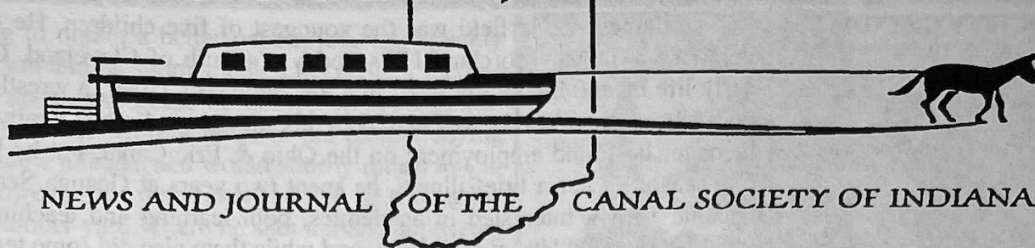


THE
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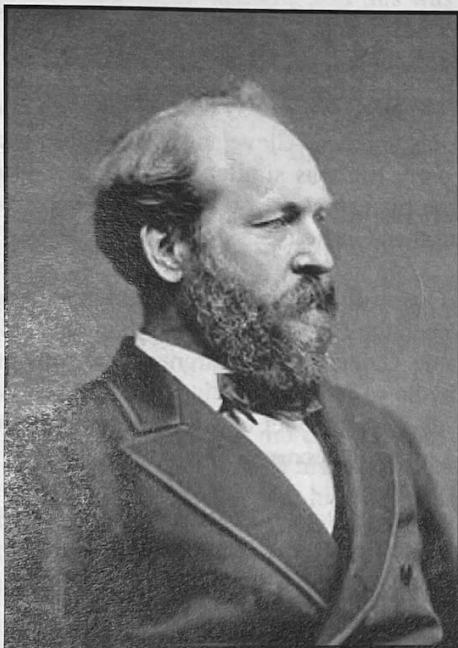
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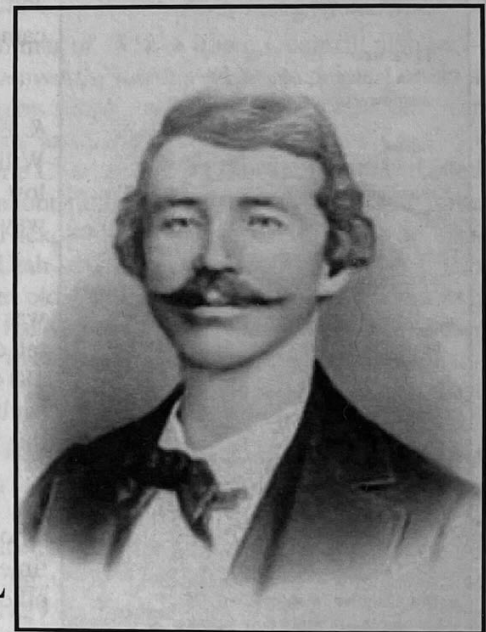
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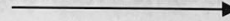
THE PATHWAY TAKEN



**JAMES
 A.
 GARFIELD**



**WILLIAM
 QUANTRILL**



Both James A. Garfield and William Quantrill lived near the Ohio & Erie Canal and were teachers early in life. However, the choices they made in their later lives were very different. One was a Union Major General and U. S. President and the other a Confederate raider. Whether living good or bad lives they both were killed — one by an assassin and the other by Union troops.

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DIFFERENT PATHS TAKEN ALONG THE CANAL

By Robert F. Schmidt

In *The Hoosier Packet* we normally talk about the lives of successful people who were associated with Indiana's or other canals. One of these success stories is of a 16 year old lad from Ohio, who worked as a "hoggee" on the Ohio & Erie Canal and then went on to become President of the United States. However, not everyone of these men was successful. William Quantrill became notorious for his cruel and murderous ways. Here we study two men and the choices that they made.

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James A. Garfield was the youngest of five children. He was born in November 1831 near Moreland Hills, today a suburb of Cleveland, Ohio. During his early life he and his family lived in a log cabin. His father, a wrestler, died when he was 18 months old. He was reared by his mother and other family members. As a teenager he found employment on the Ohio & Erie Canal, but he lasted there only one season. After a brief illness, he spent two years at Geauga Seminary where he became keenly interested in academics, both learning and teaching. From 1851-1854 he attended Hiram University and while there also did some teaching.

Garfield later said of this early time, "I lament that I was born to poverty, and in this chaos of childhood, seventeen years passed before I caught any inspiration...a precious 17 years when a boy with a father and some wealth might have become fixed in manly ways." In 1849, he accepted an unsought position as a teacher, and thereafter developed an aversion to what he called "place seeking," which became, he said, "the law of my life."

About six years later, on July 3, 1837, another boy was born along the Ohio & Erie Canal in Canal Dover, about 75 miles south of Cleveland. His name was William Quantrill and, in some ways, his early life was similar to Garfield's. He lost his father at a young age and later began his career as a teacher. However, the way he lived his later life was much different than Garfield's.

William's grandfather was Thomas Quantrill of Hagerstown, Maryland, who was a blacksmith before the War of 1812. When the British threatened the U.S. capital during the War of 1812, Thomas became Captain of an infantry company in 1814. The company fought bravely at the battle of North Point just prior to the assault on Baltimore. Thomas was wounded as were Samuel and Lazarus Wilson in this battle. (The Hoosier Packet September 2009 – Lazarus B Wilson pgs 13-16)

Thomas Quantrill had several sons and daughters. One was Jesse Quantrill, who became a pirate in the Gulf of Mexico and off the Texas coast. Married six times, he deserted all these wives and spent much of his life in prison. Some of his other brothers were horse traders and deadbeats.

Thomas Henry Quantrill, Thomas' son, was William Quantrill's father. He was somewhat more respectable than his siblings. He was a tinker by trade. He left Hagerstown and traveled to Chambersburg, Pennsylvania. There he met Caroline Cornelia Clarke, who became his wife in October 1836. Thomas H. then took up a new trade as a tinner. His relatives persuaded him to move to Canal Dover, Ohio, probably because of the Ohio & Erie Canal. He contracted for some tinning work and moved his family there in December 1836. As trustee of the local school system he "borrowed funds" to publish a book entitled *Tin Man's Guide*. When this was discovered, a controversy arose. He survived the ordeal and later became principal of the local school from 1851 until his death. He died of consumption in December 1854. It was said that he was beloved by his pupils.

Thomas H.'s son, William, seemed to have done alright in school for at 16 he began to teach at the same school where his father was principal. It was not unusual in those days for bright students to assist in teaching the younger students. Since his salary was insufficient to help out his mother, who was taking in boarders after Thomas H. died, he set out for Mendota, IL with a family friend in the summer

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of 1855 hoping to obtain a better paying job. He quickly got a teaching job and he supplemented his meager income by selling the ducks and geese he hunted on local ponds. Three months later he wrote a letter to his mother saying that he had made a mistake and would shortly return to Canal Dover. However, his plans changed and he took a job at a Mendota lumber yard. There he shot a man supposedly in self defense. Although he was acquitted for a lack of a witness, the sheriff suggested that he leave the area.

In February 1856 William Quantrill arrived in Fort Wayne, Indiana where he again procured a teaching position. In a letter home he said this was the best position he had ever held, but he still planned to return to Canal Dover in the spring. By the fall he had returned to Canal Dover but found his mother and family still in no better financial shape than when he left. With his mother's encouragement he decided to go further west into Kansas territory.

In February 1857 two so-called friends were also heading west to buy farm land in Kansas. They reluctantly agreed to pay his way if he would work for them in return. The appeal from Mrs. Quantrill to take "Bill" along was enough to overcome their distrust of the 20-year-old lad and his likelihood of becoming a farmer.

William was more of a hunter than farmer. He was an excellent shooter and his horsemanship was outstanding. Soon, rather than helping his friends, he began hanging out with a local hunting buddy named John Bennings. They had several disputes with Beeson and Torrey, the two friends who paid his way to Kansas. Beeson and Torrey returned to Canal Dover to bring more settlers to Tuscarawas Lake, a community they were establishing in Kansas.

Even with friends from back home nearby, William was unhappy. He began following a life of idleness and did little farming. Soon settlers began to notice things missing. William was eventually caught red handed stealing and was banished from the Tuscarawas Lake community.

It was during this period that another rough and tumble lad from Illinois came to Kansas Territory. James Butler, "Wild Bill" Hickok, fled LaSalle, Illinois where he and a Charles Hudson struggled in a brawl on the Illinois & Michigan Canal. Thinking he had killed Hudson, Hickok fled to Leavenworth, Kansas and became a Jayhawker, the name applied to groups that made raids against slaveholders in Missouri. Hickok joined up with James Lane, who left Indiana as a Congressman, went to Kansas and led raids into Missouri.



Wild Bill Hickok



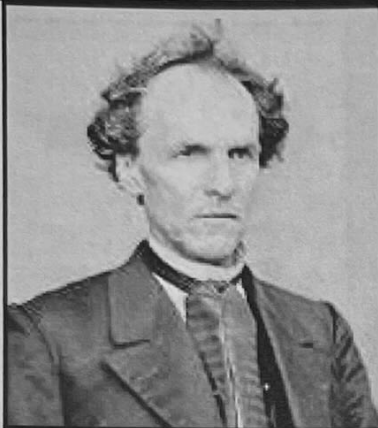
Buffalo Bill Cody

In the summer of 1858 William Quantrill also traveled to Fort Leavenworth, Kansas where he signed on as a teamster on a wagon supply train headed for the Utah War with the Mormons and Brigham Young. There Quantrill first used the name Charley Hart. The supply train headed to Fort Bridger about ninety miles northeast of Salt Lake City. Wild Bill Hickok also went west with a wagon supply train for the Utah struggle. Another person on that trip was young 12 year old "Buffalo Bill" Cody, who acted as a courier between the wagons. There is no record of either Hickok or Cody ever meeting or knowing William Quantrill.

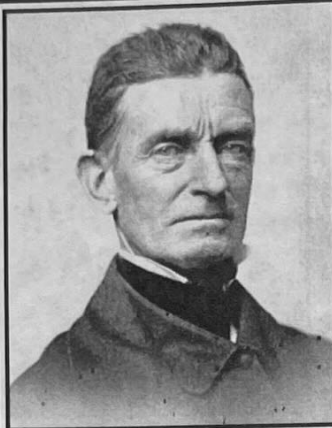
William was restless. He was dissatisfied with his life as a teamster. He talked of going back to teaching or going to Canada. Eventually he headed for the gold fields of Colorado in July 1859. After a few weeks of very feeble results in gold digging, he headed back to Kansas. In the late summer of 1859 he moved back with his old hunting buddy John Bennings, changed his name from Charley Hart back to Bill Quantrill, and, for a brief period, took up his old profession of teaching. He talked against slavery but took no part in any of the Jayhawk raids into Missouri.

To understand the political situation at the time, we must note the changes Kansas was experiencing. In 1820 Henry Clay had negotiated the Missouri Compromise that allowed Missouri to become a slave state and Maine to enter the Union as a free state. In May of 1854 Congress passed the Nebraska & Missouri Act, supported by Stephan A Douglas, which called for each territory to vote for statehood and determine for itself to be a free or slave state (popular sovereignty). Immediately the New England Immigrant Aid Society was formed and as early as July of 1854 began sending settlers to Kansas so that they could influence any future territorial election.

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JAMES H. LANE



JOHN BROWN

The people of southern Missouri felt especially threatened. Most Missourians did not actually own slaves but they were southern in culture and felt it was essential that Kansas become a slave holding state. They assumed that Nebraska would likewise become a free state to preserve the balance in Congress. With the onrush of abolitionists into Kansas, people in Missouri also poured into the Kansas Territory to balance the situation.

The free-soilers established the town of Lawrence, named after Amos Lawrence one of the founders of the Immigrant Aid Society. It was located about 35 miles from the Missouri/Kansas border on the Kansas River. In the spring of 1855 James Lane, an Indiana politician, went to the Kansas Territory. He was a fire-brand and soon became the leader of the free-soilers and the Jayhawk raids. In Congress on May 22, 1856 Preston Brooks, a 37 year old congressman from South Carolina with the intention to punish Charles Sumner of Massachusetts, took his walking cane and beat the 45-year-old to a bloody pulp right on the Senate floor. Senator Sumner, days earlier, had issued a tirade against the south entitled "The Crime against Kansas."

John Brown had moved to Kansas in 1855. Back east he had tried many ways to earn a living in support of his twenty children and two wives. A farmer, tanner, land speculator, sheep and wool broker, he had failed at every endeavor. He had been accused of dishonest practices, embezzlement and was involved in several lawsuits. He was a committed abolitionist. On May 24, 1856, hearing about the canning incident on the Senate floor, he went berserk. He took four of his sons and three other men and vowed to avenge Sumners attack by going out and killing five men along Pottawatomie Creek near Osawatomie, Kansas. At about 11:00 p.m. this group went from home to home pulling out the males and killed five family members that eve-

ning. This action by Brown set off a series of attacks by others. Brown under attack by the Missourian "Border Ruf-fians" was forced to leave Kansas.

By March of 1857, when William Quantrill first arrived in Kansas from Canal Dover, the violence had died down. At this point Quantrill favored the abolitionist cause but didn't take part in any of the local partisan violence. He left for Utah in 1858, but during this time the Border Ruffians made a sweep into Kansas and the freesoil Jayhawkers responded by raids into Missouri. Both groups used stealing and killing as weapons of intimidation. As for actual slaves in Kansas, there probably never were over 400 since no slaveholder wanted to risk his property in Kansas and Kansas land was really not suited for slave labor.

When William Quantrill returned to Kansas from Colorado in 1859 we left him as a school teacher near Stanton, but in March 1860 he decided to move to Lawrence, Kansas and use his alias name of Charley Hart. In Lawrence he hung out with a mixed crowd at the Kansas River ferry landing. This group was involved with stealing free Negroes and selling them to slave-owners in Missouri and stealing Negroes in Missouri to later be "found" and ransomed back to their owners. It was a nefarious crowd of gamblers, drinkers and ne'er-do-wells. On one occasion they tricked a fleeing slave, tied him up and returned him to his master in Missouri for \$500. Their allegiance was to the dollar, not to either of the two political factions. Soon Quantrill was involved with cattle rustling and double dealings. The people of Lawrence caught on to his tricks. He developed many enemies.

The event that sent him over to the slaveholder side involved a Missouri slave-owner, Morgan Walker. Through a double-dealing with three of his abolitionist friends who accompanied him from Kansas, he made up a story that he told Walker. He said that he was from Maryland, that he and his brother were ambushed by the men, who then killed his brother. Now he was seeking revenge from these men who were hiding in the woods nearby waiting to kill Walker. When these friends arrived at Walker's door they were all shot and killed. Quantrill then became a hero and a friend of Walker and switched to the slave-owners side. As he was already in a great deal of trouble with the law in Lawrence, this now enabled him to switch his leanings to pro-slavery.

Kansas became a free state in January 1861 and James Lane of Indiana became one of its Senators. A few months later, on April 12, 1861, Fort Sumter was fired

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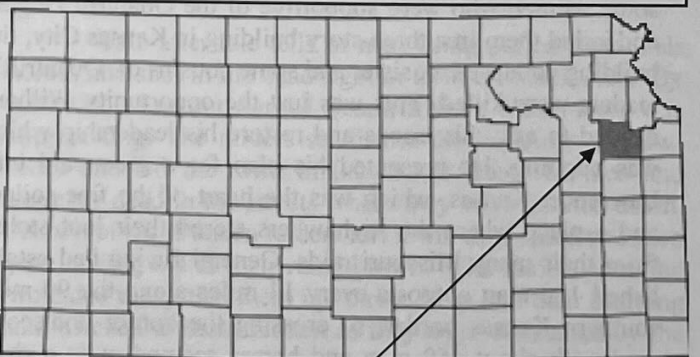


LAWRENCE, KANSAS

upon. Now the Border Bushwhackers became part of the southern war effort. William Quantrill was with General Benjamin McCulloch at Wilson Creek in Missouri in August 1861, but he didn't take an active part in the battle. In December 1861 Quantrill assumed the leadership of the Blue Springs band that earlier was led by Morgan Walker's son Andrew. This group began to draw in people like Bill Anderson, George Todd, Frank & Jesse James and Cole Younger. They began making raids on Union outposts and patrols. The gang carried Colt 44's, which functioned more efficiently than the Enfield rifle, and sabers used by the

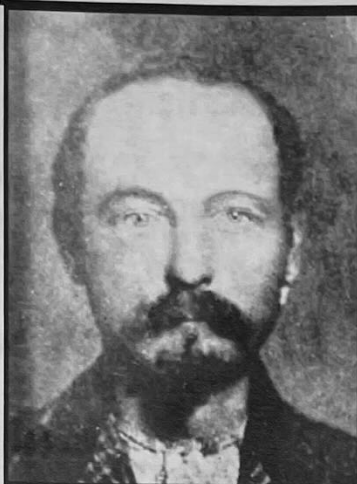


ROUTE OF QUANTRILL'S RAIDERS

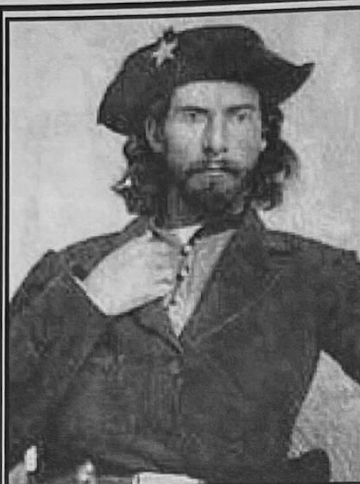


DOUGLAS COUNTY, KANSAS

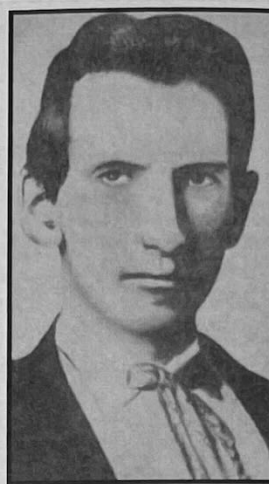
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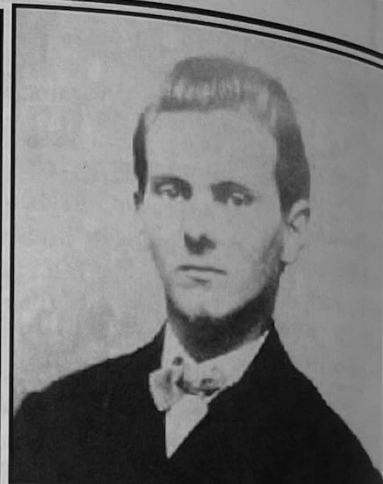
COLE YOUNGER



BLOODY BILL ANDERSON



FRANK JAMES



JESSE JAMES

Union forces. The raiders carried several loaded revolvers in holsters and bandoliers. With their better horses they quickly outgunned the Union troops in a surprise raid. William was very smart in tactics and excelled in coordinated cavalry action and guerrilla tactics.

William continued to lead border attacks into Kansas and eventually became the leader of a very large group of raiders. In August 1862 his band of guerrillas was officially mustered into the Confederate army as the Confederate Partisan Rangers. In December he went to Richmond, Virginia seeking support from the Confederate Secretary of War, James A. Seddon. Seddon refused to elevate him from captain to colonel and rejected his plan for the entire Confederacy to use guerrilla warfare and taking no prisoners. William was upset that he received no special welcome or ceremony. Returning to Arkansas he was dismayed at how poorly his rag-tag troopers looked compared to the regular army soldiers he had just seen in Richmond. His forces were being split up by his lieutenants into separate raids. The only good news for him was his marriage to Kate King.

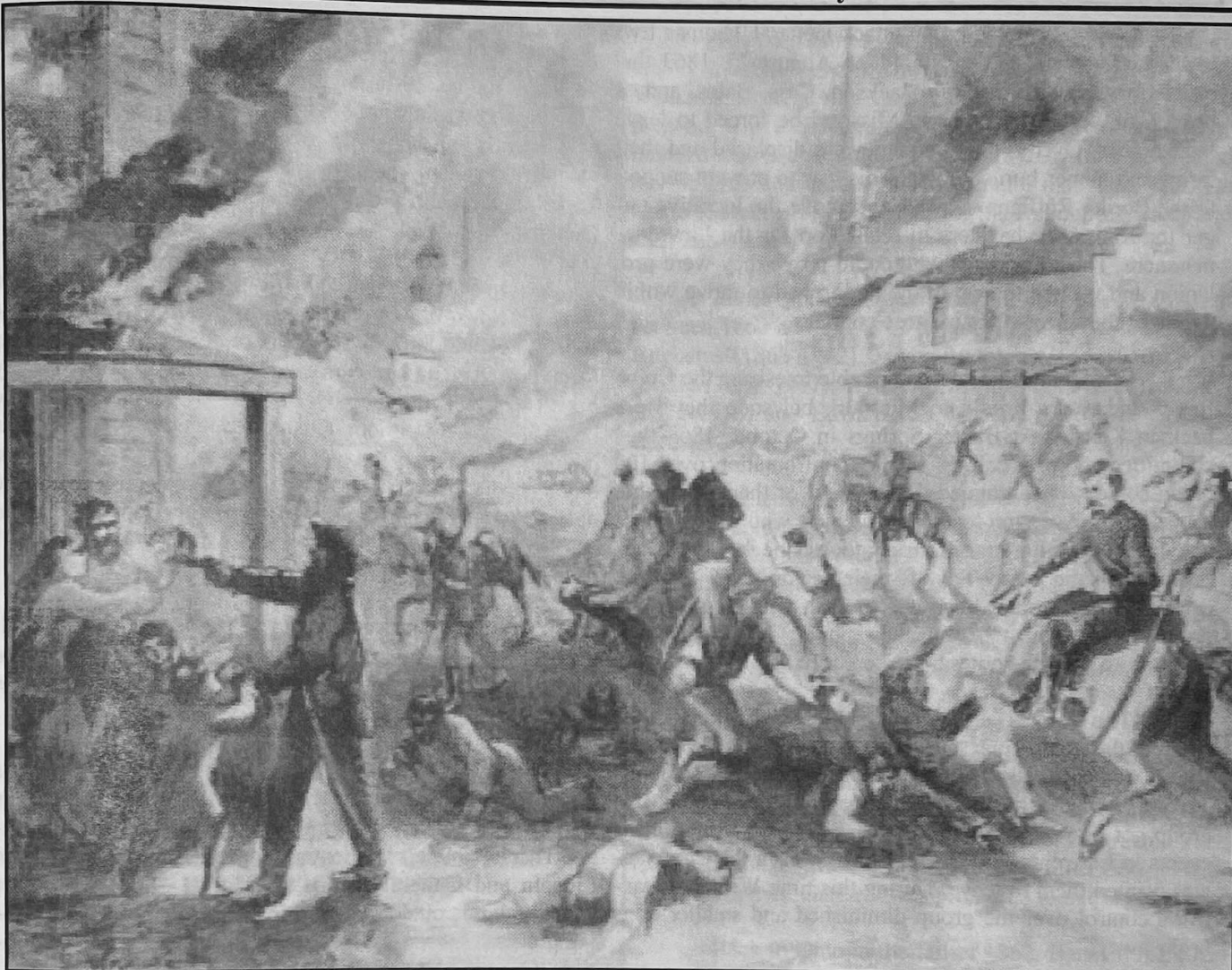
After Brig. General Thomas Ewing rounded up some women who were supportive of the Quantrill rangers and jailed them in a three-story building in Kansas City, the building collapsed. A sister and some cousins of Quantrill's leaders were killed. This was just the opportunity William needed to rally his troops and restore his leadership which was slipping. He presented his plan for a great raid into Lawrence, Kansas, which was the heart of the free-soilers and a place where the Jayhawkers stored their loot stolen from their many Missouri raids. General Ewing had established 100 man outposts every 13 miles along the 90 mile southern Kansas border, so crossing the border undiscovered with about 450 men and horses seemed quite a risk.

From Lawrence back to their current location was about 40 miles. After the raid they thought that surely the Union cavalry would chase them.

The raiders consolidated their forces about 4 miles from the border near the headwaters of the Grand River in Missouri. At 3:30 a.m. on August 20, 1863, they headed out toward Kansas. Their crossing was noted by some locals who notified Captain Joshua A. Pike that there were 400-500 men on horseback heading west into Kansas. Pike only had two companies of 50 each, so, rather than confront Quantrill's raiders, he sent messages north and south to the next outposts on the border for reinforcements. Surprisingly he did not send a messenger to Lawrence, which was the likely objective. At about 7:30 that night Quantrill's troops rested briefly near Squiresville about 10 miles from the border. By 4:00 a.m. they were at Franklin only 4 miles from Lawrence, a town of 2000 in 1860.

The town folk of Lawrence received no warning that the raiders were nearby. There was a small group of 15 Union soldiers on the other side of the Kansas River at the ferry crossing. The Mayor of Lawrence had ordered the guns of the local militia stored in the armory after each drill. There were some twenty colored new recruits and another 20 young boys with Union uniforms and tents but no weapons located on Massachusetts St.

At 5:30 a.m. on August 21 this detailed plan of attack and retreat began. William Quantrill divided his men into 45-man groups. Each was given instructions with lists of citizens and the streets they were to cover. His final instruction was "Kill every man big enough to carry a gun and burn every building."



Massacre in Lawrence, Kansas by Quantrill's Raiders on August 21, 1863.

The raiders on horseback rode into town with a thundering roar. The first to die were the young white Union recruits. As they emerged from their tents they were greeted with a shower of bullets. Those surviving the initial assault were individually shot down or trampled by the horses. Most of the black soldiers on the opposite end of town escaped by swimming across the river.

Two of the targets on the raiders lists were Mayor George Callamore, and Senator James Lane. As the raiders pulled in front of the mayor's house, he ran out the back and hid in the well. When the raiders burnt his home the fumes and fire sucked out all the oxygen in the well and Callamore was found dead later that day. Senator Lane lived on a rise at the edge of town. One of the blacks, who swam the river,

alerted him. Lane jumped out the window in his nightshirt and ran through a 60-acre cornfield to a neighbor's home and was saved from being burned at the stake.

Tale after tale tells of men being pulled from their homes and shot in the head right in front of their wives. By 9:00 a.m. a lookout warned Quantrill that a Union force was approaching. The raiders set fire to the buildings in Lawrence and left the town in flames. At least 185 men and boys lay dead in the streets where they were gunned down. As two of the drunken raiders left town, they spied two men just looking out at their ruined town. The raiders shot and wounded them, tied them up, threw them into their building and listened to them scream as they were consumed by the fire.

Enraged by this brutal attack General Thomas Ewing issued General Order No. 11 on August 25, 1863 that called for everyone living in Jackson, Cass, Bates, and a portion of Vernon counties in Missouri be forced to leave their homes. Over 20,000 persons were displaced and their farms and homes burned down. This was to prevent support to the Border Ruffians as well as remove the lucrative target for Kansas Jayhawkers in retaliation for the Lawrence massacre. Those residents who could prove they were pro-Union and wanted to stay in the region had to move within a mile of the major cities in those counties.

The Quantrill raiders were able to escape the Union forces and return briefly to Missouri, but soon they were back in Kansas. At Baxter Springs in October 1863 they committed more atrocities. In this confrontation over 100 union soldiers were gunned down. Most of them were shot in the head. A wagon load of musicians, who were accompanying the Union troops, tried to escape but were run down when the wheel fell off their wagon. They surrendered only to be shot down one by one, including a young drummer boy and a newspaper reporter. The wagon was sent on fire and the bodies tossed onto the flames.

The raiders crossed into Indian Territory, then crossed the Red River and headed for Mineral Springs, which was twelve miles into Texas that was Confederate Territory, where they wintered. Imagine how quickly this group got into trouble with the locals. After hearing of the events in Lawrence and Baxter Springs, even the Confederates wanted them to leave. During this time William Quantrill's control over the group diminished and smaller units broke away.

George Todd and Bill Anderson took groups of men with them for other raids. During 1864 these groups were active in Missouri. William found the increasing number of seasoned federal troops made it too difficult for good guerrilla operations, so he took his wife Kate and a few men north of the Missouri to rest and wait. Both Todd and Anderson continued their raids in Missouri and subsequently were killed that summer.

In late October 1864, with two of the challenging leaders dead, William Quantrill again became the leader. He decided he would have another chance at glory. And moved what was left of his raiders into Kentucky. He assembled about 33 of his old raiders, left his wife Kate in St Louis, and on January 1, 1865 crossed into Tennessee. By January 22 they were in Kentucky plundering and burning small towns and villages.

The Union commander of Kentucky decided to fight fire with fire. He established a band of Yankee guerrillas under the leadership of nineteen-year-old Captain Edwin Terrill, who was a southern deserter. With a band of 33 riders Terrill's mission was to get Quantrill, dead or alive. Quantrill resumed his bushwhacking ways in April but soon Terrill tracked him down. It was a cat and mouse game with Quantrill the mouse.

On May 10, 1865, Quantrill was shot and paralyzed from the waist down as he was fleeing from a barn on the John Wakefield farm in Spencer County south of Louisville, Kentucky. Terrill had him taken by wagon to a military hospital. There William Quantrill lingered in pain for a month. With money he had with him he asked a priest to buy a headstone for him with half the funds and to send the balance to Kate back in St Louis. William Quantrill died on June 6, 1865 and was buried in St Johns "Old Portland" Cemetery in Louisville, Kentucky.

Years later William Quantrill's bones and skull were removed from the cemetery in Portland. Some were sent to Dover, Ohio and some interred with his comrades in Higginsville, Missouri. Find-A-Grave Memorial #5557

On April 9, 1865 Robert E. Lee surrendered his Virginia army to Ulysses S Grant. Many of Lee's officers wanted him to disband his army and become guerrilla fighters. Thanks to Lee's wisdom and the generosity of President Lincoln and General Grant, the United States was never faced with this outcome following the Civil War. The healing process that proved difficult would have become impossible. Our nation would be a very changed place.





WILLIAM C. QUANTRILL'S HEADSTONE
IN HIGGINSVILLE, MISSOURI



WILLIAM QUANTRILL'S MARKER IN PORTLAND, KY

July 31, 1837 ~ June 6, 1865
Here's a sigh to those who love me
And a smile for those who hate
And whatever sky's above me
Here's a heart for every fate.

The path James Garfield continued to follow was to attend Western Reserve University from 1851-54 and then Williams College in Massachusetts. He also became a preacher with the Disciples of Christ. In November 1858 he married Lucretia Rudolph (1832-1918). In 1859 he studied law in Ohio and became a state senator that same year. He was a vigorous stump speaker for the Republican Party and their anti-slavery cause.

James and Lucretia Garfield had seven children between 1860 and 1874: Eliza Arabella (1860-1863), Harry Augustus (1863-1942), James Rudolph (1865-1950), Mary Mollie (1867-1947), Irvin McDowell (1870-1951), Abram (1872-1958) and Edward (1874-1876). Two died in early childhood.

In the summer of 1861, Ohio Governor William Dennison commissioned Garfield as a lieutenant colonel to lead the 42nd Ohio Volunteer Infantry. Garfield commanded this unit in eastern Kentucky and, due to his success there, was promoted to brigadier general. He led the 20th Brigade of Ohio, under General Carlos Buell, at Shiloh and Corinth. In the summer of 1862 he became jaundiced and had to return home.

In the spring of 1863 Garfield was assigned as Chief of Staff for General William Rosecrans. He made a name for himself at Chickamauga by helping stem the tide of a Confederate advance as Federal troops retreated back to Chattanooga. When Grant replaced Rosecrans with George Thomas, Garfield was promoted to major general.

Back in Ohio in the fall of 1862, Garfield had been elected to the United States Congress. Somewhat upset over Thomas being appointed Commander of the Cumberland instead of himself, Garfield resigned and took up his congressional seat in December 1863

Congressional life seemed to suit Garfield well as he was elected to serve 9 consecutive terms from 1862-1878 in the United States House of Representatives. The Ohio legislators by acclamation selected Garfield in 1879 to be their United States Senator replacing John Sherman, who became one of the Republican's proposed candidates for President. The convention became deadlocked between the proposed candidates: President Ulysses S. Grant, who was running for a third term, John Sherman and James G Blaine. After 34 ballots, Garfield became the compromise nominee and was eventually elected President of the United States. He defeated the popular Union General Winfield Scott Hancock



JAMES ABRAM GARFIELD

November 11, 1831 ~ September 19, 1881

His mausoleum is in Lake View Cemetery in Cleveland, Ohio.
Find-A-Grave #381

After only 4 months (200 days) in office Garfield was shot on July 2, 1881 by Charles Guiteau, a deranged office seeker who had been stalking the President. Garfield died of complications 80 days later on September 19, 1881 at age 49. On May 9, 1890 his body was taken to Cleveland, Ohio and placed in a temporary vault. In 1890, when a massive brick tomb, which had an observation deck, was completed in Lake View Cemetery in Cleveland, his remains were permanently interred in it. His wife was placed by his side 36 years later.

Both James A. Garfield and William Quantrill lived near the Ohio & Erie Canal and were teachers early in life. However, the choices they made in their later lives were very different. One was a Union Major General and United States President and the other a Confederate raider. Whether living good or bad lives they both were killed—one by an assassin and the other by Union troops.

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 Bloody Bill Anderson, Buffalo Bill Cody, Cole Younger, Frank James, Jesse James, James A. Garfield, James H. Lane, John Brown, Wild Bill Hickok, William C. Quantrill

JERRY MATTHEIS' HONOR FLIGHT

On May 16, 2014, Jerry Mattheis, CSI director from Cambridge City, Indiana was honored for his service in Korea on an Honor Flight from Dayton, Ohio to Washington D.C. to see the War Memorials and then go to Arlington Cemetery to see the Changing of the Guard. There were 35 veterans on his flight and about half of them were in the Korean War. He was escorted by his son Mike Mattheis as his guardian. His CSI friends Tom Castaldi, Gerald Hulslander, Dan McCain, Cynthia Powers, Bob & Carolyn Schmidt, and Ellsworth Smith sent letters or cards in appreciation of his service to our country and to CSI. He received them during mail call after the evening meal.

About 200 people welcomed the group to Baltimore in the morning and about 1,000 people were at Dayton to welcome them home at midnight with a band, four honor guards and a contingent of Air Force members, plus hundreds of family members. One vet's family of eleven children and thirty-eight grandchildren, plus great grands welcomed him home with photo posters of him, flags and banners.

All veterans are encouraged to sign up for the free flights by going to honorflight.org. Volunteers pay their own way, accompany vets to push wheelchairs, and do anything that needs doing during the long day. Extra wheelchairs are on board and nurses accompany each group. Mike Mattheis helped load the wheelchair vets on and off the bus at each stop as well as performing other medical help.

CSI thanks Jerry for his help in protecting our country while in Korea. We also thank him for his efforts in preserving canal related buildings in Cambridge City, Indiana. He has spent many hours working to not only restore rooms in the Vinton House, an old Whitewater Canal and National Road inn, but also to create both office space for Western Wayne Heritage and museum areas displaying information about the Whitewater Canal, the National Road, the Republican Party, the Underground Railroad, the Quaker Trace and the Indians.

Jerry has served as a director on the CSI board from 2001 to the present. He and his wife, Phyllis Mattheis, have planned and led several excellent CSI tours of the Whitewater Valley. The Mattheis' have also been great supporters and workers for the Whitewater Canal Scenic Byway project and its headquarters in Metamora, Indiana as well as Western Wayne Heritage through its pet clinics. They are great volunteers who take on the dirty jobs.

CANAWLERS AT REST

THOMAS H. WILSON

b. May 31, 1818

d. December 27, 1877

Find-A-Grave 34902977

By Carolyn I. Schmidt

Thomas H. Wilson was born on May 31, 1818 to John and Sarah (Hopkins) Wilson near the village of Denton, Caroline county, Maryland. His parents were of English descent and were members of the Society of Friends. His father was a farmer. The Wilson's had ten children of which Thomas was number six. They died when he was ten or eleven years old.

After his parents died, Thomas went to live with his guardian and uncle, Thomas Hopkins. He attended the common schools and acquired an education. He also gained his elementary business experience in his uncle's mill and store. In 1834 he became a clerk in the store of Miffin & Atwell of Camden, Delaware. His salary was \$50 a year in addition to his board. He worked there until 1837 when they closed their business.

Thomas, then nineteen years of age, went to live with one of the partners, Daniel Atwell, in Logansport where he resided until his death. His first employer in Logansport was Anderson & Atwell. After that he was employed by Daniel Atwell until Atwell died in 1840. Thomas then formed a partnership with Philip Pollard in the mercantile trade. The firm known as Pollard & Wilson became one of the most important factors in the commercial activity of Logansport.

In October 1842 Thomas was married to America Weirick of Logansport. Unfortunately she died three years later on June 25, 1845. They had two children — Charles Edward Wilson born in 1844 and an infant daughter born and died in 1845. It is likely that America died during or later from childbirth. She was buried in plot 13-1042-06 of

Mount Hope Cemetery in Logansport, Indiana.

In 1843 Thomas Wilson and Philip Pollard built a grain warehouse on the Wabash & Erie Canal. From the warehouse they carried on a forwarding and commission business in the farm products of the Wabash valley. Ten years later, after Pollard had retired, Thomas H. Wilson joined with John C. Merriam, E. S. Rice and Meredith H. Thomas of another company to form the firm of Wilson, Merriam & Company. The stock of the two companies was combined into one stock.

In January 1849 Thomas married Mary Isabel Ann Dexter of Parkersburg, West Virginia. They had two children — Mary Ann Wilson born in 1850 and William Thomas Wilson born on January 4, 1854. Mary Isabel died September 18, 1854. She was buried in plot 13-1042-05 in Mount Hope Cemetery.

Although Thomas was a close observer of public affairs he was not interested in holding public office. He was originally a Whig. When the Republican Party was organized on March 20, 1854 to combat the Kansas-Nebraska Act for popular sovereignty, Thomas joined shortly thereafter.

The year 1856 was a busy year for Thomas Wilson. He was married for a third time to Elizabeth Edmondson Hopkins of Burlington, New Jersey on April 15. They had four children — Ellwood George Wilson born in 1857, Thomas Hopkins Wilson born in 1861, John Charles Wilson born in 1865 and Eloise Elizabeth Wilson born in 1869. Thomas was considerate and loving to his family.

Philip Pollard died in 1856. Thomas became the executor of Philip's estate. The duties connected with that position, together with his failing health, prompted him to withdraw from the firm of Wilson, Merriam & Company. However, he continued in the produce trade until July 1875. The company of which he was one of the founders continued on as Merriam & Rice after Thomas H. Wilson and Meredith H. Thomas left the firm in 1857. It went through several name changes and different partnerships and did a safe and profitable business in the community for years. The company was popular and dealt extensively in dry goods and general hardware. It occupied two large sales-rooms.

On Friday evening, April 19, 1861, prior to the Tuesday, April 23, 1861 where the Board of County Commissioners of Cass Count, Indiana met at the court house in

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Thomas H. Wilson's Family						
Name	Birth	Place	Death	Place	Marriage	Place
John Wilson						
m. Sarah Hopkins	1787					
Mary M. Wilson	1809		1829			
Sarah Ann "Sallie" Wilson	1811		1887			
Eliza H. Wilson	1814		1846			
Susan Wilson	1816		1825			
Thomas H. Wilson	5-31-1818	Denton, MD	12-27-1877	Mount Hope Cem. Logansport, IN		
m1. America Weirick	2-28-1823		6-25-1845	" " " " " "	10-27-1842	Logansport, IN
Charles Edward Wilson	1844		1844			
Infant daughter	1845		1845			
m2. Mary Isabel Ann Dexter	1828		9-18-1854	" " " " " "	1-??-1849	
Mary Anna Wilson	10-22-1850		2-13-1855	" " " " " "		
William Thomas Wilson	1-24-1854		1-27-1943	" " " " " "		
m3. Elizabeth Edmondson Hopkins	2-10-1829		2-27-1898	" " " " " "	4-15-1856	Philadelphia
Ellwood George Wilson	11-15-1857		3-23-1924	" " " " " "		
Thomas Hopkins Wilson	4-17-1861		3-24-1935	" " " " " "		
John Charles Wilson	2-08-1865		1906	" " " " " "		
Eloise Elizabeth Wilson	1869					
Rebecca Ann Wilson	1825		1859			
Mary Wilson			1836			
Three other children						

Logansport at 11 a.m. for the purpose of determining whether or not the Board would make an appropriation out of the County Treasury for the support of the families of such persons who volunteered as soldiers in the service of the United States in the Civil War, the common council of the city of Logansport met in a special session and had appropriated \$1,000 for the support of the families of the volunteers if needed. The council appointed Thomas H. Wilson, Chauncey Carter and D. D. Pratt a committee with authority to disburse the money. The April 23 meeting resolved that all orders were to be drawn by the auditor on the treasury on account of the appropriation, and be based on the certificates of the several township trustees, acting as overseers of the poor, which have appended to them the recommendation of either Thomas H. Wilson, Chauncey Carter or Daniel D. Pratt. And it is also ordered that no more of the appropriation shall be drawn from the treasury than deemed by Carter, Wilson or Pratt, really necessary for the support of these families of the volunteers."

In May 1865 Thomas was chosen to be the president of the Logansport National Bank. Through his able administration of its affairs, he made it one of the most reliable financial institutions in the state of Indiana. He served as its president until his death.

The 1850 U. S. Federal Census for the State of Indiana shows Thomas H. Wilson as a merchant with an estate of \$5000. In the 1860 census he is a dealer in produce. In 1870 he is the president of the Logansport 1st National Bank.

Although Logansport had no Society of Friends organization, Thomas always kept up his membership with the Quakers. "The kindly spirit he manifested was in harmony with the teachings of the society. Being a true friend, he was sympathetic to those in need and often gave them substantial assistance." He regularly attended some of the Churches of Logansport and was connected with its temperance and charitable associations.

Thomas H. Wilson passed away on December 27, 1877. He was buried in Mt. Hope Cemetery, Logansport, Cass county, Indiana in plot 13-1032-03.

In the *Biographical and Genealogical History of Cass, Miami, Howard and Tipton Counties, Indiana* Thomas is said to have been "a man of keen sagacity and business foresight, and his watchful care over his business interests, his perseverance and his close attention to details won him a handsome competence. His reputation in commercial circles was unassailable, for it would be difficult to find one whose business methods were in more perfect conformity to the ethics of commercial life. He was prudent and conservative, yet was quick to discern favorable business opportunities and ready in giving his support to all worthy enterprises. He bore an active part in the promotion of many such, and this added materially to the prosperity of the city with which his interests were allied. Many of the younger business men of Logansport have reason to feel grateful to him for kindly assistance rendered in the hour when aid was necessary to give them a start in life." It also said, "He was a man of temperate habits, charitable in thought, word and

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deed, thoroughly honest, and his public and private life was above reproach. He had a wide acquaintance in Logansport and Cass county, and all who knew him held him in the highest regard. He left to his family the priceless heritage of an untarnished name, and the influence of his noble life is felt by his many friends.”

Thomas’ wife, Elizabeth Hopkins Wilson passed away on February 27, 1898. She was buried in plot 13-1032-02 in Mount Hope Cemetery alongside Thomas. She was 89 years old.

Thomas’ son William T. Wilson was graduated from Princeton College in New Jersey in 1874. He studied law under the direction of the Hon. D. D. Pratt of Logansport and was admitted to the bar after which he practiced law with the firm of Dykeman, Taber & Wilson. Then in 1877 when both ex-senator Pratt died and William’s father, Thomas H. Wilson died William was appointed the executor of both of these large estates. That same year he became officially connected with the First National Bank in Logansport and was a vice-president.

William T. Wilson married Martha L. McCarty, a daughter of Joseph C. McCarty of Logansport, in 1880. They had four children—Thomas H. Wilson, who associated with him in the practice of law and was the Notary Public for Logansport on June 27, 1908; Elizabeth Wilson, who was the wife of Frank H. Worthington of the Vandalia Railroad residing at Terre Haute, Indiana; and Joseph Wilson and Dorothy Dexter Wilson living in Logansport. They were members of the Presbyterian church and were Republicans. William T. Wilson served as a Common Councilman of Logansport for two years.

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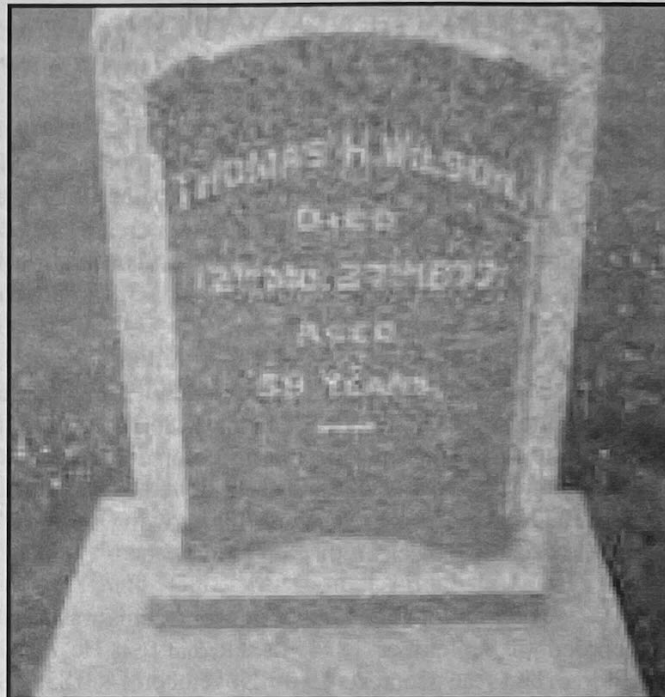
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Lake Maxinkuckee Its Intrigue, History and Genealogy, “Biographical on William T. Wilson.” Culver, Marshall, Indiana. United States Federal Census 1860, 1860, 1870



Thomas H. Wilson
Died
12th Mo. 27th 1877
Aged
59 Years
Plot: 13-1042-03
Mount Hope Cemetery
Logansport, Cass County, Indiana

Photo by Deb Minniear Rush



Mount Hope Cemetery is Indiana’s third largest cemetery with over 82,000 burials and an average of 200 internments a year. . It was opened in 1857. It is located north of the city, with the main entrance on Pleasant Hill. It encompasses over 225 acres.

JOHN HENRY WATKINS

AND HIS WABASH & ERIE CANAL CONNECTIONS

By Charles Davis

Some of the important businessmen during the Wabash and Erie Canal days were the blacksmiths. They were the backbone of Parke county when it was created in 1821 building mills, making and placing iron wagon wheels for farmers and people on the move as well as making horse and mule shoes for their animals.

John Henry Watkins was born to William and Mary Polly Patterson Watkins on September 8, 1818, within a half mile of Lexington, Virginia. He came west in 1829 with his parents to Indiana and then moved to Montezuma in 1830. Nothing is known about his growing up there or how he became a blacksmith.

The first lot John bought in Montezuma was lot 123 recorded in September 1834. Deed Record 1/548 He married Mildred Hays at Montezuma on November 14, 1839. She was the daughter of Joseph M. Hays.

Joseph Hays had come to Montezuma in 1824 when the town was laid out by Whitlock and Majors and was the first one to open a store. Some of his store ads can be seen in the Rockville *Wabash Herald* of 1831-32. He was the first Post Master of the town and was usually in his place of business.

Joseph Hays wrote a letter that appeared in the *Wabash Herald* on May 10, 1831 that follows:

TO THE CITIZENS OF PARKE COUNTY

Through the medium of the *Wabash Herald*, my name has been announced to you as a candidate for your suffrages at the ensuing August election, for one of the highest, and the most important state offices within your gift. Whether I am qualified to sustain with dignity the senatorial character and discharge with advantage to you, and honor to our State, the multifarious duties attach to that important station, is for you to judge. With many of you I am personally acquainted, to some of you a stranger, though a resident of the county for near six years: during that period I served you one session as your Representative, selected to discharge that duty at a period when our county was distracted by local politics, when prejudices ran higher than they ever did before or have since within our local boundaries surrounded in your Legislative Halls with those local perplexing difficulties. How I discharged my duty, whether I met your approbation or fell below your hopes is with a just community to pronounce. Happily those internal tur-

moils no longer exist, and your agent will now enter the portals of you Legislative Halls, free from those perplexities that then prevented me from being as useful to you as I wished. There is now no local wants but those that are common to the county and, your representative, will have the satisfactions of knowing that in advocating your interest and views, that he does not stand at the head of a party, but as the agent of all, he speaks their wishes and makes known their wants. Having always believed that the Representative of the people, was but their agent, sent to express the will of the majority of the political community who sent him, I have believed that his sentiments should at all times be publicly made known to that community, before they select him to express their will. Believing so I consider it my duty to lay before you my opinion at this time on one of the leading important subjects, in which we are at this time deeply interested.

The present most grand important subject to citizens of the Wabash valley, in which we, in common with 'Wabash Citizens,' are vitally interested, is the connection of the Wabash navigation with the navigation of Lake Erie. Two modes of improvement present themselves for our consideration, viz: **a Canal from Lake Erie to the Wabash river, at the head of Steam Boat navigation and a Rail Road.** Both systems of improvement have their special and peculiar advocates, both have their advantages and disadvantages, but with us, whatever system is preferable at present, we have, in my opinion, no choice. Congress donated to the State of Indiana a large body of land estimated by some worth \$750,000., others at \$1,000,000. for the express purpose and under the express stipulations of the part of the State that we should apply the proceeds of the sale of this land to the excavation and finishing of a canal to connect the Wabash with Lake Erie. This canal was to commence within and be finished by a given time, the period for commencing that work expires in 1832. The State of Indiana accepted the donation under the provisions of that act, and by law authorized the sale of a portion of those lands expressly pledging the faith of the State for the faithful application of the funds arising from such sales not only to the purchasers but to the public in general in pursuance of the acceptance of this State, the United States caused these lands to be designated and set apart and the State by virtue of the right vested in them by their acceptance and agreement sold a portion of those lands and under this solemn act have granted certificates of purchase, promising to make the title bonafide and good whenever the purchaser pays the balance of the purchase money, under this view of the case, I cannot fellow citizens, do otherwise, if elected, than support with all my energy, the passage of a law authorizing the immediate commencement of the Canal. I could not consent to

break the faith of the State thus solemnly pledged. I could not consent for my constituents to forfeit the donation worth \$750,000. I could consent to fold my arms and quietly submit to the non-adoption or adoption of measures, calculated to snatch from us a commerce more valuable than the present. I should give my unwavering support to the canal.

Should it be my good fortune to meet your approbation, and be selected to serve you, I shall endeavor to keep a watchful eye over your interests, and repel with energy every attempt to usurp your rights. As a citizen of the same county, I can have no interest but what is yours if, fellow citizens, the free declaration that I have here made, meets your approbations, if my views coincide with yours upon this all important subject, and should I be chosen by your suffrages to represent you in the Senatorial Chamber, I shall consider the tenure of my office, to be coeval, with your approbation of my political course, and at all times ready to return my power into the hands of those from whom it is derived, whenever my public political course shall deviate from their wishes. I shall at all times hold myself ready to give my views upon any public important measure when called upon so to do. Respectfully I am gentlemen your most obedient, JOSEPH M. HAYS."

A letter was sent to the newspaper following Hays letter stating, "Parke County, April 28th, 1831. Sir. Through the medium of your useful paper, permit me, a subscriber, to call upon the Citizens of our County to keep a watchful look out, this year, upon the disposal of their suffrages. To us, as citizens of the western part of the State of Indiana, the ensuing session of the Legislature will be all important. That we should then know the political opinions of each and every Gentleman who aspires to the honor of representing us, appears to me, very important. Should you not deem the following queries impertinent, I wish them to be distinctly propounded, that each one may have a fair opportunity of answering, according to his opinion, relative to the public good. And that we, as voters, may judge of the propriety of entrusting them, as our agents, with the disposal of our public voice and faith. 1st. Should the Legislature proceed at the next session, to a final solution of the Wabash and Erie Canal and to authorize an immediate commencement of the work? 2d. Would it be more for the interest of the inhabitants of this State, to abandon the Canal at this time, with an eye to the future establishment of a Rail Road on the contemplated Erie Canal route? 3d. Would it not be better to abandon both contemplated improvements at present, than involve the Sate in debt to accomplish either? I should be much pleased that the answers of each of the candidates, to these three queries, could be published all at the same time. I have the honor to be, Sir, yours respectfully, A SUB-

SCRIBER."

Hays letter in the paper shows that he did run for the Indiana Senate. Parke county histories say nothing about Mr. Hays other than he opened the first store in town and that he ran for the Senate, but they did not know the outcome. The best information about Hays can be found in Volume 1 of the book *A Biographical Directory of the Indiana General Assembly 1816-1899* published in Indianapolis in 1980. It says, "Joseph M. Hays. House 1826-1827 (Parke-Vermillion); Senate 1831-1832 (Parke Co.) Born 10-19-1790, Rockbridge Co., Virginia. Married. Children. Presbyterian. Indiana Militia: 72nd Reg., Col. 1836. Moved to Ohio; and to Parke county, Ind. in 1824. Merchant, Pork packer, owned a store in Montezuma, Parke county. Pro-Jackson Democrat. Montezuma Post Master 1825-1833; Justice of the peace in Parke county, 1828-31. Died May 11, 1837, Grand Gulf, Mississippi. English; IMH Riker-Executive."

In May 1831 the *Wabash Herald* stated "several steamboats on the Wabash River at Montezuma with freight, couldn't go north to Lafayette or Logansport because of ice, the freight was delivered to Montezuma." On February 4, 1832 the *Wabash Herald* carried an article that shows an attempt to solve the ice problem only on a canal and not the river:

"CANAL NAVIGATION:

On a New Plan.

"An ingenious mechanic of Chillicothe (Ohio), Mr. Wm. M'Carrell, has constructed a vehicle which, from the description given of it, appears admirably calculated for running on the canal, when the severity of the weather renders the usual mode of navigation impracticable. It partakes of the nature of a sleigh and a canal boat; being fixed on runners, so as to move on the ice with great rapidity, and is made water tight, in order that it may float in case of breaking through. It came up to this place of Wednesday evening with a number of passengers; and we have been informed by some of our fellow citizens who have taken a ride in it that it is a very easy, safe, and comfortable mode of conveyance. It is the intention of the proprietor we understand, to run it regularly between Chillicothe and Columbus so long as the season will permit, should he meet with sufficient encouragement." This article was probably a reprint of an article that appeared in a Columbus, Ohio paper.

The second purchase by John H. Watkins, our subject, was lot 155 on June 15, 1844. D.R. 11/504 The third lot (lot 121) that he bought became his home and blacksmith shop. He purchased it from John R. Tenbrook for \$100 in

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Lot 2
Phoenix House
Owned by /
Jane L. Wilson
& son

Lot 121
John H.
Watkins
Home & 2
Blacksmith
Shop

Lots 79-80
As well as
Lot 121
Torn down
For
Dollar General
Store

Lot 103
Wm Foncannon'
Gun Shop

Erastus M. Benson's
Warehouse on
Benson's Basin

MONTEZUMA
ACADEMY

MONTEZUMA
PARK CO.
IND.

In Secs 35 & 36 1 & 2 Towns 15-16 R. 5

Additions by Charles Davis

S.D. & W.S. Hill

Cramer

E.M. Benson 171a

Zach. James

A. Justus

R. H. Johnson

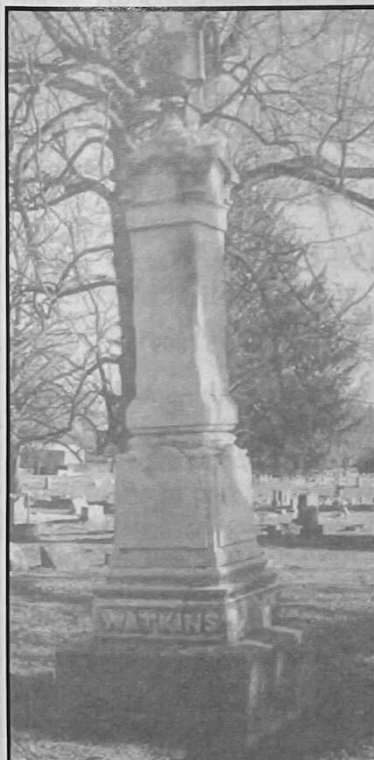
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March 1847. D.R. 13/592

The Wabash and Erie Canal opened through Montezuma in 1848 and business was brisk at the blacksmith shop. John's wife, Mildred, died on October 5 of that year and was buried in the Old Montezuma Cemetery. He then married Mary Ann Patterson in 1849. Their marriage produced eleven children from 1850 to 1873.

In the Parke county Tax List of 1851, John is living on lot 121 which is valued at \$500. In the census of 1870 he is listed as a blacksmith with his wife and children. During his lifetime, a great deal of the town's real estate passed through his hands.

At the age of seventy-one, John and P. J. Hunt made a very curious find in the Oakland cemetery as recorded in the *Montezuma Enterprise* of April 5, 1889. It said, "Disturbing Lo. A few Sundays ago, the like of which suggest primitive days scenes. They had taken a walk to the cemetery, and while strolling around noticed a little mound and commenced poking their canes into it. Presently they struck a solid substance and proceeded to dig it up, when it proved to be all that now remains of a once noble red man. The skeleton, or disconnected bones, when unearthed, were not more than four to six inches from the surface and were undoubtedly the remains of an Indian buried many years ago. Mr. Watkins informs us the bones were very large, especially the legs and head, the latter, he said being the largest he ever saw." This burial was probably from the Miami tribe for this was the village site for them for many years.



Until a couple of years before his death, John Watkins was known as a man who had the best health. He died April 5, 1893 at age 74. His second wife, Mary Ann, died in Chicago, Illinois in 1918.

JOHN H. WATKINS

B. 9-18-1818

D. 4-5-1893

Oakland Cemetery
Montezuma, Indiana

Photo by Charles Davis

They are both buried in the Oakland cemetery in Montezuma along with three of their children.

Another blacksmith of note in Montezuma was William McIntosh. He occupied part of William N. Foncannon's Gun Shop. Foncannon bought lot 103 on June 17, 1855. D.R. 15/57

William Foncannon was called "Uncle Billie." Old and new guns with sabers of every description hung on the walls of his shop during the Civil War of 1861-1865 and even later. He did a thriving business. His youngest son was drowned in the canal in 1860.

William McIntosh's operation consisted of ironing wagons and shoeing oxen and horses. In the *Montezuma Enterprise* column from November 3, 1927 through November 1, 1928 entitled "*Reminiscences of Montezuma*" by Fred McIntosh (1863-1940) it is reported that "On one occasion John Hendricks drew a Bowie knife and attacked Mr. McIntosh in an attempt to separate his head from his body, much to Hendricks regret for he got the beating of his life, and was near sent home in sections." Fred, the author of the column was William McIntosh's son.

William's brother and Fred's uncle, Thomas McIntosh, was a partner of Charlie Pier. Thomas and Charlie were both captains of the canal boats Aurora and Josephine in 1860. They ran canal boats for Erastus M. Benson, who owned the warehouse on Benson's Basin boat turnaround.

In 2012 John H. Watkins', our subject, home that was built around 1840 was torn down along with other old historical business buildings on lots 79 and 80 in Montezuma to make way for the new Dollar General store. In the last several years, many historical buildings have been raised there for "progress." In the near future the town's visible past will be "history" except for the old canal bed.



John Watkins' blacksmith shop was built in 1851 on lot 121. It had a sandstone foundation and was later covered with stucco. It served as Montezuma's Civic Center until it was torn down in 2012 to make way for the new Dollar General Store. Photo by Charles Davis

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All the buildings on lots 80-79 in Montezuma, Indiana from the IGA store on the far right corner to the tallest building in the block, were torn down to make way for the Dollar General Store in 2012. Also raised was John H. Watkins home and blacksmith shop on lot 121, which was located to the right of the IGA building. The picture was taken on the corner of Washington St. (U. S. 36) and Main St. looking north.
 Photo taken in 2012 by Charles Davis

John Henry Watkins' Family

Name	Birth	Place	Death	Place	Marriage	Place
William Watkins	1795		1840			
m. Mary Polly Patterson	1797		1868			
John Henry Watkins	9-08-1818	Lexington, VA	4-05-1893	Old Montezuma Cem.	11-14-1839	Parke Co. IN
m1. Mildred Hays*	5-03-1820		10-05-1848	Old Montezuma Cem.	7-31-1849	Parke Co. IN
m2. Mary Ann Patterson	1-06-1828	NC	8-02-1918	Chicago, IL Mont. Cem		
Wm. Henry Watkins	6-??-1850	Montezuma, IN	5-22-1918	Brookfield, Cook Co.IL	4-02-1873	
m. Mary E. Miller						
Infant	2-??-1851		1-06-1852	Old Montezuma Cem.		
Horace Harris Watkins	1852		4-27-1928	Boise, Ada Co., ID		
m. Angelina Cathers	4-??-1850	Paris, IL	7-23-1928	Yakima, WA	9-27-1877	Parke Co. IN
George Watkins	1882		2-??-1887	Brookfield, Cook Co. IL		
John H. Watkins	1857	Montezuma, IN	5-22-1918	Brookfield, Cook Co. IL		
Thomas J. Watkins	1858	Montezuma, IN	7-09-1882	Oakland Cem. Montezuma		
m. Emma M. Thomas					11-27-1879	Delaware Co. IN
Robert Watkins	9-17-1860		1-08-1939	Acacia Park, Chicago IL		
m. Phoebe Lambert	10-17-1860		10-21-1937			
Franklin M. Watkins	11-27-1862		10-20-1912	Caseo, Allegan Co. MI		
m. Carrie E. Walmsley	1866		12-06-1923	MI	10-04-1882	Parke Co. IN
Annie Jones Watkins**	1866				8-02-1899	
m. Joseph M. Hixon						
George Watkins	1866					
Benjamin F. Watkins	1871		4-21-1875	Oakland Cem. Montezuma		
Francis Marion Watkins	11-??-1873		1941	IN		
m. Elizabeth Walmsley Morris		Kinfare Staffordshire, Eng.			6-10-1894	
5 children						

*Mildred Hays parents were Joseph Hays (b. 10-19-1790 in Rockbridge county, Virginia, d. 5-11-1837 in Grand Gulf, Mississippi) and Margaret ?

** in 1880 Indiana Census at age 14, Occupation housekeeper for Jn. H. Watkins

FROM TIMES PAST

Fort Wayne Times & People's Press
June 8, 1848

The Canal. — MR. O. P. MORGAN has ben re-appointed Collector of Tolls on the Canal for this City. MR. T. DeKAY, Inspector and MR. B. H. TOWER, Superintendent of Repairs.

We are informed by the Superintendent of Repairs that the work necessary to be done on the Aqueduct across the St. Marys, will not be completed until Saturday, next, at which time the water will probably be let in, and navigation be opened to the Lake.

Fort Wayne Times & People's Press
June 8, 1848

The Freshet. — On last Friday night we were visited with one of the hardest rains that has fallen within "the memory of the oldest inhabitant." — From almost every direction we hear of bridges being swept away and vast amounts of property destroyed. At this place the St. Marys and St. Jo. were so swollen as to do much damage. The bridge across the St. Marys at the west end of the city is totally destroyed. Several streets in the city are damaged by the water sweeping across them.

The Canal, too, has suffered great injury; two breaches were made within a few miles of this city, east, one here, and one or two west. We understand that the Aboite Aqueduct has also sustained considerable damage, of the extent of which, however, we have not been informed.

The repairs, we understand, are about completed and navigation will be resumed, perhaps today.

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 reports 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 Pittsburgh,	\$ 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, Pittsburgh 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,	\$ 1,906,267

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

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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 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 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 steam-boats. 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 Eire, 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.

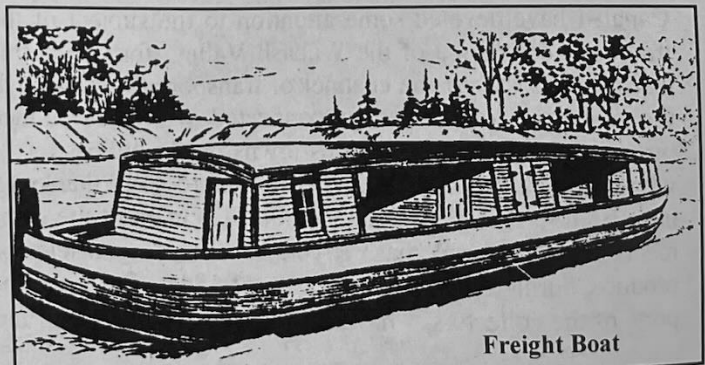
Below Delphi and from that point to the south line of Vigo country, the country in its agricultural improvement is much more advanced, and the aggregate value of its surplus, collected from transportation to distant markets is much larger, amounting as may be seen by the foregoing tables of shipment 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 usually 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



Freight Boat

St. Joe Feeder Canal



PART OF THE ST. JOSEPH FEEDER CANAL

Photo courtesy Fort Wayne Allen County Historical Society

The old St. Joseph Feeder Canal can be seen in this 1927 aerial view when North Side High School (right above the bridge) was being built. It ran for almost seven miles from near West Main Street to the St. Joseph Feeder Dam and Robison Park. Following the canal era, trolleys ran along its towpath to take people to Robison park. The interurban and trolley yards are seen at the left below the bridge. The maintenance buildings for the trolleys and interurban cars are on the center left. The long cars are interurban cars and the short ones are street trolleys.

The Fort Wayne and Wabash Valley Traction Company power house was completed in 1907 and is seen at the middle right. It became Indiana Service Company in 1920 and later I&M and then AEP. The powerhouse supplied electricity for the trolleys, interurbans, much of Fort Wayne, as well as for several dozen smaller northeast Indiana communities. The powerhouse was torn down in 1963.

French (Cenlivre) Brewery in upper middle of the picture by the feeder canal was founded in 1862. It became Old Crown Brewery in 1961. Its brands included Alps Brau, Nickel Plate Special, Centlivre Tonic, and Old Crown Ale. Old Crown closed in 1973. A large statue of C. L. Centlivre that was atop the building is now on the roof of Hall's Gas House. The brewery had Centlivre Park and Beer Gardens as seen in the upper left corner of the picture. It was a circus grounds, had a horse track, riding academy, motorcycle races and a picnic ground. Centlivre Park are now the current site of Centlivre Apartments.

The St. Joseph River flows through the picture with Spy Run Creek at the lower left. Sent in by Randy Harter with comments

JOHN WILMOT

76th Congress, 1st Session

House Document No. 178

LAKE ERIE AND OHIO RIVER CANAL

LETTER

FROM

THE SECRETARY OF WAR

TRANSMITTING

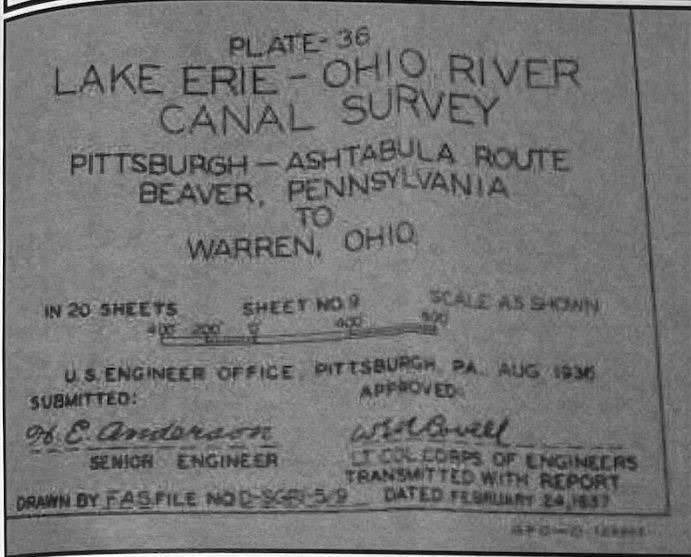
A LETTER FROM THE CHIEF OF ENGINEERS, UNITED STATES ARMY, DATED JANUARY 23, 1939, SUBMITTING A REPORT, TOGETHER WITH ACCOMPANYING PAPERS AND ILLUSTRATIONS, ON A PRELIMINARY EXAMINATION AND SURVEY OF "THE MIAMI AND ERIE CANAL, OHIO, INCLUDING A BRANCH CANAL CONNECTING THE MIAMI AND ERIE CANAL WITH LAKE MICHIGAN AND SUCH OTHER ROUTES BETWEEN LAKE ERIE AND THE OHIO RIVER AS MAY BE CONSIDERED PRACTICABLE BY THE CHIEF OF ENGINEERS, WITH A VIEW TO SECURING A CHANNEL 12 FEET IN DEPTH WITH SUITABLE WIDTHS, OR SUCH OTHER DIMENSIONS AS MAY BE CONSIDERED PRACTICABLE, INCLUDING ANY RECOMMENDATION FOR COOPERATION ON THE PART OF LOCAL INTERESTS," AND "WATERWAY FROM A POINT AT OR NEAR ERIE HARBOR, PA., BY WAY OF FRENCH CREEK AND THE ALLEGHENY RIVER, TO THE OHIO RIVER," AUTHORIZED BY THE RIVER AND HARBOR ACTS APPROVED MARCH 2, 1919, AND SEPTEMBER 22, 1922



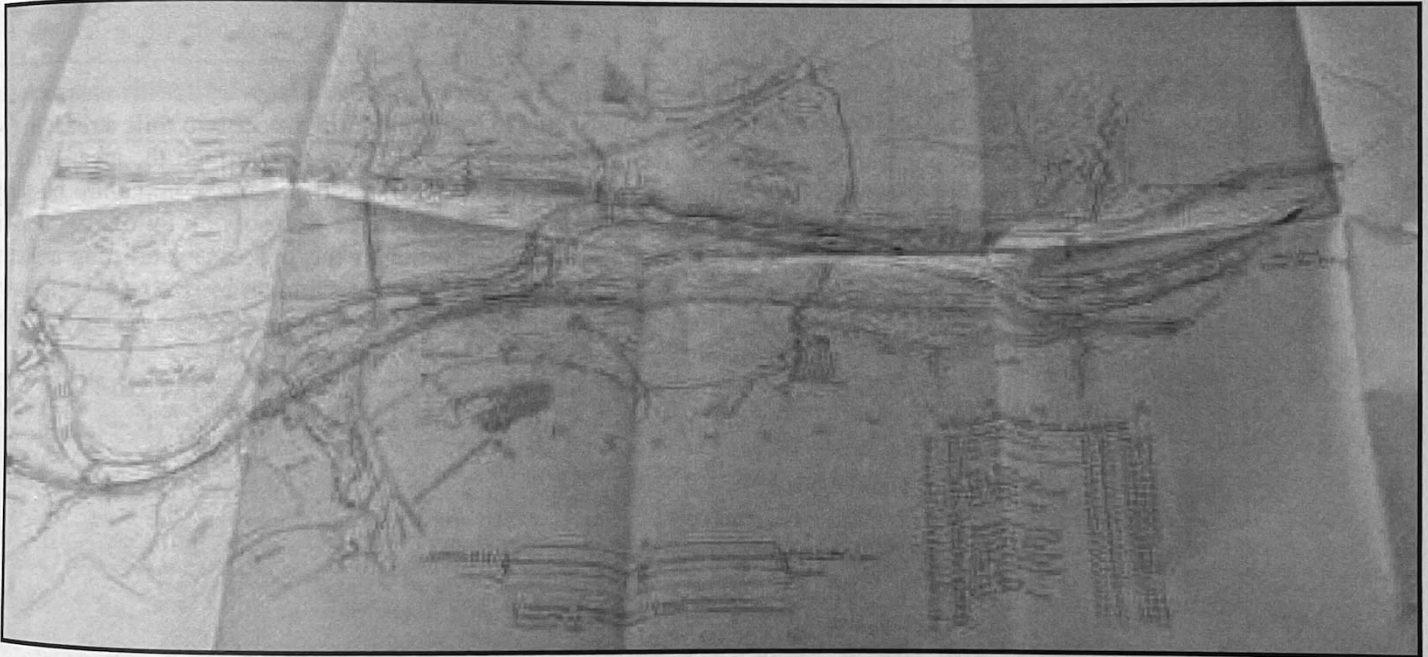
FEBRUARY 21, 1939.—Referred to the Committee on Rivers and Harbors and ordered to be printed with 60 illustrations

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1939

PROPOSED LAKE ERIE AND OHIO RIVER CANAL (Miami & Erie Canal & branch)
 In 1939 the United States Secretary of War issued this report by the Army Chief of Engineers to the Committee on Rivers and Harbors showing plans for a Lake Erie and Ohio River Canal. The report was 308 pages in length and contained 46 folded maps. In it were detailed descriptions of bridges, railways, commerce, population, dams, improvements, piers, flood control levees, rights-of-ways, etc. by section of the lake or river. This study was never adopted. Neil Sowards, CSI member, Ft. Wayne, Indiana



This is one of the maps included in the 1939 study for a canal that was submitted to the Committee on Rivers and Harbors by then Secretary of War (9-25-1936 to 6-20-1940) Harry H. Woodring under Franklin D. Roosevelt.



“Completing The Trail In Summit County” CSO & PCS TOUR AT AKRON, OHIO

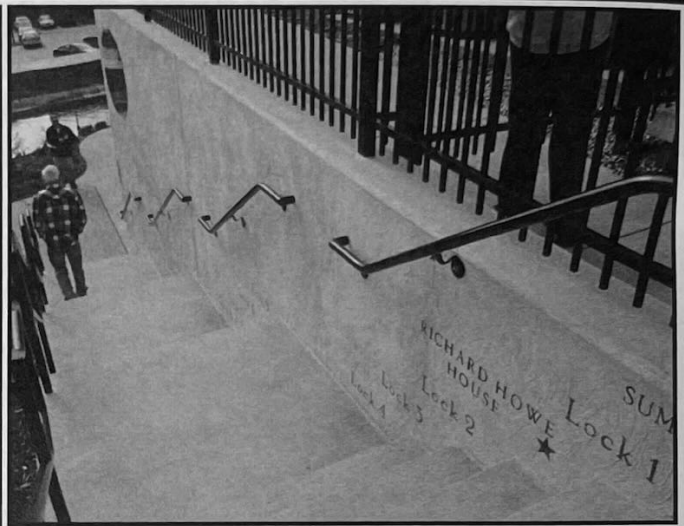
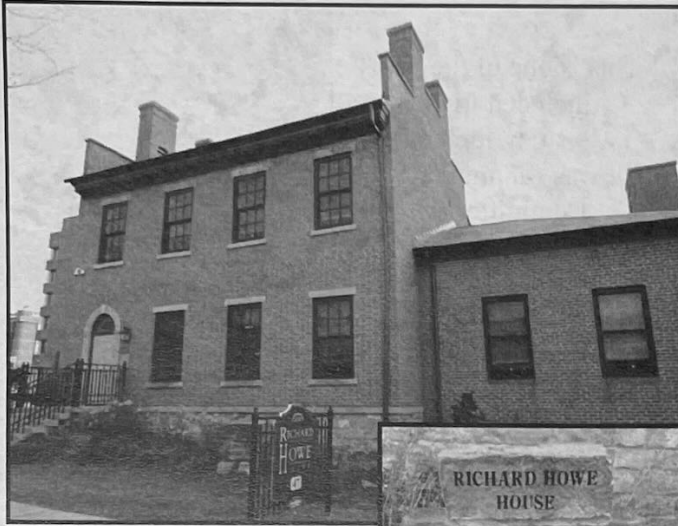
The Canal Society of Ohio and the Pennsylvania Canal Society held a joint tour of the Ohio & Erie Canal in and around Akron, Ohio on April 25-27, 2014. Of the fifty-five participants, seventeen were CSI members: Dave Barber, Bob Barth, Karl & Demi Black, Nancy Gulick, Susan Hatton, Mike Morthorst, Bob & Carolyn Schmidt, Dan Schuster, Bruce & Kay Sheldon, Steve & Sue Simerman, Larry Turner, and Terry & Rosanne Woods. The host hotel was the Holiday Inn Akron West. At registration partici-

pants were given a tour guide written by Boone Triplett and Larry Turner and a bag with brochures, maps and a list of participants.

The American Canal Society held its directors meeting at 3 p.m. on Friday afternoon at the hotel. That night Larry Turner gave a slide presentation featuring old photos and postcards of what the canawlers would see on Saturday.

On a sunshiny, brisk Saturday morning canawlers boarded a motor coach and headed for the Richard Howe house, which was moved several years ago, placed adjacent to the Ohio & Erie Canal near Lock 2, and had recently

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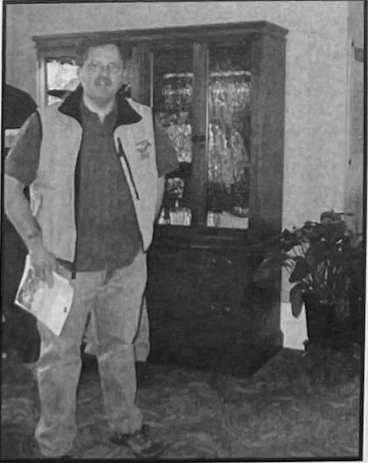
The steps outside the Howe house represented the more than 15 locks that were within two miles on the Ohio & Erie Canal.



been completed with a new visitor center museum. There they were greeted by Richard Howe and welcomed to his home. His image was shown on a life size cutout. He related his work on the Ohio and Erie Canal.

area's high elevation made it necessary for the creation of a series of locks, over fifteen in a near two mile stretch in order to allow canal boats to move through the area. With so many locks in such a small place, a community bustling with business and commerce was soon to follow. Starting in the 1990's the city began the process of creating a green space along the bank of the Ohio and Erie Canal. Today we can see how our canal heritage has been used to revitalize the downtown area."

Dan Rice, President and Chief Executive Officer of the Ohio & Erie Canalway Coalition, talked about the restoration of the Howe house. Canawlers looked at the exhibits. One exhibit said: "The story of downtown Akron is the story of one town's emergence from the old to the new. In 1825 Akron was commissioned as a strategic portage location on the proposed canal route. During the Canal era, the



Richard Howe House
Richard Howe
Dan Rice
Photos by Bob Schmidt

Dan then led canawlers outside to see the towpath trail, locks, the ghost canal boat, the steps showing the canal locks, etc. This part of the park is across from the baseball stadium. In the park and all along the towpath trail many hikers and bikers were seen.



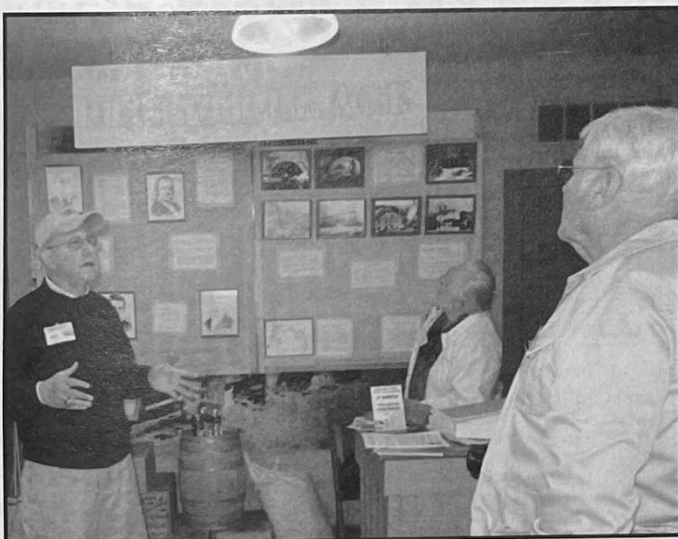
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Half of the canawlers posed for a picture near Lock No. 2 of the Ohio and Erie Canal. Photo by Dan Rice

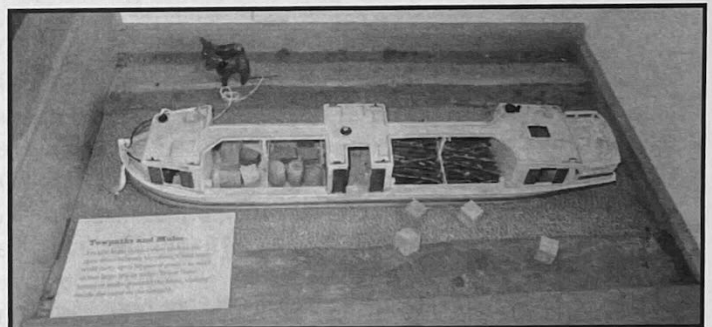
Half of the tour group went to the Richard Howe house while the other half went to Cascade Lock Park and the Mustill Store by Lock 15. The groups changed places.

Mustill Store and its importance during canal days, and then led the group to Lock 14 and the site of Cascade Mills.



Volunteer Bob explains the new Men and the Millrace exhibit in the Mustill Store across from Lock 15. Photo by Bob Schmidt

The Mustill Store built in 1875 is near the bottom of the staircase of locks from downtown Akron. It is one of the oldest surviving buildings in Akron and was a place for canal boat passengers to buy a beverage or other things while waiting for the canal boats to lock through. Bob, a volunteer, told everyone about the canal builders, the



A model of a canal freight boat was seen in the Mustill Store. Lock 14 and bridge to the Cascade Mills park.



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The building of 21 locks off the summit at Akron provided a great source of water power that could be harnessed to run mills. Thus many mills were built in the valley with Ferdinand Schumacher's Cascade Mills being a prominent one. Cascade Mills was built in 1840, the same year that Summit County was formed. The primary owner at that time was William B. Mitchell, a prominent Akron businessman. Mitchell acquired additional funding for construction from Judge Leicester King, a man who was to become the primary spokesperson for the Pennsylvania & Ohio Canal, which was built into the downtown in 1840.

The Mill was named Cascade Mill after the village of Cascade, which was centered around Main and Market streets. It was located at Lock 14 at the foot of the Cascade Mill Race and was the last mill to be constructed in this area.

Ferdinand Schumacher bought the property in 1868 for \$73,000.00 and retrofit the mill with the latest equipment. He installed porcelain rollers and, in 1881, began the production of new products such as farina, rolled wheat and rolled avena oats. It later became Quaker Oats.

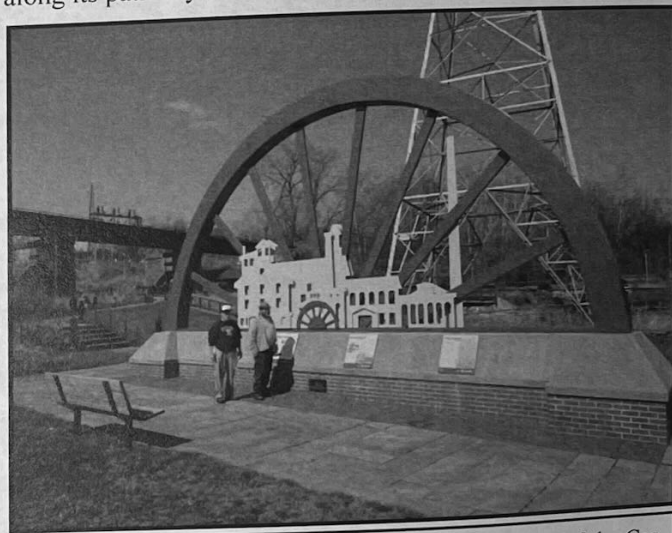
The Mill had 5 runs of stone and was capable of producing 300 barrels of flour a day, consuming 1,400 bushels of wheat a day. Its yearly totals were 39,000-40,000 barrels of flour and a payroll of \$180,000-\$200,000 a year. It was one of the best equipped in Akron and was powered by a 35 ft. diameter iron overshot waterwheel. The wheel weighed 37 tons and had a ten-foot wide face with 96 steel buckets. The buckets alone weighed 16,000 lbs. This was all erected atop a foundation of solid rock. The wheel cost \$8,000 and its foundation an additional \$4,000. Once the wheel was installed and working, the mill wheel was very easily turned, benefiting from the 38 foot drop of water from head to fall.

There was a great amount of water needed to power the mill. It had its own water system, which included a millpond. The water was sent from the millpond to the mill wheel via a six-foot in diameter subterranean tube, which brought the water to an 18-foot tall standpipe. Then the water went to a very large iron holding tank 26 feet long, 8 feet wide and 4.5 feet high. From the holding tank the water made its way to an iron gate, which gauged and delivered the water to the iron buckets at the apex of the wheel. Pulleys and belts functioned for the various processes needed to produce the flour. Two large 12-foot stone underground conduits each 220 feet long discharged the waste water back into the Little Cuyahoga River north of the mill.

In 1878 Schumaker added the latest and greatest power source: steam. The 1870s and 1880s were the peak years for production from the Cascade Mills. At this point railroads were primarily shipping his products. By 1901 he had merged his company with the American Cereal Company and Cascade Mills was mainly used for storage.

J. M. Galloway discovered fire on the west side of the mill on Sunday, March 27th, 1904. He tried to put it out, then called the fire department. It was too late and all but the chimney and water wheel were gone.

Cascade Locks Park Association, working alongside many partners, did an archaeological investigation at the site and found portions of the foundation. The footprint of this foundation is shown in stone in the newly opened park that has a sculpture of the water wheel the size of the original and other signage about Schumacher and the mill along its pathway.



Tour leader Larry Turner, on the left, shows the size of the Cascade Mills waterwheel to a member of the Pennsylvania Society. The signage on the wall is about Schumaker's Cascade Mills, Quaker Oats, products made in Ohio, etc. Photo by Bob Schmidt

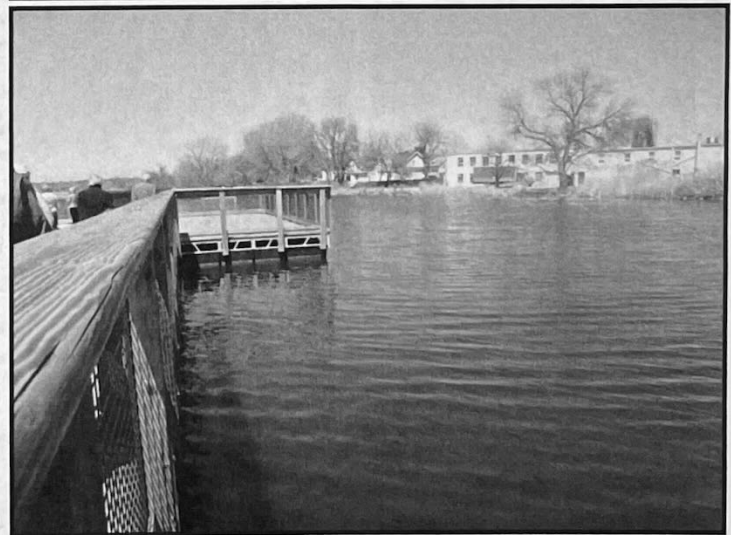
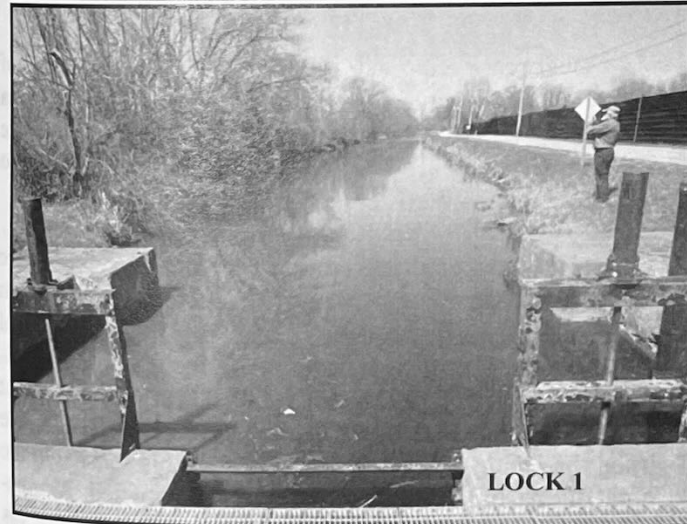
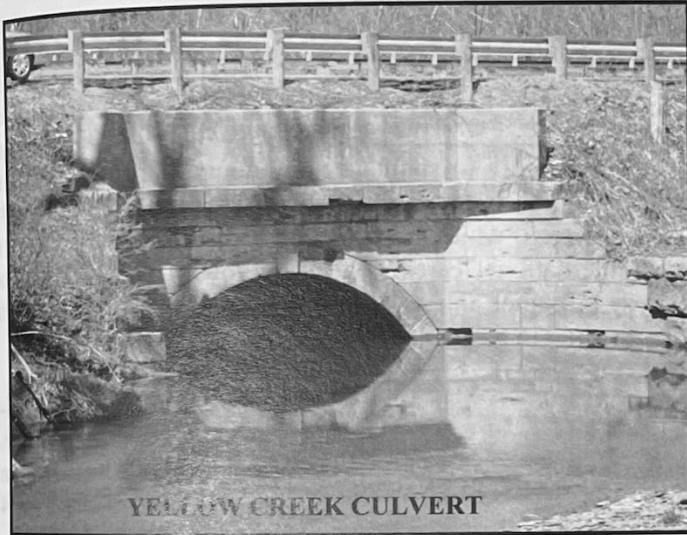
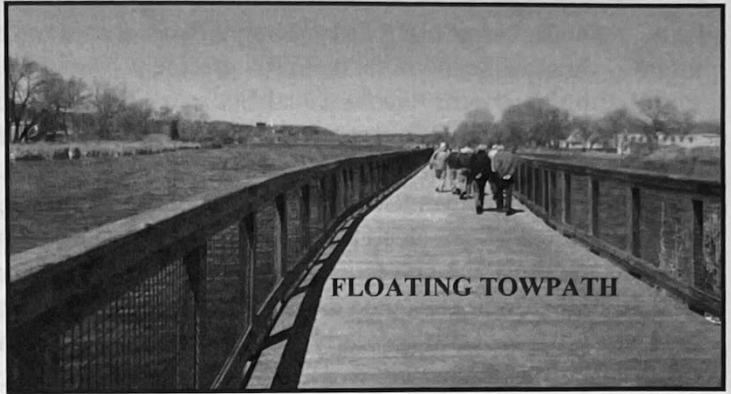
Lunch was enjoyed by the canawlers at The Hibernian Hall. The Ancient Order of Hibernians is a Catholic, Irish, American fraternal organization founded in New York in 1836. They foster the Irish Culture, art, dance, music and sports and are the first to welcome new Irish Americans.

Saturday afternoon the tour group was taken to several of the towpath trail trailheads that had large parking lots, restrooms and kiosks. It was surprising to see the number of hikers and bikers who were unloading or loading their equipment for the towpath trail. Many bikes had carts

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in which the young children rode. They saw Yellow Creek Culvert, a new tunnel for cyclists along the towpath trail, Lock 1 on the south side of the summit, the floating towpath on Summit Lake, and lots of birds and turtles basking in the sun. The new 1,645 ft. long floating towpath sits atop Kevlar covered polyethylene filled floats that are bullet proof. It is much more stable than its predecessor, which sank below the water and the mules would have water over their ankles making them afraid to cross the lake. It is fourteen feet wide.

Photos by Bob Schmidt



On Saturday night canawlers enjoyed dinner at the Holiday Inn. Mike Morthorst, CSO president, welcomed guests from the Pennsylvania Canal Society, CSI, and area residents. Nancy Gulick presented a large flower arrangement to Nancy Rice and a small bouquet to Rachael Rice for their support of Dan Rice, the honoree of the night. John Miller reported all the accomplishments that Dan Rice has made as the president and CEO of the Ohio and Erie Canal Coalition. Dan was presented a plaque shaped like the state of Ohio that is CSO's yearly preservation award. The speaker for the night was Russell Pry, a Summit County Executive, who praised the work done by Rice and talked about the importance of the towpath trail and Howe house to Akron and the surrounding area. Photos by Bob Schmidt



The tour committee consisted of John Miller, Dan Schuster, Kay Sheldon, Boone Triplett, and Larry Turner, chairman. It was a very enjoyable weekend.

IN MEMORIAM

DR. GEORGE PEIRCE CLARK



George P. Clark, 98, retired Professor and Chairman of the Department of English at Hanover College, died in Louisville, Kentucky on April 19, 2014.

Dr. George P. Clark
Photo by Sue Simerman

An avid reader his whole life, George enlivened countless family discussions with his ability to spontaneously quote literary greats. His curiosity led him to study ancient Greek and Latin, French and German, which he was able to use over the course of his international career. He was known and loved for his sense of humor and sharp wit, as well as his devotion to his family and in particular to his wife, Shirley.

Born on September 8, 1915, in Indianapolis, Indiana, to Purdue Robert Clark and Alice Germaine Peirce, George spent his early childhood in Delphi, Indiana. In 1929, he moved to Cleveland Heights, Ohio, and in 1934 graduated from Cleveland Heights High School.

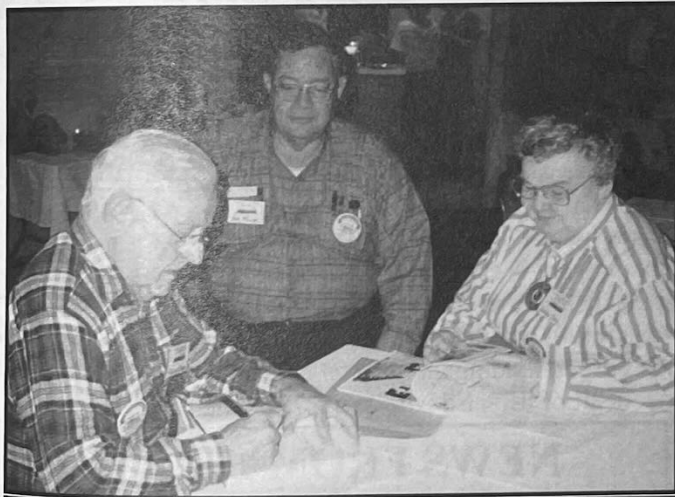
George continued his studies at the College of Wooster, from which he graduated in 1938, Phi Beta Kappa, with a major in Classics. After a year of graduate school in Classics at Princeton University, he returned to teach for a year at Wooster (1939-40).

His later graduate studies at Yale University were interrupted when George proudly enlisted in the Army on June 30, 1942, and subsequently completed gunnery school in Fort Myers, Florida. He served with the 611th Bombardment Squadron (H) and joined the 374th Bombardment Squadron (H) in the 308th Bombing Group in 1944. He earned the Distinguished Flying Cross for his service in the China-Burma-India theater, where he completed 25 missions as tail gunner. He remained in the military until his honorable discharge from the Army Air Force on October 19, 1945.

Shortly after his discharge he met his future bride, who was working at the National War College in Washington, D.C. On August 23, 1946 he married Shirley Ellen Garlock in Bemidji, Minnesota; they remained happily married for almost 66 years, until Shirley's death on May 7, 2012.

After the war, George resumed his graduate studies at Yale. He received his Ph. D. in English in 1948. His career was a blend of college teaching in the Midwest and government service abroad. He was a Fulbright scholar at the University of Mainz in Germany, and served as Cultural Attache' for the U. S. Information Agency in Germany and Haiti in the 1960s. From 1967 until his retirement in 1981, George was Chairman of the English Department at Hanover College, Hanover, Indiana.

Both George and Shirley were interested in Indiana's canals. They were charter members of the Canal Society of Indiana formed in May 1982 in Fort Wayne. As active members of CSI they served on the Advisory Council, participated in many of its tours, and presented a program during the society's 10th anniversary celebration on the travels of Charles Titus on the Wabash & Erie Canal. It was through their tireless efforts at the Huntington Library in San Marino, California that they poured over the original diary of Mr. Titus and then produced the book that we have in our canal library. Health problems kept them from participating in CSI tours in recent years.



George Clark, Robert Mueller, and Shirley Clark at 1994 CSI fall tour. Photo by Bob Schmidt

George retained a lifelong interest in travel, European and U. S. History. With his wife, they researched and edited the Titus book and several articles on a variety of military and historical topics. George also regularly pored over the science section of the New York Times.

He is survived by his four children, Robert (Diana), Albuquerque, New Mexico; Alice (Jack Martens), Winnetka, Illinois; Sarah (James Cocks), Floyd's Knobs, Indiana; and James (Melanie), La Canada Flintridge, California;

seven grandchildren, Victoria (Dennis Dunbar), Justin Clark (Alejandra), Cynthia Martens (Riccardo Ripiani), Andrew Martens, Alexandra Clark, Peirce Clark and Marshall Clark; and five great-grandchildren, Daniel Dunbar, Dustin Dunbar, Alicia Clark, Kasella Clark and Jonathan Clark.

Memorials were to the Carroll County Wabash & Erie Canal, 1030 N. Washington St., Delphi, Indiana 46923.

George was one of the first CSI members that we, Bob and Carolyn Schmidt, met and we really have appreciated his support of CSI. He and Shirley faithfully sent a Christmas letter every year to CSI headquarters in which they noted their interest in our activities and projects. Recently he sent CSI headquarters a handwritten copy of Nate Tagmeyer's memoirs of World War II and offered to cover the cost of its publication. George will be missed.

EVERETT EDDIE GRUBER

Everett Eddie Gruber, age 94, of Carroll County died May 9, 2014, at the I.U. Health Arnett Hospital in Lafayette, Indiana. His last trip around his barn took him past a silent parade of his favorite tractors.



Ed was born on December 19, 1919 to the late Larry Gruber and Nellie (Hufty) Gruber in Carroll County, Indiana. He grew up in Tippecanoe Township, went to grade school in Pittsburg, Indiana, and graduated from Delphi High School, Delphi, Indiana in 1937. He enrolled in the Ag School at Purdue University on a Sears and Roebuck Scholarship and graduated in 1941.

On November 2, 1940 Ed married his first wife, Cleone Rose Kimbrell in Carroll County, Indiana. She preceded him in death on January 17, 2007. His second marriage was to Melverine (Philapy) Hufty in the Spring of 2008 and she survives.

During World War II. Ed was a flight instructor, training pilots for the British Royal Air Force and the U. S. Army Air Corps. He also flew for the Air Transport Command flying soldiers and supplies to and from Europe. This

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service was provided by Trans Continental and Western Airlines, which after the war became Trans World Airlines.

During his 35 years with TWA, Ed was based in Washington, D. C; Chicago, Illinois; Rome, Italy; Detroit, Michigan; and for around 30 years in the New York-Long Island area.

Ed was active in the Carroll County Wabash and Erie Canal Association, the Carroll County Historical Society, the Canal Society of Indiana, and the bridge restoration projects over the canal in Delphi. He always greeted everyone with a big smile and a handshake. He worked hard as the Treasurer of the Canal Association and was generous with the use of his tools and facilities. Many cold winter days were spent in Ed's barn by Monday-Wednesday-Friday volunteers working on projects for the canal interpretive museum even after he could no longer help with the work. At age 90 he received the Bison award for his excellence and dedication as a volunteer at Delphi's Canal Park.

Ed always thought of others. Even at the funeral of his first wife, he was concerned about an upcoming CSI tour to Delphi. He did not let things get him down. After the loss of his home by fire in January 2011, he had the same attitude as when the Delphi playground canal boat was set fire by an arsonist saying "we can rebuild it."

He was a 4-H member while growing up and later was a member of the Tipwa Grange in Pittsburg. He also held memberships in the Purdue Alumni Association, P. U. Presidents Council, the John Purdue Club, Delphi Oracle Club, Delphi Rotary Club, the Delphi Methodist Church, and the Delphi Airport Board of Directors.

Among many things Ed was an avid bridge and euchre player. He enjoyed boating and working in his workshop and around his farm.

Along with his wife, Meverine, he is survived by his daughters: Judy Svegliato (Michael), Shore Acres, Texas, Janice Przonek (Dr. John), Solvang, California; son: Larry Gruber (Helen), Carroll County; stepchildren Kay Miller, Kim Hulft, Curt Huft and Karen Braghetta. Also surviving are 8 grandchildren and 8 great-grand children.

Along with his first wife, Cleone, Ed was preceded in death by a sister, Freida Page and a brother, Forrest Owens.

Visitation was held at the Davidson Funeral Home

in Delphi from 5-8 p.m. on Wednesday May 14 and an hour prior to the 11 a.m. service on Thursday, May 15. Pastor Todd Ladd officiated. Burial was in the I.O.O.F. Memorial Gardens, Pittsburg, Indiana. A memorial dinner followed the service at the Wabash and Erie Canal Interpretive Center in Delphi on Thursday.

Memorial contributions may be made to the donor's favorite charity.

Ed's son Larry wrote, "Dad has just made his last take-off on his final cross-country.

He's headed to a place where the engines are always purring and there are

no cross-winds; a place where the air is always smooth and so are the landings. A pilot's heaven. Happy landings Dad, from all of us." Ed will be missed.



Ed & Meverine Grueber on CSI Twilight Boat tour in Dubuque, Iowa.
Photo by Bob Schmidt

NEWS FROM DELPHI



CANAL BOAT SEASON OPENED

Wabash & Erie Canal Park kicked off another sea-

son on May 17, 2014 with the return of the canal boat "Delphi" to the dock. As it pulled up to the dock visitors waited to take one of its narrated cruises beginning at 11:30 a.m. and running throughout the day with hourly rides.

Along with boat rides the park opened up for its annual Transportation Festival with entertainment, ice cream, food and crafters set up in historic cabins in Pioneer Village. The festival afforded the visitors on opportunity to check out the newly restored Gray Bridge, which offers an ideal location to watch the canal boat ply the waters or take a bike ride across the canal and then over the other two historic bridges within a half mile along the canal. Bikes were rented at Noble Bikes, which also offered rentals of kayaks, paddleboats and a pedal surrey, providing other means of exploring the canal and the 10 miles of trails.

The Delphi Airport had plans for the day. A pancake and sausage breakfast was served from 7 a.m. to 11 a.m. and was followed by airplane rides, aircraft displays, sport parachute operations and aircraft building demonstrations that kept visitors busy.

From the airport visitors were transported to Canal Park via a trolley between 9:45 and noon. In the afternoon the trolley took passengers through the local area and gave them its transportation history along the way.

Members of the Studebaker Club of Indianapolis and Ron Marchand with the Thunderbird Car Club gathered in Canal Park for visitors to see from noon until 1 p.m. Also in the park were demonstrations of sewing, crocheting, hair decorating, and making potpourri. Musical entertainment was provided by the Banjo Nutz during the morning hours and Don Roberson in the afternoon. The festival ended at 4 p.m.

FREEDOM BRIDGE PLAZA TAKING SHAPE

Just east of Delphi progress continues on another trail bridge. This work is being done by an INDOT contractor for the City's Freedom Bridge Plaza.

This 300 foot long bridge will span the recently constructed Heartland Highway. It is called the Freedom Bridge and originally came from Owen County. After its long life at Freedom, Indiana, it was disassembled and held by Conner Prairie for a decade before that organization finally announced that it couldn't be used for their expansion across White River near Noblesville and donated it to Del-



Picture and diagram of the plaza are courtesy of Delphi's "Currents."

phi. The bridge will reconnect a section of the Monon High Bridge Trail that was severed for construction of the Hoosier Heartland Highway.

There will soon be a further expansion of the Monon Railroad High Bridge Trail. The High Bridge is the second highest and third longest railroad trestle in Indiana. It was acquired this spring from CSX and will become a delightful destination trek for hikers when stabilized and decked. A recent alliance formed between the Canal Association, Deer Creek Township and Heartland Heritage Incorporated will complete this mile long rail trail following scenic/historic Deer Creek Valley.

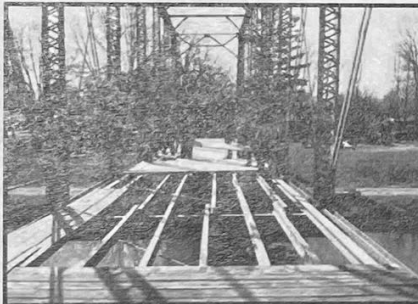
CANAL PARK HOME TO HISTORIC IRON BRIDGES

Photos and text by Dan McCain

As part of a continuum of development by the Ca-

nal Association's M-W-F volunteer crew over the last 15 years, three historic spans now adorn the trails. The first is the Red Bridge (1999), the second is the Blue Bridge (2007), and currently underway is the third span called the Gray Bridge. The Gray Bridge has been a work in progress for the past two years and was placed over the canal late last October. But the deck had to wait until this past spring when our long, hard, cold winter finally melted away.

In mid-April we received a donation from Pike Lumber Company out of Carbon, Indiana. Pike has blessed us with free White Oak logs for our last three bridge restorations, and we are ever so grateful. A semi trailer loaded with 26 logs that were 16 feet long was delivered to us for decking the Gray Bridge.



wouldn't give up until finishing the job, and we are thankful for their hard work!

After being cut from the white oak logs, planks were hefted and brought to the open deck floor by these youth. Boards weighed well over 200 pounds each and sometimes needed to be trimmed to fit.

In the meantime, Rollin Graybill was on site with his Woodmizer portable sawmill to cut thick heavy oak planks from these White Oak logs. Our project



On April 26th, we finally had a "public decking day." Who should show up but the Delphi Community High School's Football Coach and a dozen husky teammates. They became part of our big Earth Day weekday activities in Canal Park. These fellows checked in at 9 a.m. and worked clear through to the middle of the afternoon at which time the bridge was declared "decked." They

was also favored by the Woodmizer company when they gave us a box of new blades for the sawmill. This donation and money, made available from North Central Health Services, Wabash River Heritage Corridor Fund, and many other donors, has helped us see this project through to completion. Our volunteers construct everything in a resourceful way stretching dollars to bring projects in under budget. Thank you all!

As the plank-ing progressed the metal hand railing and 3 x 4 inch "buggy curb" were placed along the sides of the bridge. The curbing is also oak and holds down the ends of the planks to keep them from warping. Green planks are shoved together tightly and as they season (dry) there will become a space between them allowing rainwater to pass through the deck.



All morning volunteers worked on the decking and throughout the park raking leaves, renovating flowerbeds and picking up sticks. Then came the "free lunch" provided to workdays twice a year by the local Psi



Ote Sorority. This is always a treat and it has been dubbed "Ote Meals" by volunteers. Then it was back to work for the last stretch of completing the plank deck by mid-afternoon.

CONCERTS ON THE CENTRAL CANAL

The Indiana Historical Society is hosting some of the area's best performers this summer. Free **Concerts on the Canal** take place from 6 - 8 p.m. Thursdays, May 29 - July 31. The series features great entertainers including The Woomblies, The Flying Toasters, Cynthia Lane and Jessie Brown. Free seating is available on a grassy knoll across the Canal from the Historical Society or table/seats can be purchased on the terrace. Throughout July, enjoy Free admission to the History Center in downtown Indianapolis on Thursdays from 4 - 8 p.m.