covington turnpike, for rods north of the Main street bridge was from one to three feet under water, so were the roads, outside of the levee, on Third and Bridge streets. The river continued to rise slowly during most of yesterday, but lacked in the evening, some three feet of coming up to the flood marks of former years, and was about eight feet below the permanent embankment which protects the city. At Troy the river reached its highest point about 4 o'clock in the afternoon, and about the same hour was at a stand here, after receding two or three inches.

**1841 LETTER REGARDING
WABASH & ERIE CANAL**

Peru, Indiana February 3, 1841

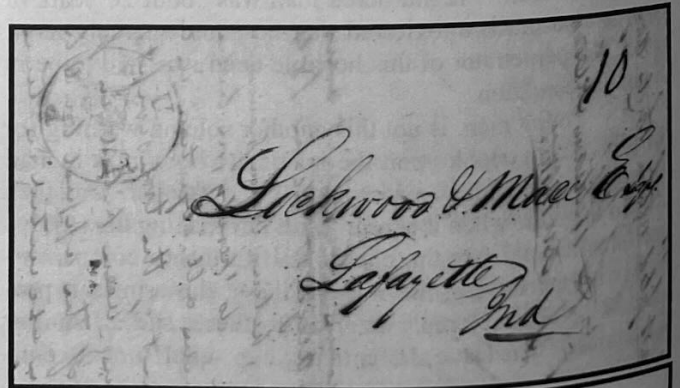
This letter from the Office of Acting Commissioners of the Wabash & Erie Canal regarding the canal states that the legal matters explained in an enclosed 1840 letter from Jacob Knapper, attorney, to the Honorable Samuel Lewis Superintendent of the Wabash Canal is a true and full transcript of the record of this case. It also indicates it's ruling that no appeal to the decision was filed within the proper time period.

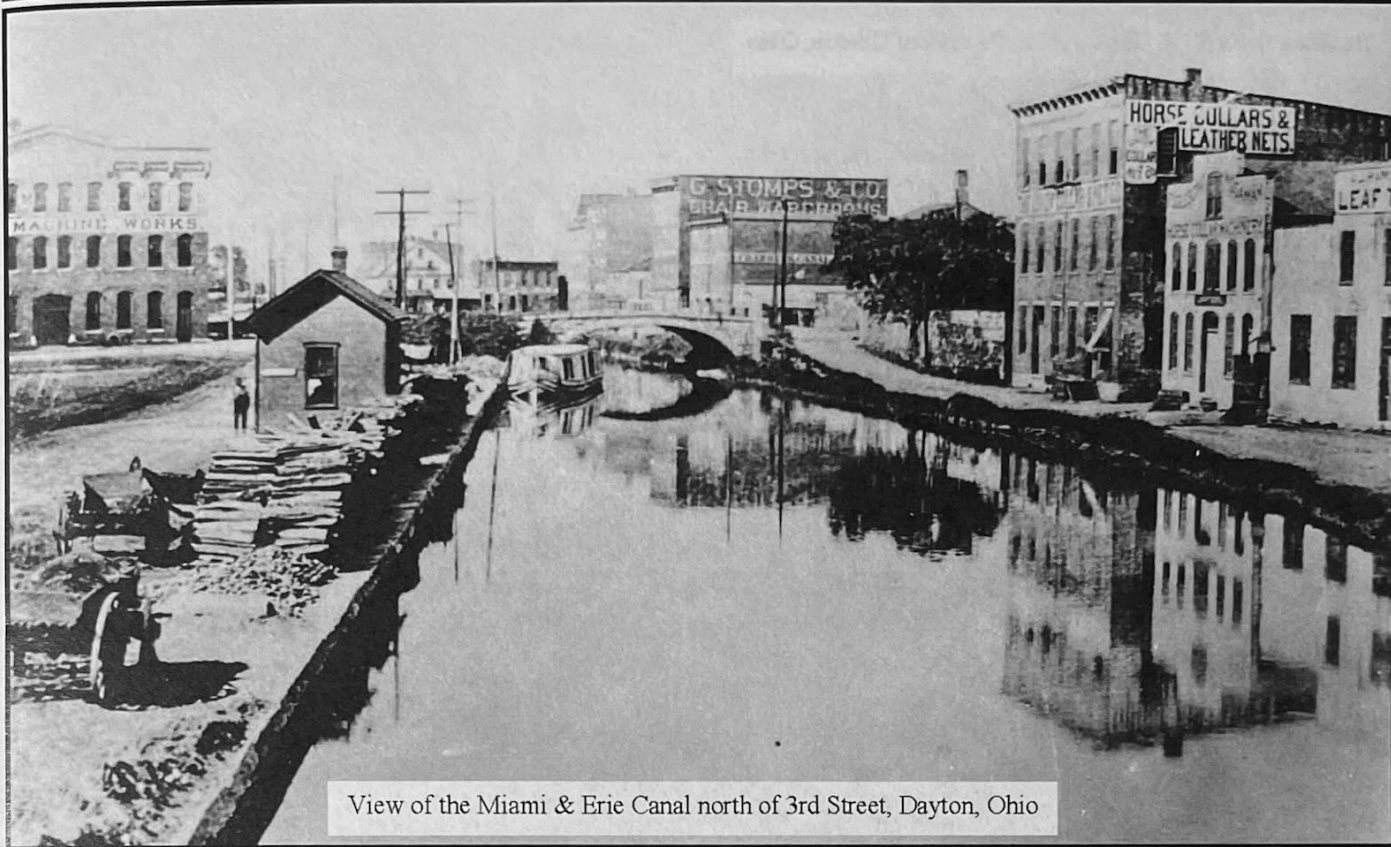
In the enclosed letter Knapper says that the proposed canal construction will take over part of his land and destroy a grist mill. He demands compensation of \$20,000.00.

There is an additional statement from a group of

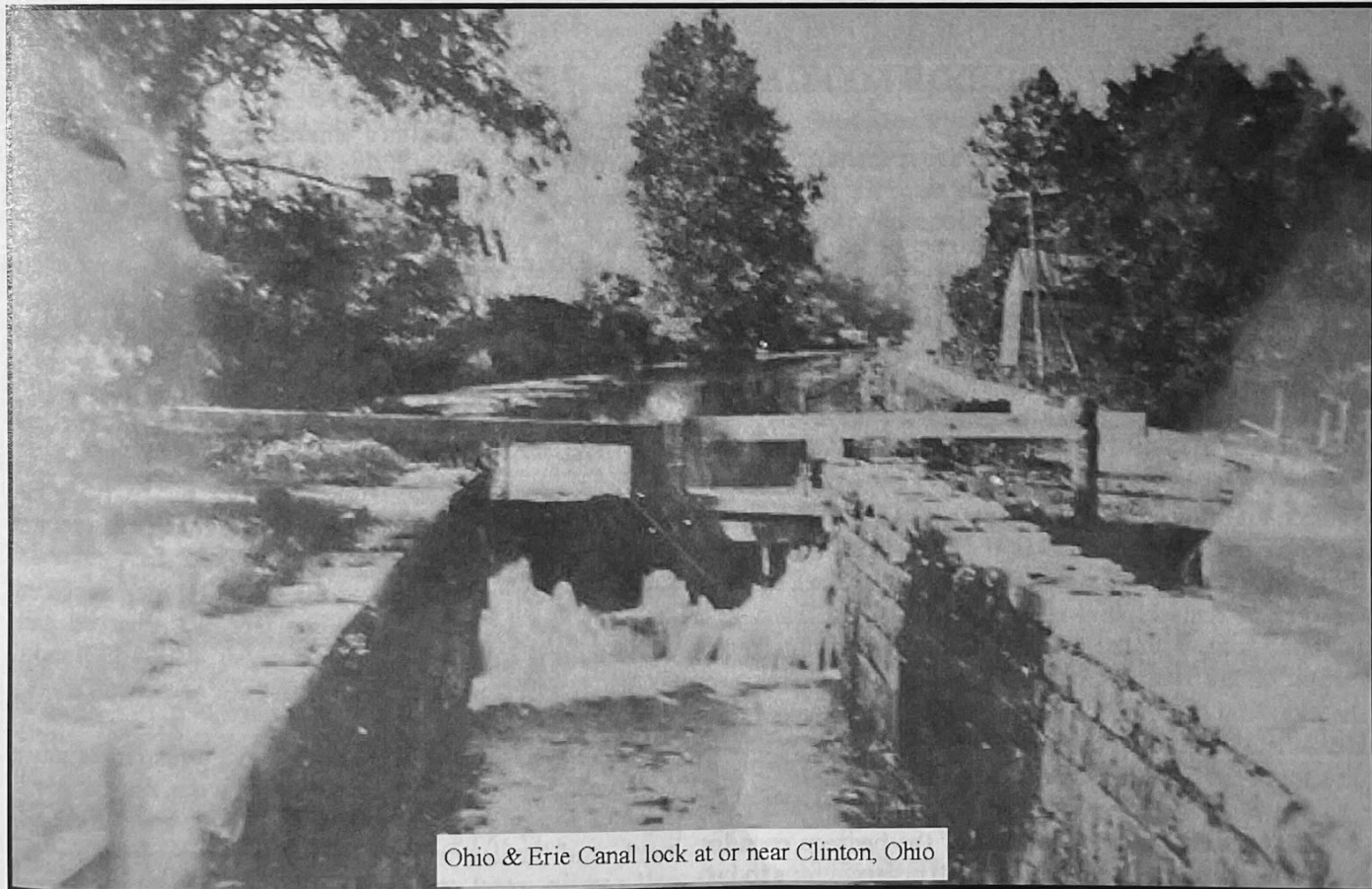
appraisers apparently hired by the Canal. They find that proper compensation should be only \$2,200.00.

Finally, there is a note from J.L. Williams in the Tippecanoe County Circuit court in August 1841 stating that the court denies Knapper's appeal on the grounds that he filed too late! Neil Sowards





View of the Miami & Erie Canal north of 3rd Street, Dayton, Ohio



Ohio & Erie Canal lock at or near Clinton, Ohio

These pictures/postcards were sent in by CSI member, Neil Sowards of Fort Wayne.

Building the Ohio & Erie Canal in the area of Clinton, Ohio



NATIONAL CANAL MUSEUM & HERITAGE CORRIDOR MERGE

Eighteen months of talks about merging the museum and corridor have taken place since the National Canal Museum severed its long relationship with Crayola at Two Rivers Landing in downtown Easton and moved into the Emrick Technology Center in Hugh Moore Park, which is in the Delaware & Lehigh National Heritage Corridor. In April 2013 the merger was announced. They plan to combine the assets of the federally mandated heritage corridor with the story-telling of the museum.

Officials agree that the merger blends the best of both organizations. It adds the reach and scale of the heritage corridor, which preserves the trails and canals along the route from the coal mines at the source of the Lehigh to the port of Philadelphia -mine to market- and manages a 165-mile trail, with the focused Industrial Revolution collection of the National Canal Museum, which showcases the industrial heritage of the Lehigh Valley that gave rise to Bethlehem Steel. Tom Stoneback will remain the executive director of the National Canal Museum.

According to the president of the heritage corridor, the merger aligns the missions of both organizations to better tell the story of the region's industrial history. The corridor has built 135 miles of the trail that reaches from

Wilkes-Barre, Luzerne County, to Bristol, Bucks County.

It has been proven to work. The combination was first tried at the museum's annual Immersion Days when the heritage corridor's "Tales of the Towpath" curriculum was presented to hundreds of school children.

During the next two years a major restoration will be made in Hugh Moore Park, funded by \$475,000 from the Pennsylvania Department of Conservation and Natural Resources and the Hugh Moore Trust. The former awarded the park \$175,000, with the balance of the money coming from a trust, set up by the founder of Dixie Cup.

Easton, the owner and operator of the park, has promised to better maintain the park, which is the former site of the Glendon Iron Works, one of the first industrial parks in America, and one of the first steel manufacturing plants in the Lehigh Valley. The city has absorbed park workers and invested capital to repair the old Glendon Bridge. It will clear brush and clean trails and picnic areas.

The Delaware and Lehigh Canal's history is much deeper and important than a ribbon of water for transporting coal to Philadelphia. The story of coal, coke, steel, cement, and textiles will be told. The museum's collection will remain intact and mules Hank and George will continue to pull the boat.



BLAINE HILL "S" BRIDGE

The first Blaine Hill Bridge was constructed in 1828 as part of the National Road, the nation's first federally funded highway. This three arch S-shaped structure 345 feet in length, spans Wheeling Creek (a tributary of the Ohio River) and is the longest original "S" bridge in existence on the old National Road. At a gradient of approximately 6.3% from east to west, it significantly eased, for the first time, the arduous 300-foot westward climb out of the valley. Crumbling and in poor condition, it was saved from demolition in 1999 and in 2001 was designated Ohio's official Bicentennial Bridge. Now tucked beneath the 1933 U.S. 40 viaduct and Interstate 70 it illustrates the earliest of Ohio's three eras in national highway transportation.

THE BLAINE HILL VIADUCT

The current Blaine Hill Viaduct was built in 1933. It overlooks the 1828 "S" Bridge, which could no longer handle increasing automobile traffic on the National Road, averaging 2700 vehicles daily. Determined that this pioneer artery of transportation continue its contribution to national progress, a citizen's group called the National Highway Improvement Association led the way in the building of this concrete and steel viaduct. Named the Arches of Memory, it was dedicated to Belmont County's World War I Veterans. The opening of Interstate 70 in 1964 diverted most of the traffic flow from this bridge. It continues to carry traffic along the historic National Road (U.S. 40). Designated an All American Road in 2002. It represents the middle generation in this view, which encompasses three eras of highway travel in Ohio.

Photo by Bob Schmidt

"OLD PIKE"

THE NATIONAL ROAD IN OHIO

CSI members Nancy Gulick, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Neil & Diana Sowards, and Larry Turner attended the Canal Society of Ohio's "Old Pike" tour of the National Road, now U.S. 40, in Ohio on April 19-21, 2013. Since the National Road was built at the same time as canals and provided transportation of people and goods, they saw many similarities.

both the road and the canal. They saw the Wheeling Suspension Bridge over the Ohio River, "S" bridges at Blaine over Wheeling Creek, Middleborne over Peters Creek, Salt Fork, Fox Run, and Cambridge and the "Y" bridge at Zanesville over the Muskingum and Licking rivers where the guard gate of Lock 10 of the Muskingum Navigation canal was seen.

Along the road there were mile markers displaying on the top the number of miles west of Cumberland, Maryland and on each side showed the distance to the towns to

Bridges over rivers and streams were needed by

THE HOOSIER PACKET - JULY 2013

the east and west of the marker. Passing a toll house for the road, it was noted that canals also collected tolls. They saw a deep cut made for the road to pass through just like deep cuts were at times made for canals to maintain a level. There were inns along the road like those along canals. They noted that the bridges and some of the buildings were of cut stone like the abutments and culverts on canals.

The National Road wasn't paved with brick until World War I. The canawlers stopped to see sections of brick that still remain after the re-alignment of U.S. 40, such as Peacock Road, and then drove over about a one-mile section on Brick Road.

Other interesting stops were the Ralph Hardesty stone house, which has a historical marker and is now the beautiful Old Stone House Nursery; a marker for the first fatality on the National Road in Norwich, Ohio where a passenger was riding next to the driver on a stage, met a drove of hogs, horses proceeding downhill could not be checked, the stage rolled over and the passenger fell off and was killed; a marker for Zane's Trace; and a marker for Morgan's Raiders. At lunch in the National Road Museum in Norwich, they saw a video about the beginnings of the French and Indian War, George Washington's struggle at Fort Necessity and how the National Road later followed some of General Braddock's route to Pittsburgh. They then toured the museum, which had a fantastic diorama of the National Road from when it was first built all the way up to the age of airplanes, and saw an exhibit about American author Zane Grey, who was born in Zanesville and was noted for his western adventure novels.

Mike Morthorst led the tour. Ohio has done a wonderful job of saving its unique National Road remnants.



BLAINE HILL "S" BRIDGE

Seen on previous page this bridge was built in 1826 and the middle portion rebuilt in 1915 of concrete imprinted to look like stone after it had collapsed. Photos by Bob Schmidt



PETERS CREEK "S" BRIDGE - MIDDLEBORNE

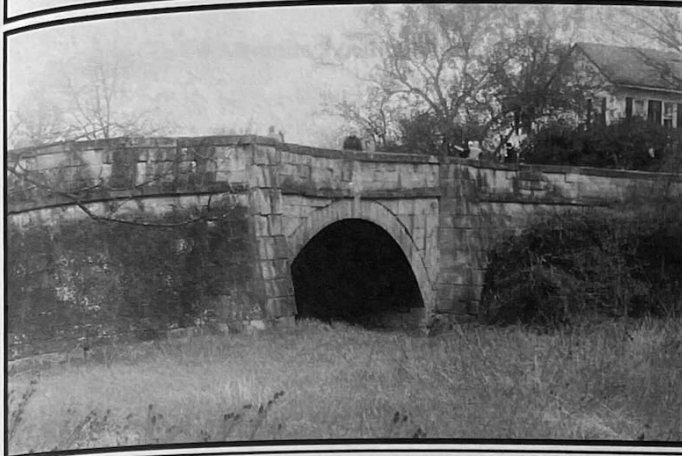
Built about 1828 on the old National Road. Where the road crossed a creek at an angle, a stone arch bridge was built at right angles to the stream floor. "S" shaped walls were then built to guide traffic around the jog from the direction of travel across the bridge and back onto the road line. An arch parallel with the stream flow and in line with the road would have been more difficult and costly to build. Photo by Bob Schmidt



WHEELING SUSPENSION BRIDGE WESTERN APPROACH

This old suspension bridge is showing its age. A cable snapped a few months ago. Now a one way bridge its tonnage limit is two tons and vehicles using it must stay 50 feet apart.

THE HOOSIER PACKET - JULY 2013



PETERS CREEK "S" BRIDGE

The history of this bridge is tied to Zane's Trace, the original road through this region. In 1811 the trace crossed Peters Creek a few hundred yards on the north, using logs to bridge the stream. In 1826 when the National Road was built through this part of Ohio, replacing Zane's Trace, this stone "S" bridge was built in order to accommodate the increased traffic the road would bring. With the rise of the automobile in the 20th century improved roads and bridges were needed. As a national highway system was developed in the 1920s-1930s much of the National Road was incorporated into the new U.S. Route 40 and the new bridge was abandoned when the road was realigned to the south of this location.

Photo by Bob Schmidt

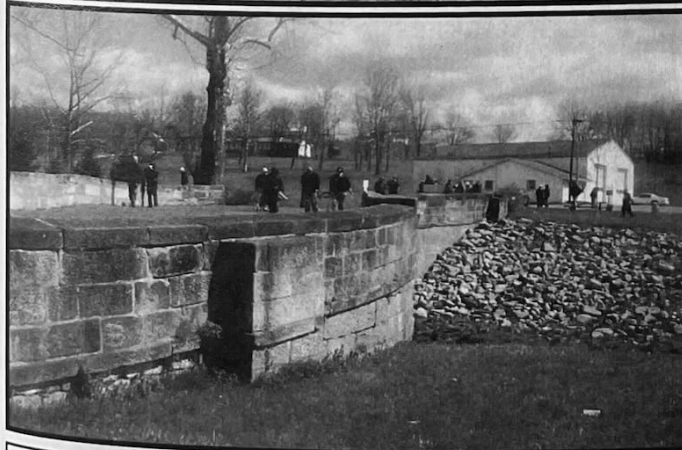


FOX RUN "S" BRIDGE

Coaches, Conestoga wagons, herds of livestock, pioneers on foot or horseback, peddlers, soldiers, beggars — these and many others have crossed this bridge on the National Road since 1830. Escaping slaves sought shelter beneath it.

Like many others on the road, the bridge was built with well-cut stone and good mortar in the shape of an "S" because it was easier to erect than one thrown straight across an oblique stream.

Photos by Bob Schmidt



Salt Fork "S" Bridge west of Cambridge

Photos by Bob Schmidt

ZANE'S TRACE

Fulfilling President George Washington's desire to "open wide the gates of the West," in 1796 Congress authorized the Zane brothers of Fort Henry (at present day Wheeling) to clear a path through the dense woods of Appalachian Ohio. Zane's Trace cut through the forests of eleven counties, reaching the Ohio River at Aberdeen, across from Limestone (now Maysville), Kentucky. The trail roughly follows the routes of US 22 and 40 to Lancaster, S. R. 159 to Chillicothe, U.S. 50 to Bainbridge, and S. R. 41 to Aberdeen.

Although "it was a tight fit for a fat horse" thousands of settlers journeyed down Zane's Trace to build settlements at St. Clairsville, Cambridge, Zanesville, Somerset, Lancaster, and Chillicothe. With the construction of the "New State Road" (authorized in 1804 to improve Zane's Trace) and the National Road (completed through New Concord in 1828), Ohio's overland commerce and communication steadily improved. From this point one can see the five major routes into Ohio: Zane's Trace, the National Road, the Baltimore & Ohio Railroad, U. S. Route 40, and Interstate 70.

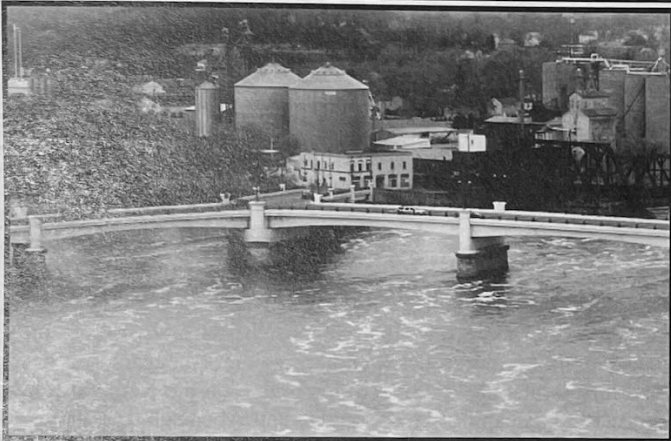
THE HOOSIER PACKET - JULY 2013



REMAINS OF "S" BRIDGE EAST OF CAMBRIDGE

Unfortunately this bridge has been left to decay.

Photo by Bob Schmidt

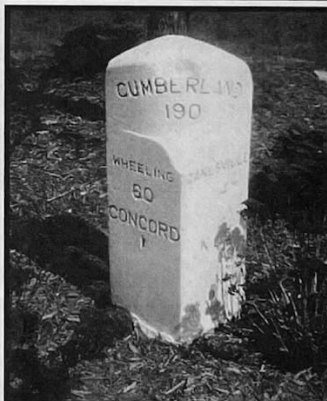
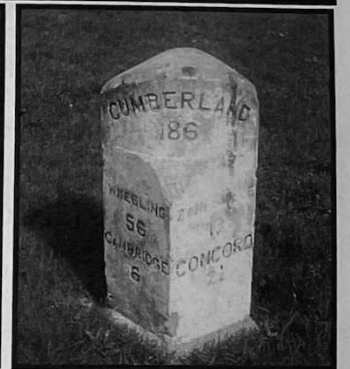
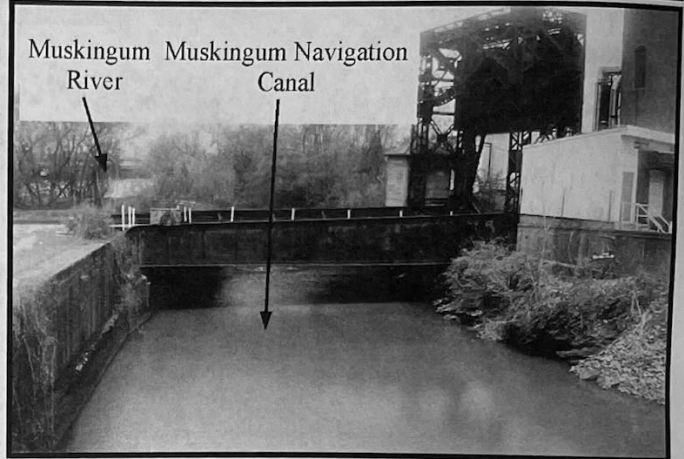


"Y" BRIDGE AT ZANESVILLE

This historic "Y" bridge in downtown Zanesville carries traffic of U.S. 40 (Main/West Main) and Linden Avenue over the confluence of the Muskingum and Licking Rivers. The first "Y" bridge was constructed as a wooden covered bridge in 1814. It had to be replaced several times when floods washed it away. The current bridge was built in 1984 and is the fifth "Y" bridge. It is made of concrete and steel and should last since the U.S. Army Corps of Engineers have constructed dams and locks that regulate the two rivers. Did you know that this is the only bridge in the world that you can cross and still stay on the same side of the river. When you get to the "Y" you have to decide whether to turn to the right or left.

Photo by Bob Schmidt

Guard gate between the river and Muskingum Navigation canal



NATIONAL ROAD MILE MARKERS

These markers are generally located on the north side of U.S. 40 and have been moved from the National Road to the highway where the road has been realigned. Some are made of concrete and others of sandstone. They are painted white. They show the distance from Cumberland at the top. On either side they show the distance from the marker to the closest town to the east and to the west. In Pennsylvania they are made of metal and are shaped like the Washington monument, only much shorter.

Photos by Bob Schmidt





Sections of the brick paved Old National Road remain alongside U.S. 40 where it has been realigned. Some sections are about a mile in length. Photo by Bob Schmidt

MORRISTOWN

Platted in 1802 by John Zane and William Chapline along the old Wheeling Road. Morristown was named for Duncan Morrison, an early settler, innkeeper, and Justice of the Peace. Older than the state itself, Morristown prospered into the mid-1800s, nurtured by trade along the National Road, the first federally funded highway project in the United States. The National Road was a major overland route to the West in the second quarter of the nineteenth century. Federal style brick and frame structures that remain standing today replaced the original log cabins that first made up the town. Named to the National Register of Historic Places in 1980, Morristown is a well preserved example of a National Road town.

FIRST TRAFFIC FATALITY IN OHIO

As he traveled the National Road on August 20, 1835 the last diary entry by Christopher C. Baldwin, librarian for the American Antiquarian Society in Worcester, Massachusetts was "start by stage on the Cumberland road for Zanesville." Baldwin never reached Zanesville or his ultimate destination which was to investigate prehistoric mounds in southern Ohio on behalf of the Antiquarian Society. On that day, near this site, he was killed in what is considered to be the first traffic fatality recorded in Ohio.



While passing a drove of hogs on the road, the horses pulling the stage became unmanageable and when the driver tried to check their speed on a decline, the stage turned over. Baldwin was riding with the driver and was killed when the stage rolled over on him. Due to the lateness of the season and the distance from his home his remains were interred in Norwich.

Photo by Bob Schmidt

The other side of the above marker reads:

THE NATIONAL ROAD

Authorized by Congress in 1806, the National Road was the nation's first federally funded interstate highway. National leaders desired an all-weather road across the Allegheny Moun-

tains in order to develop closer political and economic ties between the east and west. Considered to be a significant engineering feat, the Road opened Ohio and much of the Old Northwest Territory to settlement, provided access for Ohio goods to reach eastern markets, and enabled Ohio citizens to play important roles in the affairs of the new nation. The National Road was renowned for the number of quality inns and taverns during the heyday of the stagecoach. The Road declined after 1850 as railroads became the preferred method of travel. The automobile, however, brought new life to the Road. Reborn as U.S. 40, it became a busy twenty-four-hour-day artery with truck stops, motor courts, and diners until superceded by the interstate highways in the 1960s.



RALPH HARDESTY STONE HOUSE

The Ralph Hardesty stone house on Main Street in Norwich, Ohio was built beside the National Road. It was placed on the National Register of Historic Place on March 11, 1980. It is currently Old Stone House Nursery.

In 1827, in anticipation of the arrival of the National Road in Muskingum County, William Harper of Norwich, England bought out previous land owner John Crawford and

laid out a town in Section 7 which he called Norwich in honor of his native town.

As early as 1824, Ralph Hardesty owned a tavern on Zane's Trace about a mile south of Norwich. After the village of Norwich was laid out along the National Road, Ralph Hardesty purchased two lots at the west end in Benjamin Wortman's addition for the sum of \$40, and eight years later built the stone house on Lot 25. Tax records indicate that in 1836, Hardesty erected a 'stone and brick house' valued at \$500, on land that by then was valued at \$56. This stone house was the first and only stone house in the Village of Norwich and the only stone house in Muskingum County's Union Township.

According to tradition, Hardesty continued to operate a tavern from this new location. However there is no evidence that he ever applied for a tavern license after moving to Norwich. Another legend tells us that the west end of the house was built of rough field stones instead of the dressed stone found on the front and east sides because Hardesty intended to build a brick tavern to the west end of the house., hence the purchase of the second lot. This brick addition, however, was never built.

THE HOOSIER PACKET - JULY 2013

Muskingum County erected the following marker in August 25, 2011.

Built in 1836 for Ralph Hardesty at a cost of \$500, the original stone portion of this house measures 40 by 22 feet. Little is known of Mr. Hardesty except that he was listed in the 1850 Census, when he was 43 years of age. The two-story house, constructed of local sandstone with a slate roof, features a symmetrical façade with a central doorway. It is the first and only stone house in Norwich. The windows still have their original stone lintels and sills. The sandstone blocks on the front and east walls are "dressed," that is, they are finished while the stone on the west and rear walls are rubblestone or unfinished. Like most houses, this home has its decorative elements on the front and on the side that visitors will see as they approach.

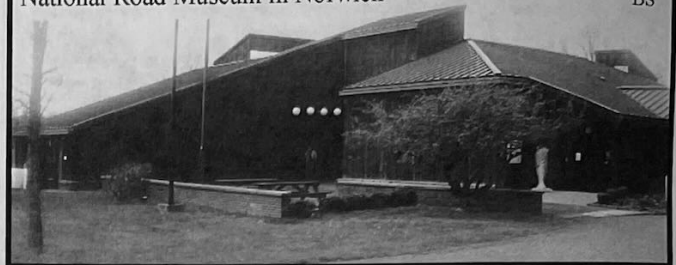
While using stone as the building material for a house was rare in this area, the Hardesty House is an I-House, a very popular type of building in the nineteenth century. An I-House has two rooms downstairs and two rooms upstairs. Some, like this house, have central hallways with a staircase. An I-House has only four rooms, but it looks larger and offers a wide view from the second-floor windows. Being more compact than a four-room one-story house, it is easier to heat in winter and offers better ventilation in the summer. I-Houses are found in the Midwest as well as in the Mid-Atlantic states.



Beautiful blooming gardens were seen behind the Hardesty stone house on this chilly Saturday morning. Photo by Bob Schmidt

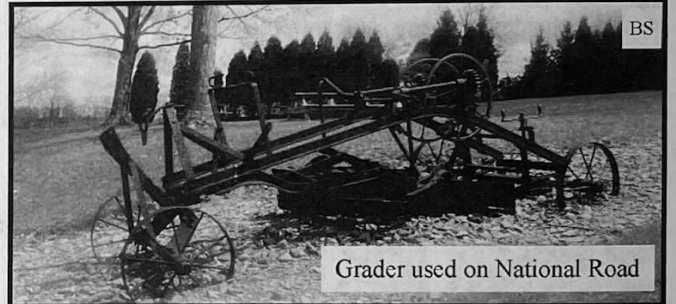
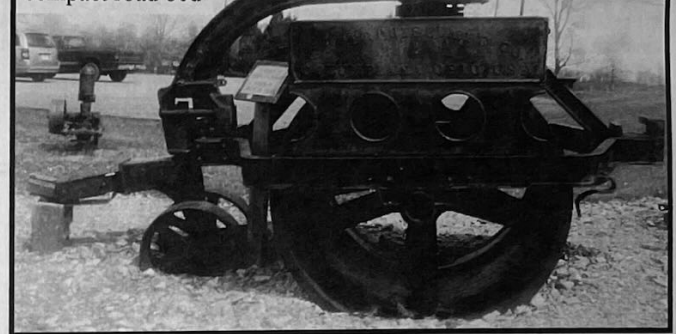
National Road Museum in Norwich

BS



Roller used to compact road bed

BS



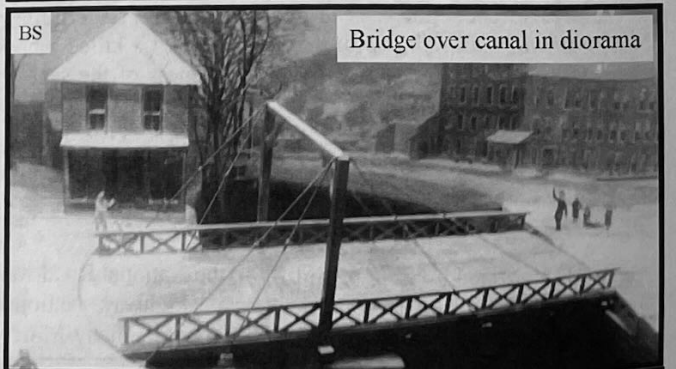
BS

Grader used on National Road



BS

Covered bridge in diorama



BS

Bridge over canal in diorama

THE NATIONAL ROAD

By Michael Morthorst

The following introduction to the National Road was given on Friday night before the CSO Saturday tour.

The National Road, like the Canals with which we are so familiar, was part of the nineteenth internal improvements—except that it ran east to west rather than north to south. It was authorized in 1806 during the Jefferson Administration to go from Cumberland, Maryland to the Mississippi River near St. Louis. The route went through Ohio and the remainder of the Northwest Territories. The original concept of the road was advanced by Secretary of the Treasury Albert Gallatin. Henry Clay of Kentucky, first a Representative, and later a Senator and Presidential candidate, was its main proponent over the years in Congress.

Funding was to be achieved by applying 5% of the proceeds from the sale of public lands toward building the road. Actual construction began in 1811. It never got to St. Louis as construction stopped at Vandalia, Illinois which at the time was the state capital of Illinois. At that point there was a dispute as to whether it should go to St. Louis or Alton, Illinois. While that delay was occurring, money and interest ran out for the project. Both routes were eventually built many years later. US 40 is the modern route to St. Louis. Illinois Highway 140 goes to Alton. Neither of these routes was ever sanctioned as part of the original Road.

Construction progressed at a deliberate rate: the road reached Grantsville, Maryland in 1817; the Ohio River at Wheeling, Virginia in 1821; Zanesville, Ohio in 1826; Columbus, Ohio in 1833; Springfield, Ohio in 1834; Centerville, Indiana in 1838; and Vandalia, Illinois in 1839. In 1835 the federal government abandoned the road to private operators. The Indiana section, except for segments in the two easternmost counties, was built as a private toll road from the beginning, as federal funding was no longer available. Construction west of Zanesville proceeded more quickly and was easier, as the terrain was flatter and it was easier to incorporate existing roads into the project.

The Ohio section was approximately 226 miles long. The right-of-way was 66 feet wide; the roadbed was 30 feet wide with a 20-foot section constructed pursuant to the McAdam method with its layers of various sized rocks forming a roadbed.

At the Wheeling crossing of the Ohio River, a ferry initially was used to traverse the river. Eventually a bridge was anticipated. In the 1840s bids were sought. Charles Ellet and John Roebling bid on the project and each proposed a suspension bridge at the sight. Ellet, being a better salesman, won the commission and built the bridge according to

the principles developed by bridge builders in France, which featured up to a half dozen primary cables holding the vertical cables and the stays.

The bridge was finished in 1849. Almost immediately, Pittsburgh interests sued in the U. S. Supreme Court to have the new bridge either raised 20 feet or torn down, as the 92 foot elevation of the deck over the river forced the Pittsburgh steamboats to hinge their smokestacks. This was alleged to be a violation of the then prevailing law as enacted by Congress. The Supreme Court ruled in favor of the Pittsburgh interests, but the Virginia interests got Congress to change the law and designate the National Road as a post road to make the bridge legal.

Unfortunately, shortly after the resolution of the legal matter in 1854, a squall blew up the river valley and, after a short period of the bridge wildly vibrating similar to the Tacoma Narrows Bridge 90 years later, the deck fell into the river. Ellet had to return from his suspension bridge project at Niagara Falls and repair the bridge, which was accomplished in a few months. While the bridge was down, the Pittsburgh steamboats passing Wheeling would drop their smokestacks when passing where the bridge used to be, mocking the fallen bridge. Locals who saw this usually threw rocks at the steamboats in return. The bridge had collapsed due to the French method of using multiple main suspender cables that compromised overall strength and lateral stability. The repair reduced the number of the main cables to two. The Wheeling Bridge was repaired further and strengthened in the 1880s and 1890s by the John Roebling Company.

By the 1850s the importance of the road was waning, due to the advances of railroads. Once a railroad went from New York to Chicago, the main route to the west shifted north. The private operators of the National Road did not maintain the roadway and caused further diminishment in its importance. Not until World War I did the National Road regain its significance. At that time it was designated a route over which to transport military supplies to the east. As part of this upgrade, it was paved with various test surfaces. In Ohio, brick laid by prison labor was used from Zanesville to the Ohio River. Concrete was used west to the Ohio-Indiana line. On our tour tomorrow we are entirely on the brick section. When I first explored this segment of the road 15 years ago, there was much more brick pavement than there is today. On the sections we will be on, you will note that the brick adds a certain charm to the road, which should add to your enjoyment of the tour.

In the early 20th century a series of private organizations developed, which sought to promote transcontinental east-west and north-south American highways. The

most prominent of these groups was the Lincoln Highway Association (concerned with the modern US 30). Other groups promoted the George Washington Highway (US 50); the Midland Trail (US 60); the Dixie Highway (Us 25,31 & 41); and the Grand Army of the Republic Highway (US 6). The National Road also had its own promotional group—the National Old Trails Association (NOTA). Since the original National Road did not extend beyond Vandalia, Illinois, it was paired with a western component—the Santa Fe Trail. One of the promoters of this group (who was for a time its president) was a future U.S. President, Harry S. Truman, then a judge in Missouri. At the same time that NOTA was promoting the Nation/Old Trails Road by placing directional markers along the route, the Daughters of the American Revolution began to erect “Madonna of the Trail” statues in each of the 12 states through which the combined road passed, noting the contribution pioneer women made to the settlement of the West. These statues can be found in Upland, California; Springerville, Arizona; Albuquerque, New Mexico; Lamar, Colorado; Council Grove, Kansas; Lexington, Missouri; Vandalia, Illinois; Richmond, Indiana; Springfield, Ohio; Wheeling, West Virginia; Washington, Pennsylvania and Bethesda, Maryland. These statues add to the tapestry of the National Road, which includes mile markers, stone bridges, inns, toll houses and the other historical sites.

In an earlier tour preview the similarities between the National Road and canals was given as follows:

The National Road, as well as the Ohio Canals, was part of the Ohio Internal Improvements of the early nineteenth century. In fact, the groundbreaking for both the Ohio & Erie Canal and the Ohio portion of the National Road took place on the same day, July 4, 1825.

An examination of a map of Ohio reveals that an east to west canal across Ohio was not feasible, due to lack of water supply and rolling terrain in the eastern part of Ohio. Thus, a road was the most practical means to cross Ohio through the middle of the state.

Both the canals and the road had similar problems—fitful construction schedules, a period of prosperity that waned with the advent of the railroads, and finally a period in which all were run by private companies. Unlike the canals, the road made a comeback in the early twentieth century. It was paved in the World War I era as a defense project. Different materials were used—concrete west of Zanesville and red brick eastward. Some of the brick pavement can still be seen today. The road was incorporated in 1920 into the Ohio state highway system as State Route 1. Later, when the US number system was devised, it was designated US 40, one of the transcontinental roads. In the

1960s Interstate 70 was built, mostly to the south of the original route. In places, three rights of way parallel each other.

Once off the interstate, various interesting features abound. Sandstone mileposts line the north side of the road featuring distance from Cumberland, Maryland as well as the nearest towns immediately to the east and the west. Stone bridges resembling the culverts we are so familiar with can be found with some frequency and in various shapes such as the letter “s,” the letter “y,” and the letter “c.” Taverns made of brick and stone line the road a days travel (in that era) apart. Other attractions along the route include toll houses, a “deep cut,” unusual historical markers, and motels from the 1940s era.

The tour covered five S bridges, the famous Y Bridge, five other stone bridges, over sixty mileposts, as well as the National Road Museum and various taverns/inns. It visited a part of the Muskingum Improvement and some West Virginia and Pennsylvania sites.

WHITEWATER CANAL TRAIL CELEBRATED EARTH DAY

According to Gary Schlueter in his weekly e-letter, The Whitewater Valley Guide, walks and races bring people into the shops of Metamora. Merchants look forward to their patronage.

Two of these events were sponsored by the Whitewater Canal Trail. On Earth Day, Saturday April 27, 2013 sixty-eight people registered to walk the WCT's Whitewater Valley Walkers first sanctioned American Volkspart Association's 10k. There were even a few folks in their 80s who registered for a 5k, which happened simultaneously.

These AVA walks are entered and logged in each walker's personal tally book and some people try to see how many of these walks they can take each year. People came from as far as Terre Haute, Lexington, Kentucky and Wisconsin. Some were heading from Metamora to another walk somewhere else that same day.

The WCT held its Earth Day ceremony at noon honoring Girl Scout Sydney Hornberger for her help raising money to purchase a burr oak and a northern red oak. She and her troop sold saplings over a couple of years to fund the planting, which actually took place on Friday.

On Saturday May 18 at 8 a.m. the third annual Towpath 10k Dash & Fun Run was held. This race is recognized, certified and numbered by USATF.

NEWS FROM DELPHI

Articles and photos by Dan McCain

THE GRAY BRIDGE FUND

At the Carroll County Wabash & Erie Canal, Inc. Annual Meeting on April 16, those who gave major gifts to meet the Gray bridge grant were recognized. Copies of the following notice were displayed to say thank you!

THE GRAY BRIDGE FUND

To receive a grant offered by NCHS to restore the Gray Bridge and place it over the canal, we had to MATCH that \$87,500 grant to show our members' support of the project.

We are proud to announce that we met that goal on time, thanks to many individuals and businesses with gifts from \$10 to \$10,000 and two helpful grants.

A special thank you to the following major donors:

Paul and Margarete Brandenburg

Milton and Jean Cole

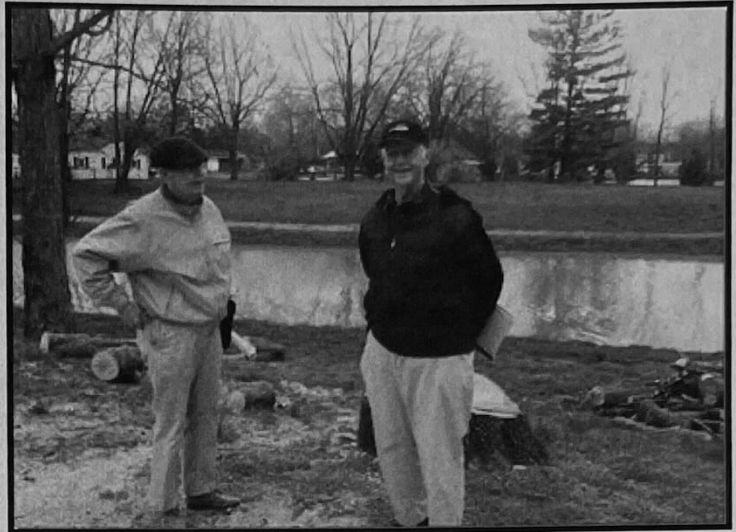
Richard and Joan McCain

George P. Clark

Terra Drive Systems

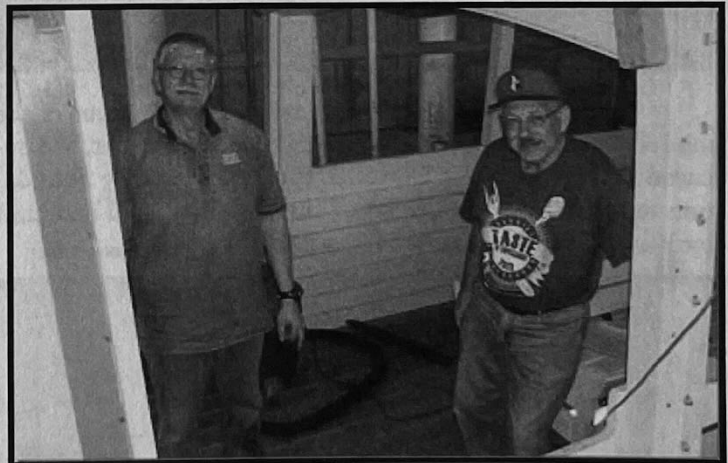
Canal Society of Indiana

the bridge will be located near where this burning brush pile is. In the meantime, the M-W-F crew continues to work on repairing, cleaning and painting individual pieces of the steel bridge.



On the towpath beside the recently cleared site are two retired Civil Engineers. R.L. "Bud" Weidner from Monticello and Charles "Chuck" Scholer from West Lafayette have volunteered to design the foundation footers for the Gray Bridge.

PROJECTS ARE A'BLOOMIN IN CANAL PARK



As we prepared for our 2013 boat season to begin on May 18, the *Delphi* had cleanup needs. That included checking the batteries, controls and life jackets, as well as cleaning the surfaces in the passenger and crew areas. Volunteers Steve Gray, our crew coordinator, and John Polles, are a part of the "make ready" crew.

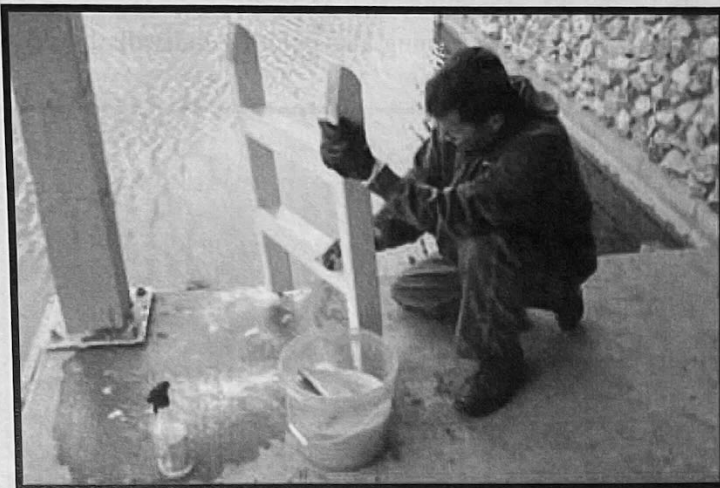


Several large trees along the canal bank had to be cleared to make way for the placement of the Gray Bridge later this summer. The foundation "footer" for one end of

Volunteer Clay Sledd tackled the job of hand-washing the steps. He has sometimes served on our M-W-F crew to build some of our unique outdoor exhibits. Clay

THE HOOSIER PACKET - JULY 2013

was a professional carpenter.



A new arrival for our Interpretive Museum is the model canal boat for our water display. Last year, we secured a grant from the Carroll County Community Foundation to have this scale model of *the Delphi* created and built by Blue Rhino Studios in Minnesota.



In April the M-W-F crew built the frame and placed cedar shingles on the replica Mill building, another hand-crafted interpretive exhibit for Canal Park. This model will be placed on a site near the boat warehouse in the Red Bridge Settlement. It will have a mill wheel that operates to give the illusion of how mills were powered by water.



Volunteer Roy Patrick installed some of the poplar siding that was taken off the Burrows Log House (see below) by volunteers. Old as it was, the siding still has plenty of life left in it. Our resourceful M-W-F crew seldom wastes any of the materials given to us. The many nails in the old siding were removed and the boards were run through a table saw to trim them down narrower (and remove the nail holes) so the boards would be a narrower lap on the little Mill.



This is the Burrows Log House donated by Jim Mullin. The poplar siding had protected the logs for most of the years that this building existed. It is believed to be in the 1850s period and will be moved piece by piece (log by log) to Canal Park by the M-W-F crew. The sill logs and several others will require replacement timbers.



Two trees were moved by arborist Phil Austin to provide much-needed shade at the dock site on the canal. One tree was a well established Washington Hawthorn and the other a Tulip Poplar. A grant for this project, which also includes planting ground cover and new trees, was secured from the Sierra Club by Jim Ebrite.



Historic Trails system. Here, Dave Smith is inspecting an area where he had taken his tractor with blade and swept away corn stalks, logs and sometimes whole trees that sat on the trail after the flood waters receded.

ERIE CANAL CRUISE

June 2-June 4, 2014

We have had a fantastic response to the Erie Canal Cruise from Lockport to Syracuse, New York next summer. We have 40 registered, with 44 maximum, and then we will begin a waiting list. This means the entire boat will be ours.

Many of you have also indicated you would like to participate in the Buffalo weekend prior to the cruise. Since so many want to go, we are looking into getting a bus rather than caravanning by car. This would work better in spots with limited parking and would cut down on travel time. Those participating would split the cost of the bus.

We will be in contact with you by **E-mail** regarding when your partial payment is due, your final payment is due, and what a bus might cost per person.



METAMORA'S MARTINDALE HOTEL

The Martindale Hotel, probably the most important canal era building on the Whitewater Canal in Metamora, Indiana, is for sale to a buyer who will preserve the property. Indiana Landmarks has obtained an option on the property from the owner and will place protective covenants on it, which will protect the property in perpetuity, if a buyer is found before Landmarks' option expires at the end of July.

The Martindale Hotel was built at the very beginning of the canal era in 1838 as a warehouse and counting room for canal trade. The property is listed at \$129,9000, but the owner is willing to listen to offers.

A marker on the building says:

MARTINDALE HOTEL

Built in 1838 by Ezekial Tyner to house his store room and counting room where he acted as agent for canal trade, housing his family in the addition to the rear. He then purchased the land from David Mount in 1841. Thomas Tague acquired the property in 1858 and ran a tavern until 1870 when Amos Martindale extended the building to the west and operated the Martindale Hotel until 1895. Through many owners a public dining room was maintained in this building for guests of the hotel, travelers by canal, stage, or train.

THE HOOSIER PACKET - JULY 2013

CONTRIBUTIONS TO CSI ARCHIVES

The Indiana Historical Society has donated the following video:

On The Banks of the Wabash: The History of Peru, Indiana. Miami County Historical Society: A Blackwater Production. Approximately 60 minutes long.

Linn Loomis of Newcomerstown, Ohio has donated the following 11 folios of his photographs with source information:

- 1 Folio with photographs and historical background of Chicago, Illinois, the northern terminus for the Illinois and Michigan Canal 1848-1933. Today Chicago is served by the Chicago Sanitary and Ship Canal. Photos taken October 18, 1996. Source publications going back to 1886.
- 1 Folio Chicago Temple First United Methodist Church, 77 West Washington St., Chicago, Illinois Western Terminus, Illinois & Michigan Canal, LaSalle-Peru, Illinois, April 9, 2013
- 4 Folios about Louis H. Sullivan
 - Connely, Willard. *Louis Sullivan: The Shaping of American Architecture.* New York: Horizon Press and Twombly, Robert. *Louis Sullivan: His Life and Work.* New York: Viking Penguin, Inc.
 - Auditorium Theatre, designed by Dankmar Aoller and Louis Sullivan located at 50 East Congress Park way, Chicago, Illinois
 - Views from a Chicago skyscraper designed by Sullivan during 1898, 1902-1903 April 7-8, 2013
 - Skyscrapers designed by Sullivan outside of Chicago. Buffalo, NY August 31, 2007, Sidney, Ohio 1990, St. Louis, Missouri April 10, 2013.
- 1 Folio Historic Skyscrapers in Chicago including the Reliance Building (1895) now the Burnham Hotel, The Rookery (1886-1888), the Monadnock Building (1890) built by Rumham and Root, and the Fisher Building April 7-8, 2013
- 1 Folio Major Chicago Skyscrapers including Willis Tower internal & external April 7-8, 2013
- 3 Folios about the Gateway Arch
 - Basilica of Saint Louis, King, by Saint Louis Gateway Arch April 8, 2013
 - Jefferson National Expansion Memorial, The Gateway Arch, St. Louis, Missouri April 10, 2013 plus his toric photos of the riverfront, railroad before arch was built. Harris. Nashville, Tennessee: Turner Publishing Co. 2009
 - Jefferson National Expansion Memorial scenes internal/ external of old court house April 10, 2013

Frank Timmers of Carmel, Indiana has donated the following books and items:

- Castaldi, Thomas E. *Wabash & Erie Canal Notebook III: Wabash and Miami Counties.* Fort Wayne, IN: Parrot Printing, Inc. 2004.
- Connections: The Hoosier Genealogist.* Indiana Historical Society. Indianapolis, IN Vols. 51-2 and 52-2.
- Finch, Roy G. *The Story of the New York State Canals.* New York, NY: New York State Canal Corporation. 1925.
- Hobbs, T. Gibson. *The Canal on the James.* Lynchburg, VA: Blackwell Press, 2009.
- May, David Edwards. *North American Waterways Map and Index.* Bristol, UK: APB Colour Print, Euromapping. 2005.
- Schmidt, Carolyn I. *Wabash & Erie Canal Cross-Cut: Vigo Clay, & Greene Counties.* Ft. Wayne, IN: Canal Society of Indiana. 2008.
- Schmidt, Carolyn I. *The Hennepin: America's First Concrete Canal.* Ft. Wayne, IN: Canal Society of Indiana, 2012.
- The Hoosier Packet.* Ft. Wayne, IN: Canal Society of Indiana. 8 back issues.
- The Portage Canal.* US Army Corps of Engineers, St. Paul District, Minnesota.
- And many visitor's guides to cities, counties and historical sites; state, local road and trail maps; brochures, etc.

The Canal Society of Indiana thanks the Indiana Historical Society, Linn and Frank for these additions to the archives. **HIP HIP HOORAY!**

PARK LEVY PASSES IN COSHOCTON

Linn Loomis has sent an article from the Coshoc-ton, Ohio *Tribune*, which says the Coshoc-ton City and County Park District Board are happy the property tax levy supporting park operations passed 1,717 to 1,073 in a special election on Tuesday May 7, 2013. Lake Park will get about \$289,000. Linn says this should put new life into the Roscoe Village Restoration on the Ohio & Erie Canal.

WELCOME NEW MEMBERS

The following have joined the Canal Society of Indiana at the single/family membership rate of \$25 unless otherwise noted:

Dick & Joyce Garmon - Danville, IL
Rick Owens Diane Stiles - McCordsville, IN

Welcome Aboard!

PLANNING THE WHITEWATER CANAL

Excerpts from *Memoirs of Wayne County* 1912

After the passage of Indiana's Internal Improvement Bill on January 6, 1836, there was rejoicing in the Whitewater Valley because the Whitewater Canal was to be built. Steps were soon taken to commence the work and on September 13, 1836 contracts were let at Brookville. In a report made by Jesse Lynch Williams, principal engineer of Indiana canals, December 13, 1836, he states that "William J. Ball made a survey of the east side of the river below Brookville. He recommended this side, as it was less exposed to the current of the stream and would occasion a saving of \$25,000, which in consequence of improvements was increased to \$40,000. Major Torbert of Mauch-Chunk, Pennsylvania, the resident engineer, was left in charge of the final location. Thomas Noel was his assistant. Torbert was shortly after succeeded by Stephen Wright, assisted by Captain Farquhar."

It was finally decided to cross East Fork at Brookville by means of a dam and towpath bridge and to re-cross one-half mile below Harrison by means of a dam. The old towpath bridge is still doing good service at Brookville, although somewhat remodeled, and it is a splendid example of the old-fashioned covered bridge. It is 392 feet long and cost originally \$14,000. No traces of the old dam remain.

Many difficult problems arose for the engineers to solve. Probably the most difficult one was at McCarty's Bluff, three miles below Brookville, where the river washes the hills for nearly a mile. It was finally decided to build a dam below the gorge to form a slack water and construct a towpath along the side of the cliff. This dam was 340 feet long and fourteen feet high from low water. At Franklin Factory Ridge, two miles above Brookville, a tunnel and also a cut was proposed, but the latter was finally decided upon, as it was thought better and would occasion a saving of \$8,000. At Milton two plans were considered; one to dig out the canal on the plain on which the town is situated, and the other to use the river by means of the basin formed by a dam built below the cliff. The former plan was adopted, however. At Somerset it was decided to cross the river by an aqueduct instead of a pool.

In a report of the State Board of Internal Improvement made December 17, 1836, we learn that the length of the Whitewater canal, located at this time, was fifty miles; that thirty miles and sixty-four chains of this (which included from Lawrenceburg to the first dam above Brookville), was under contract; that the total cost at contract prices would be \$474,361; and that Elisha Long, of the Board, had been appointed to superintend the Whitewater

canal.

Some of the principal contractors on their part of the canal, as taken from a list of successful bidders at a canal letting at Brookville, July 24, 1838, and from other sources were: George Heimer, Reid & Kelly, William Marshall, William Griffith & Company, Putney & Russell, L. Laughlin, Perrins, Ryle & Company, N. Hammond, M. Garrison, William M. McCarty, Rubottom & Westerfield, Isaac Van Horn, Gibbons & Williams, Halstead & Parker, H. Simonton, J. Palmer, Naylor, Troxell & Company, D. Branham & Company, Schott & Butt, Corbey & Donohue, H. Lasure & Company, Vance, Coldwell & Company, Tyner, Whipple & Company, C. & J. Meek, Carmichael & Bauvick, Parren & Kyle, William Garrison, Moses Kelley, Benjamin M. Remy, R. & F. Freeman, William Rubottom, Zepheniah Reed, Joel Wilcox, William Carr, Jonathan Barnes, Alexander McLaughlin, Charles O. Hale, and John Justice. Joel Williams took the contract for the building of the bridge and dam below Brookville, while Wilcox & Van Horn were the contractors for the feeder dam at Brookville and Cooley's Station, the latter being known as Case's Dam.

The construction of such a work as the Whitewater canal, besides the corps of engineers and the officers for superintendence, gave employment to a large number of men and hence brought an era of prosperity and activity to the valley hitherto unknown. During the first season there were employed in men and teams the equivalent of 975 men. Three hundred and twenty-five men employed were Europeans. They received an average of \$18 per month in wages. George W. Julian, who became well known in the political life of Indiana, was a rodman in one of the surveying parties.

On November 17, 1837 the *Indiana American* reported: "The enterprising contractors, J. Wilcox & Co., have finished the final dam across the east fork of the Whitewater, at this place [Brookville] and the water was let into about one mile of the canal on Saturday last, and many of our citizens have had the pleasure of being first (not only to advocate) but of floating upon a portion of Indiana's great works of improvement. The dam backs the water nearly up to Speer's mills, making the east fork a splendid basin for the transaction of business. The sight of this small finished portion of the 'mammoth system' called to our imagination a picture of the wealth, prosperity and independence of the Whitewater Valley, fifty years hence. It animates the heretofore drooping spirit of our citizens, and is to be discovered in their sparkling eyes, their quick and elastic steps, and in their disposition to improve every moment to turn to profit the advantages they are receiving from the State."



Canal Societies of Indiana & Ohio
FALL TOUR
"Delphi's Canal Park and Trails"
September 20-22, 2013

Wabash & Erie Canal in Carroll County
Headquartered in

LAFAYETTE, INDIANA

Comfort Inn

4701 Meijer Court

(765) 447-3434

Room rate \$81.75 includes tax

Friday: Battleground Tippecanoe Battlefield (Wm. Henry Harrison vs. "The Prophet")
Lafayette Wolf Park (Howl with the Wolves)

Saturday: Drive by car to Delphi's Canal Park

All day: Groups rotate throughout the park and Ride on a trolley to Carrollton
See Reed Case house, Pioneer Village with Kuns cabin, Fouts log house, school house, blacksmith shop, school house, chicken coop, Restored Red and Blue bridges, Guard lock, Pivot bridge, Lime kiln, Canal warehouse with scales, Stationary canal boat play ground, Pull me canal boat, and work in progress on Gray bridge
Ride the "Delphi" down a watered section of the old Wabash & Erie Canal
Tour the Canal Museum
Hike the trails
Ride bikes in the park
Visit historical sites in downtown Delphi
And much, much more.....for a fun filled, educational day.

Saturday Lunch: Canal Interpretive Center by Custom Select Catering

Speaker: Dan McCain "W & E Canal Park Created By Volunteers"

Banquet: Canal Interpretive Center by Custom Select Catering

Speaker: Bob Schmidt "Indiana's Wabash & Erie Canal History"

Sunday: Tour Lafayette's canal sites on your own, places to see provided
Drive to Adam's mill

Cost: \$65 per member \$75 per non-members
\$25 Saturday banquet only

Tour planners: Dan McCain, Mike Morthorst, Brian Stirm, Bob & Carolyn Schmidt