

LAFAYETTE:

Journal and Courier

C
Fri., June 27

A LOOK BACK AT 150 YEARS



BIRDS EYE VIEW OF THE CITY OF LAFAYETTE, INDIANA, 1860. TIPPECANOE CO. INDIANA, 1860.



FROM RIVERFRONT TOWN TO STAR CITY

Lafayette has always been blessed by its location on the Wabash River and its proximity to Chicago and Indianapolis. But it also has been blessed by a history of strong people with diverse interests, giving it a heritage that is colorful as well as impressive. It has been a river town, a canal town, a railroad town, an industrial town and a university town. In this special section we have compiled some of the highlights of that history and attempted to recall the unique achievements and experiences of people who called Lafayette home.

Digby

Founder foregoes booze to start our city

By JOHN NORBERG
Staff Writer

On Christmas Eve, 1824, William Digby walked down a busy street in Crawfordsville with \$231.63 in his pocket.

That was a lot of money for a 22-year-old guy who had been making a living trading with the Indians. Perhaps he had been earnestly saving a little each day.

Perhaps he had drawn a king-high straight flush the night before. Perhaps not. Perhaps it was four aces.

But however he came about the money on that day he had it. And he had two choices.

He could take it over to the land office, make a purchase and found the City of Lafayette.

Or, he could take it to his friend Robert Johnson and purchase 1,544 gallons of whiskey.

For William Digby Jr. that could not have been an easy decision.

It would not be accurate to say that this man who founded Lafayette had a taste for the sauce. However, we can say he had a lust for it.

And who are we to say that he liked to gamble? Lots of people bet their house in a card game, don't they? When the guy came to move in the next morning, our fast talking William talked him into another game. And won his house back.

At least that's the word that's been passed down from generation to generation.

William Digby would become the first man to own the City of Lafayette. He would become the fifth man arrested in it.

William Digby would hold a fortune in his hands, blow it, make a killing on land sales, blow it and would end up chasing live sparks on a railroad bridge.

All this began in January of 1802 somewhere in Kentucky when he was born to Catherine and William Digby Sr.

The fame of William Digby Sr. was to stretch so far across this land that today we know absolutely nothing about him, except that he lived and might have fought in the War of 1812. It's assumed he fought on our side.

Young William, as he was known to friends, grew up in Ohio and he later find records saying he was brought up as a bound-boy in the home of John Sample, in Winchester, Ind. This would mean the family put him up in return for certain work.

The next thing we know about him is when he began his profession of trading with the Indians. He traveled up and down the Wabash River in keel boats and dug-outs stopping at Indian camps in this area.

But in 1824 we find William in the booming city of Crawfordsville getting ready to buy some land.

It's not the least bit strange that we should find him there. In 1824 Crawfordsville was "The" place. That's where the federal land office was, the courts, the stores, the place where frontiersmen could go to find out what was happening in the world.

The city was especially busy at this time because Congress on April 24, 1820, had approved the sale of wilderness to the north, and that sale was going on.

Whether Digby came to Crawfordsville specifically to buy land or whether the idea came to him when he arrived there we don't know.

We do know he had a Crawfordsville friend in the person of Robert Johnson who, not coincidentally, was a tavern keeper.

Digby in those days was a friendly, healthy looking young guy who stood about 6 feet tall and weighed about 200 pounds. But everybody who describes him mentions the word "portly." He had a light complexion and light hair and probably blood-shot eyes.

If he made friends easily, his reliability was questionable. "I saw very clearly he was a type to whom you would not feel like loaning \$5... but you would GIVE him \$1," said one man who either knew Digby in his later years or had heard about our founder from his parents.

On that Christmas Eve land in the area of Lafayette was going on the block, and Digby was in the land office.

He was familiar with the land here and knew of the trading post in the area. Digby wanted this land along the Wabash. He bid against a Major Whitlock. "The bidding was spirited," the Lafayette Courier reported years later in Digby's obituary, but he won and bought 84.23 acres for \$231.63. That came to \$2.75 per acre.

In Washington, D.C. on April 15, 1825, President John Quincy Adams put his signature on the final papers and the next month Digby recruited his friend Johnson to survey the land he had purchased.

William Digby wanted to plat a town. A question immediately comes to mind. Why?

To make money, of course. He most likely had no visions of a great city. He probably just looked at it as a potentially good trading post along the river.

The country was rough. Johnson said the area was so full of hazel and plum brush, vines and trees that it was very difficult to survey.

But it had one big advantage. When the river was high, it was about as far north as boats could navigate on the Wabash.

This Digby knew. And it was important. Other cities north of here wanted to be that "northern terminus" so badly that they wined and dined and any river captain who'd just give it a try.

Peru offered a handsome reward for the first captain to reach it: 15 barrels of whiskey.

But Lafayette was about as far north as you could get. There were other people trying to capitalize on that fact. Ever hear of the towns of Texas? Cincinnati? Columbus?

They were all around here — they just never got off the ground and fizzled away.

On May 25th, 1825, Johnson surveyed the land. The town was laid out.

The Marquis de Lafayette, who had helped America in the Revolution, had landed in New York Aug. 15, 1824, and was making a triumphant tour of the country. Americans were nearly fighting with each other to tell him how great he was.

He was in Jeffersonville, Ind., May 12, 1825. And so Digby, probably caught up in this hero worship just like everyone else, named his city after the general. No doubt he also thought using that name would make his city appear even more attractive to prospective settlers.

The town plat was filed in Crawfordsville May 27, 1825 and Digby was in business.

So then he shrewdly began selling lots to businessmen who would establish stores here, making his property more and more valuable, right? He started advertising the town and telling people what a wonderful place it would be to live in, right?

Nope. Not our boy William. H. T. Sample, who was a trader in those days, said he stopped his small boat here a few days after the town was platted, and met Digby at the landing. Digby wanted to sell him any lot in town for two barrels of flour.

Sample wasn't interested in trading his flour but said he'd buy a lot (86 feet wide by over 100 feet deep) for four bucks. Digby wanted eight, and the two couldn't reach an agreement so Sample went on his way.

Our boy William was living in his wilderness, flagging down traders, offering any lot in town for flour.

He was holding in his hands a million dollars worth of land. It would be worth that much within his lifetime. So what did he do with this potential fortune?

The day the plat was filed he sold most of the land to Samuel Sargent of Crawfordsville. A little later he sold the rest.

Digby's total profit was \$43.37. There were 140 lots in the town. Digby could have sold one to a trader for \$4. Instead, he sold the whole thing to Sargent for about \$1.71 per lot.

Sargent then turned right around and sold 5/8 of all odd numbered lots to three Crawfordsville businessmen for \$130. This amounts to nearly \$3 per lot.

In other words, our William wasn't too sharp.

Digby had nothing to do with the development of the town he platted. The three Crawfordsville businessmen were responsible for that.

Digby moved to the town he founded and built himself a log cabin along the river, near Main Street. From here he operated a ferry across the river.

At that time, Lafayette was not one of your all-time great places to live. A young man named O. L. Clark, who settled here on Dec. 22, 1826, wrote to his family expressing just how wise that was. "I have at length fixed upon the little town of Lafayette as the place of my future residence," he said. "And whether it will be an advantageous location, Time alone must determine."

The people of Crawfordsville called it Laugh-at and Lay-flat. Even as late as Sept. 7, 1829, when male, land-holding, residents gathered to vote on whether or not to incorporate, only 65 voters were cast (52 for and 13 against).

Tigby's ferry couldn't have done a booming business. But he put the time he had to good use: Drinking, fighting and card playing.

The oldest record book to be found in the Courthouse show a circuit riding judge first came here in June of 1827. He settled some civil suits.

When he returned the following November, 11 criminal cases had been filed against four individuals. Then there was that 12th case: "State of Indiana vs. William Digby." He was fined \$5 but there is no mention of his crime.

Not too bad, really. Just one little case. Maybe he jaywalked? Well, on that Nov. 6 the 13th charge filed also was against Digby. So was the 14th. So was the 15th. In all, he was fined \$15 that month and the man who founded the town had more charges filed against him than any one else.

So he had a bad summer, right? Our boy got himself straightened out, didn't he?

May court term, 1828: May 5th, William Digby fined \$2 for failure to pay for purchase; William Tigby and Jesse Bringham fined \$9 each for assault (highest fine in Tippecanoe County to date); May 6th, William Digby fined 75 cents for gambling; William Digby ordered to pay \$82 damages to Noah Hubbard; William Digby ordered to pay \$100 damages to Noah Hubbard; May 7th,



(Courtesy Tippecanoe County Historical Museum)
WILLIAM DIGBY
... the city's founder

William Digby fined 75 cents for gambling, William Digby fined \$2 for assault and battery.

In October of that year the court met again. The first four cases awaiting the judge were all against William Digby. There also was a fifth charge. In all, he was fined \$15.

While he came through some court sessions clean, the name of William Digby continues to pop up through the records. On April 17, 1830, he was one of seven people fined in one case for gambling.

On April 6, 1835, our founder was fined for selling liquor to a drunk.

When he wasn't getting into trouble, Digby operated a trading post where he sold goods and played cards with anyone who wanted to. He continued to operate his ferry and he captained keel boats which made trips as far as New Orleans and Pittsburgh.

He was also at this time buying and selling land. Between Nov. 11, 1828 and Oct. 20, 1829, he bought six parcels in Lafayette and sold five. He sold one person two lots for \$300 — much more than he received for the entire city four years earlier.

Then, in 1832, everyone started getting canal fever. The Wabash and Erie was coming through and that made certain land very valuable.

On Oct. 25, 1832, William Digby went to the Courthouse and filed in the recorder's office a plat for the town of Americus — the second city he had founded.

This land was going to be on the canal route, and there were rumors it would be the western terminus of the canal — rumors Digby no doubt encouraged because they raised the value of his land.

While Americus never became the boom city everyone thought it would be, it made William quite a bit of money. He sold parcels at large profits and hung on to property, letting the value go up, instead of selling out quickly as he had done with Lafayette.

And at the same time he was making money off land sales because of the canal, he was suing the state for damage the canal would do to the property he kept. In March of 1840, a jury awarded Digby \$40 for just such "damage." The state attorneys complained bitterly they weren't allowed to tell the jurors how much money Digby was making off the canal because of increased value of the land, at the same time he was suing the state alleging decreased value.

Sounds like our boy's coming around, doesn't it. Well, he lost most of what he gained.

"He was improvident," the Courier said in his obituary, "and lost his advantage by luckless ventures."

In 1835 Digby even lost his ferry rights when a man named John McCormick complained to the county commissioners that he was operating in violation of regulations.

McCormick said he was the only one who could legally operate the ferry. Digby claimed he was the only one and the commissioners decided not to issue a license to either.

Quite a battle ensued and when it became apparent

that McCormick was ready to get a license, Digby appeared before the commissioners with a petition containing 126 names supporting the founder's cause.

McCormick, in January of 1835, came through with a petition containing 245 names. And he got the license.

Court suits were filed and as the hearing date drew near, half the people in town were being subpoenaed to testify. It was delayed several times and finally, on Feb. 14, 1837, it was dismissed by mutual consent. Each paid half the court costs. But it cost Digby his ferry rights.

In 1849 the gold rush hit California and Digby could not resist. He left in 1850, returning to Lafayette two years later with a little more money than he left with. He used that to buy his widowed sister a house here.

His hard life was catching up with him. Digby's final job was as watchman of the only railroad bridge that spanned the Wabash River at Attica. What did he do? When a train went over he would run after it, stomping out any live sparks that might shoot from the engine.

Not much of a job. But people still remembered he was the guy who had founded Lafayette. T. J. Levering recalled that in his youth he sometimes rode on a train with engineer Wright Godfrey. Levering said when they got to Attica, "Godfrey would point him out to me."

At this point, Digby did it again. It happened on a summer morning in the early 1860s. A train went through, a spark flew and by 7:30 a.m. the bridge was aflame.

"He was attentive," one woman said of Digby, "but somehow the bridge took fire. The conflagration was quite a spectacle and was witnessed by nearly the entire population of Attica. It burned for three hours before it fell into the river with a mighty crash."

There he is watching the whole town watch the important bridge he was assigned to guard, burn into the river.

At 8 p.m. Monday, May 23, 1864, in the Tenth and Heath Street home of W. H. Watson, William Digby died.

The Daily Courier carried a long obituary on its front page the following day. It concluded: "He enjoyed only a limited education, but his practical common sense and close observation marked him as a man of more than ordinary intelligence. He was generous to a fault, credulous, confiding and oftener sinned against than sinning. Whatever of human frailty may have marred his early manhood, if not forgotten in the blameless character of his later years the grave will cover, and the citizens of Lafayette will honor themselves and him by the erection of a monument."

They didn't.

The Journal carried a two-inch obituary buried at the very bottom left-hand corner of page 3, next to an advertisement for cigars.

"He had seen a city grow up upon the spot where he had seen the wild forest and the unbroken wild," it said. "Old citizens might have an anecdote to tell of the particular traits of the deceased. He dies, we believe, poor. Had he but retained one-tenth of his early purchase, he would have been the wealthiest man in the country."

But then again, Joseph Ross, an early resident of Lafayette spoke at a Digby Day Dinner in 1932 and told those who attended about the founder's free-wheeling life.

"What more can there be in life," Ross said, "than a man who can spend all of his time doing just what he wants."

William Digby would drink to that.

Valuable help acknowledged

Most of the stories in the Sesquicentennial Edition were written by more than 20 members of the Journal and Courier staff, using newspaper and magazine files, original records, historical publications, reference works and personal interviews. Staff Librarian Joan Backoff provided invaluable assistance in obtaining reference material. Much of the information came from Wells Library and the Tippecanoe County Historical Association Museum. Dave Chambers of West Lafayette wrote some of the material, submitted numerous old photographs and helped identify other pictures. Art work was by Stan Walker. Editing and layout were by Dick Allen. The editor was Larry Schumpert.

Over A Century of Caring..

The year Lafayette celebrated its 45th birthday, 1870, Home Hospital had its beginning as a Home for the Friendless in a small, red brick building on the corner of 16th and Howell. Medical care was available for the residents and babies were born there. The project was homespun, carried on without professional aid other than that of a few physicians.

According to earliest recorded American hospital history, there were 149 hospitals and allied health institutions in the country in 1873. Only two other hospitals were listed in Indiana that year: The Indiana Hospital for the Insane and City Hospital, both in Indianapolis.

In 1893 the Home's board converted the building into a more modern facility and changed its name to City Hospital. The managers soon faced a perennial problem: Shortage of space. A committee was appointed to find a new site to expand what the local newspapers persisted in calling Home Hospital. In 1895 the board formed a non-profit corporation with a new constitution making Lafayette Home Hospital the official name, and in 1898 bought property between Ferry and South Streets known as The Old Homestead. Property surrounding the building was added, and in 1901 Kile Building was opened. In 1919 Main Building was constructed and subsequent additions including Main's east wing and the HEALTH and Patient Care Wings increased bed capacity to 365 and expanded x-ray, emergency, rehabilitation, kitchen, dining and other facilities.

From its inception Home has been known as a friendly institution, a "home away from home." Today, 1975, Home continues to maintain the reputation, a hospital of "Trained People Caring for You and the People You Care For."



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DURGAN
1904 -1914
1918 -1926

BAUER
1914 -1918

ROSS
1926 -1930

HUDSON
1930 -1934

TEAL
1934 -1938
1952

KILLIAN
1938 -1944

FISCHER
1945

DeVAULT
1945 -1948

Durgan Era start of 'modern' city politics

The "modern" history of politics in Lafayette began with a dynasty — that of Democratic Mayor George R. Durgan — and today it features the presence of more women in public office.

The Durgan Era began in May 1904, when the 40-year-old piano and organ dealer defeated Republican Henry Rosenthal 2,796 to 2,094 while a third candidate, Thomas Rainey, got 56 votes.

It was for an odd term of office. Here's why.

In 1904, under terms of a new state law, people elected in May would take office in September and serve only through 1905. Another city election would be held in November 1905, with the winners taking office Jan. 1, 1906, for four-year terms.

Durgan's 1904 victory therefore guaranteed him only about 16 months in office.

But on Nov. 7, 1905, he defeated Republican John S. Morrison 3,132 to 2,013 to become the first to win a four-year term in Lafayette history.

In 1909, Mayor Durgan thrashed Republican Henry B. Overesch 3,375 to 2,183.

The 1913 election was a surprise for Durgan. The president of Lafayette Box Board and Paper Co.,

(forerunner to today's Alton Box Board) was elected mayor. He was a Republican named Thomas Bauer, and he beat Durgan 2,891 to 1,875. Arthur Lahr, a third candidate, polled 77 votes that year.

Durgan was not through, though. In 1917 he demolished Republican Edwin Boswell, a former city councilman, 3,485 to 1,481 in the city's most one-sided mayoral election.

And on Nov. 8, 1921, Durgan defeated Republican George W. Baxter 6,193 to 5,553. It was his fourth four-year term and when he finished it he had spent 17 years and four months in office, a record that still stands for Lafayette.

Local Republicans in 1925 rallied behind a dentist, Albert R. Ross, and managed to beat Durgan in a 7,017 to 5,974 vote. It was the city's largest voter turnout up to that time.

Durgan went on to other things — like a term in Congress — while in 1929 Democratic attorney John B. Hudson was winning another unique city election.

The Legislature had enacted yet another change in municipal election laws, providing for a five-year term for those elected in November, 1929. This would cause city and

county elections to coincide beginning in 1934.

Hudson defeated a Republican city councilman, Ralph A. Brassie, 5,673 to 3,932 and was the only man to serve a five-year term as mayor in Lafayette's history.

In the November 1934 election, Republicans tasted victory behind William N. "Bill" Teal, a Fairfield Township trustee and partner in Lafayette Tent & Awning Co.

Teal defeated Hudson 6,734 to 6,369.

The GOP trotted out another dentist as its candidate in 1938, and Austin R. "Doc" Killian defeated the determined George Durgan, hoping for a comeback, in a 6,743 to 6,631 decision.

The 1942 election, in which Killian defeated Hudson 5,514 to 5,079, eventually led to one of the most unique five-year periods in the annals of City Hall.

Killian was offered the job of state police superintendent and on Dec. 31, 1944, became the first Lafayette mayor ever to resign.

On Jan. 1, 1945, the city controller in the Killian Administration, Ferdinand C. Fischer, automatically became mayor.

But in the summer, fol-

lowing the death of Tippecanoe County Auditor Otto May, Fischer was offered that higher-paying job by the county commissioners.

Fischer resigned as mayor July 31, 1945, and George H. DeVault, a veteran of 10 years on the City Council and a local grocer, became mayor pro tem.

At a special meeting of the council Aug. 10, 1945, DeVault was elected mayor by a 6-0 vote, with DeVault himself abstain-

ing. He was the only man in Lafayette history to reach the office of mayor that way and he served the rest of what had been Killian's term.

In 1947, former city clerk and local coal and fuel oil dealer Albert J. Krabbe defeated DeVault 5,631 to 4,324 and restored the Democrats to power in City Hall for the first time in 13 years.

The 1951 election reversed the trend. Teal, in

a political revival, was elected mayor over incumbent Krabbe 6,583 to 4,620.

But Teal died the following November and was automatically succeeded by his city controller, Kenneth R. Snyder, an insurance and real estate agent.

Mayor Snyder defeated Hudson 6,388 to 6,195 in the 1955 election, but was bumped out of the Republican Primary during some bruising in-fighting in May, 1959.

Elton V. "Red" McQueen, city clerk during Snyder's administration, got the mayoral nomination but lost in November, 1959, to Democrat William K. Gettings, an insurance agent.

In 1963, though, Republican City Councilman Donald W. Blue, a foreman at the Alcoa plant, polled a whopping 9,187 votes — still a Lafayette record — and beat Gettings, who received 8,060.

Blue easily won re-election over Democrat Kenneth Grant in 1967, in a 7,533 to 6,810 decision. But Blue, like Snyder, fell victim to a Republican factional fight and lost the 1971 mayoral nomination to O. U. Sullivan, former county GOP chairman.

In the November 1971 election James F. Riehle, a Democratic city councilman and tavern operator, defeated Sullivan 8,856 to 7,407, and became the city's 27th mayor.

RCK



KRABBE
1948 -1952

SNYDER
1952 -1960

GETTINGS
1960 -1964

BLUE
1964 -1972

RIEHLE
1972 -Present

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Civil War

Local units fought in two decisive battles Gettysburg

(Editor's note: The scope of the 1861-1865 American Civil War was so vast and the extent of Lafayette and area contributions in men and other resources was so great, it would be impossible to cover all of it in a single story. Therefore, the following two articles (this page and Page C-7) are about local, county and area units (with brief descriptions of the action) that fought in two of the war's most decisive battles — Shiloh and Get-

tsburg. The stories are an attempt to honor ALL 3,934 men who served. And to pay tribute to the 326 who gave their lives on the field of battle, died of wounds or succumbed in captivity or of disease during the bloody four-year conflict. The 20th Indiana Volunteer Infantry, organized at Lafayette in July, 1861, fought with valor July 2-3, 1863 at Gettysburg.)

By DICK ALLEN
Special Sections Editor

The Gettysburg cemetery lay just south of the town and it had a small wooden sign by the gatepost. In the moonlight of the last night in June 1863, it might have been legible to anyone who cared to go there and read it. The sign simply stated that the town would levy a \$5 fine on anyone who discharged a firearm within the cemetery limits.

As the light and heat grew the morning of July 1, Yankee cavalry pickets strung out on a ridge west of town became aware of a column of gray-colored troops moving eastward.

A cavalry corporal and three troopers were the first to get a good look at them. The non-com sent the three back to spread the alarm while he trotted forward for a closer look. Some Rebel skirmishers fired a few long-range shots and he fired a few rounds from his carbine. With this harmless exchange of fire, the battle of Gettysburg was on.

Dismounted cavalry is not expected to hold off infantry very long but these troopers were tough and they did the unexpected for a couple of hours. However, as more and more Rebels began piling into the fight, the Yankees fell back slowly.

The entire Union army was on its way to the little crossroads town and the first to arrive was the 1st

brigade of the 1st Division of the 1st Corps — the famed Iron Brigade. This outfit was made up of veteran fighting men (including the 19th Indiana) and they closed in savagely on the Rebels. North of the road leading into town there also was some success.

However, it was all momentary as more and more Rebels came on from the west and north. To the north, the Yankee line caved in and the men on the western ridges began to fall back.

It was not quite a rout (except in some places), but the Yankees retreated fast and anchored themselves on a series of hills and ridges east and south of the town.

Lee didn't know it at the time but this position and the fighting worth of the Army of the Potomac was to cost him the battle, mark the end of any real offensive power of the Army of Northern Virginia and kill any chance of recognition of the Confederacy by England. The hoped-for English aid was one of the reasons for Lee's invasion in the first place.

But there were two more days of fighting to come. And the Rebels almost pulled it off the second day when they came close to rolling up the Union army from left to right.

Union General Meade now had the army strung out from Culp's Hill on the northeast, west to Cemetery Hill (where the sign was) and then straight south to the base of Little Round Top.

General Sickles had his IIIrd Corps on the left of the line. In the 2nd Brigade of the 1st Division of that corps was the 20th Indiana Volunteer Infantry Regiment.

And now Sickles made a move on his own that would have brought disaster on the whole Union army had it not been for the valor and fighting ability of his men and the army's reserve artillery and infantry. He moved the whole corps forward into an area that would memorialize forever some of the features of the landscape.

They now became The Peach Orchard and The Wheatfield. Devil's Den stayed Devil's Den for reasons that were to become obvious and the little valley down in front of the Round Tops became Death Valley.

As Bruce Catton, one of the better writer-historians about the war, puts it in "Glory Road": "Then the high quaver of the rebel yell went up from field and wood and the infantry came out — John B. Hood's famous division, charging in from the southwest, driving straight for the Devil's Den, forcing its way through ravines and thickets and sweeping over the rocky little hill and around into the valley between Devil's Den and the



20th Indiana in salient

Lee's major effort in the battle July 2 was a furious attack by Lt. Gen. James Longstreet's I Corps on the Union left. There Maj. Gen. Dan Sickles, commander of the III Corps, which included the 20th Indiana, had advanced to the Emmitsburg road, the peach orchard and a wheat field — a salient jutting out a mile in advance of the position on Little Round Top and lower Cemetery Ridge which Sickles had been ordered to hold. Longstreet's men

when they came out into the open the guns hit them hard, and they finally went into full retreat.

"The day's fighting was over at last. The noise died down and the smoke drifted away. A huge brilliant moon came up, flooding all the ghastly battlefield with a rich mellow light."

Losses on the left of the Union army were appalling. The 20th Indiana lost its colonel and 152 men of lesser rank were killed or wounded.

Monday-morning quarter-backing is easy. But there are some historians of the war that believe Lee lost the battle when his Tex-

ans, Mississippians and others failed to roll up the Union left flank.

The third day was almost anticlimactic. Pickett's gallant charge dissolved in flame and steel and the battle was over. Pickett's men not only faced the guns and rifles in their front but also were subjected to an intense flanking fire. 20th Indiana survivors, men of other regiments and massed artillery poured a deadly fire into Pickett's right-flank and it fell apart and its bits and pieces tumbled back to Seminary Ridge, where the Rebels had launched the last-grasp suicidal attack.

Monday-morning quarter-backing is easy. But there are some historians of the war that believe Lee lost the battle when his Tex-

Total of 19 units raised

Tippecanoe County actually raised a total of 17 infantry regiments and two light artillery batteries. Two of the infantry units later were designated as Indiana cavalry regiments.

The following were at Shiloh and Gettysburg. 20th Indiana was organized in Lafayette in July, 1861. It was a veteran unit that served with the Army of the Potomac in most of its battle from the Peninsular Campaign onward. Company G, from Tippecanoe County, had William C. L. Taylor as colonel, Israel N. Stiles, adjutant; Lts. Henry Quigley (later killed at Spotsylvania), William P. Thompson (promoted from sergeant and who would win the Congressional Medal of Honor at the Wilderness nearly a year after Gettysburg), William B. Brittingham, Stephen E. Bartholomew, Isaac V. C. Eusey and William Zimmerman.

9th Indiana's Company A contained a number of "patriotic citizens from Tippecanoe County." Gideon C. Moody of Rensselaer was colonel at the battle of Shiloh.

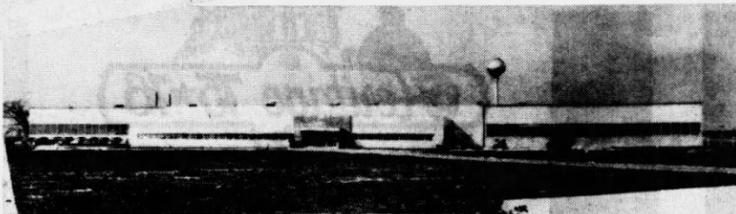
15th Indiana was organized at Lafayette in June, 1861. Its first colonel was George D. Wagner of Pine Village and Gustavus A. Wood was lieutenant colonel in command at Shiloh. Wagner later was promoted to general and Wood took over as colonel. Company K, all from Tippecanoe, had Capt. John B. McCutchen and C. Z. Bedford and Lts. John M. Jones, H. C. Holabird, James S. Case, Tip W. McClure and George W. Clark.

32nd Indiana was the first German regiment, as such, from Indiana and largely was recruited from Tippecanoe County, especially Company G. Col. Augustus Willich of Indianapolis led the unit at Shiloh with three officers from Lafayette. They were Capt. Peter J. Welschbillig and Lts. William N. Bruckner and Louis Kimmel.

10th Indiana Light Artillery was mustered into service at Lafayette Jan. 25, 1862. In less than three months it saw action at Shiloh on the second day. Its captains were Jerome B. Cox, William A. Hayler and Ferdinand Mayer and Lts. Thomas Heron Jr., William H. Cox, Alfred Cosner, Hugh S. Engle, David G. Blodgett, Charles E. Dubois, John C. Clifford, William Cheney and Jehu Ellis.

16th Indiana Light Artillery was mustered into service March 24, 1862. It served in the battles of Groveton, Antietam, along the Rappahannock and in the defense of Washington. Captains were Charles A. Naylor, Charles R. Deming and Benjamin W. Livermore, and Lts. Henry F. Jennings, Claudius Dutiel, John S. Patton, Benjamin R. Cunningham, Frederick Strum, Samuel T. Wilson, James C. Childster and Frederick W. Hoff.

Names of all enlisted men in the above outfits are contained in the eight-volume "Report of the Adjutant General of Indiana" by W. H. H. Terrell. It is on file in the museum library of the Tippecanoe County Historical Association at 909 South St.



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Shiloh

Four local units in second day of battle

(Editor's note: The battle of Shiloh (more than a year before Gettysburg) was considered a draw — on paper. Actually, it was a fight the Confederacy just had to win and, since the Rebels failed, it led ultimately to the loss of Vicksburg, loss of Atlanta and Sherman's march to the sea. Robert E. Lee realized the importance of the battle when he warned eastern commanders to send reinforcements west at once. "If Mississippi Valley is lost, Atlantic States would be ruined," Lee wrote. Men from Lafayette, the county and the area served in three Indiana infantry regiments that helped force the Confederates to retreat at the end of the second day, April 7, 1862. They were the 9th, 15th and 32nd along with the 10th Indiana Light Artillery and they helped provide the means for what glory the Union army would salvage at Shiloh.)

and spring had come early to western Tennessee. Near a little church in the woods and ravines near the Tennessee River was a peach orchard. It was to become The Peach Orchard and a little pond north of the orchard would become Bloody Pond and then there was the Hornets' Nest.

Shiloh, incidently, is a biblical word meaning "A Place of Peace," but when the battle ended there were 23,700 casualties for both North and South.

The initial Confederate attack, aimed almost directly at the little church, was driven home with exceptional fury. Union outfits not immediately routed fell back doggedly — but back they went.

Some, dropping back, came to an eroded lane that made a natural trench. Other forces rallied there and the Hornets' Nest was born. It was so named by the Rebels, who made furious and repeated attacks on the position, but were thrown back hour after hour.

The Union lines on both sides of the 'nest' fell back under terrific attacks. Late in the afternoon the surviving fighters in the sunken lane surrendered and complete disaster was not far away.

With dusk coming on, however, the pressure let up. The Rebels actually were no better off than the Yankees and eased off the fighting when one final push might have broken the Union line and won the battle.

That night the Army of the Ohio (with the 10th Indiana Light Artillery and the 9th, 15th and 32nd Indiana outfits included) came up and Grant's line was formed for tomorrow's counterattack.

Shortly after dawn Grant sent the line forward and step by step the stubborn Rebels retreated. All the ground taken by the Southerners was given up, but it was done slowly, and this day's fighting was as hard and costly as anything that happened the first day.

Wiley Sword in "Shiloh: Bloody April" describes the counterattack... "Hazen's brigade, led by the 9th Indiana, came up and...skirmish(ing) followed." Then, a lull came in this part of the battle and "only the 9th Indiana continued to fire at the enemy in Wicker field."

In places the Rebels attacked the attackers and "in order to slow the on-rushing enemy a single

regiment of Indiana infantry, the 32nd under Col. August Willich, was told to make a bayonet charge. An admiring (Gen. William T.) Sherman watched Willich's men enter the thicket 'in beautiful style' only to be stopped after a fight of about 20 minutes.

"Confederate reinforcements were at hand"...and made... "a brisk countercharge... Here they ran into Wagner's brigade (including the 15th Indiana) and the Rebel colonel leading the attack went down with a mortal wound in the head and his men fell back."

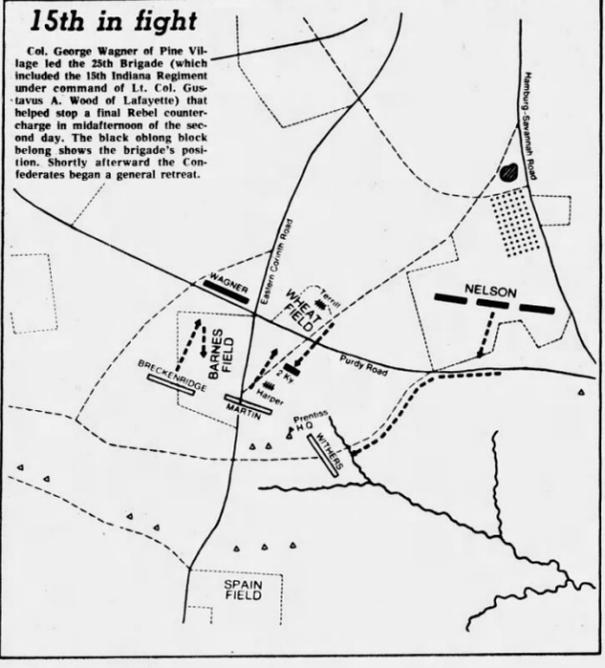
As Bruce Catton wrote in "This Hallowed Ground:" "The battlefield was a fearful place, with unattended wounded men lying everywhere and hideous numbers of dead bodies turning black and swollen under the April sun. Burial parties worked all week, sometimes digging regular graves, sometimes

doing little more than toss dirt over the dead. In one place a great trench was dug to hold 700 dead Southerners."

So ended what was one of the most incredible surprise attacks in American history. A battle the South had to win and failed when

the Rebels went into full retreat. The West was open to Union attacks and the Confederate cause became the Lost Cause.

It was Sunday, April 6.



MAP 18
Final Action on the Federal Left
1 P.M.—3 P.M., April 7 (Chapter 21)



Lafayette Demo or GOP city?

Political speaking, is Lafayette a Republican or a Democratic city? You decide.

In the 122 years since the city has held municipal elections, 27 men have held office.

Eleven Democratic mayors have been in power a total of 60 years.

Fourteen Republican mayors have been in office a total of 58 years.

Two other mayors, whose political affiliations are unknown, were in office a total of four years.

High point

The highest ground in the City of Lafayette is in Murdock Park.

Tribute to U. S. Grant

In 1885 Lafayette erected a memorial arch at Fourth and Main on the occasion of the death of Ulysses S. Grant, former President and commander of Union forces in the Civil War. This view looks east on Main. Bank building on right is now site of Lafayette Bank and Trust. In 1861 Grant accepted his first military command of the Civil War while visiting a friend in Lafayette.

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Churches grow with community

By **BYRON PARVIS**
Religion Editor

Times were difficult for the pioneers who braved the uncertainties of the frontier to seek their fortunes in the slowly expanding nation.

Their pathway to this part of the country wasn't along superhighways, over toll roads or fancy bridges or by rail. They were forced into almost insurmountable conditions, but they persevered and managed to add their names to the list of people who were the forerunners of today's community.

The history of that community would be incomplete if there were no reference to the role played by religion in settling the rough wilderness.

The early churches, formed out of a desire of the pioneers to "gather together to offer thanks for God's bountiful blessings," grew slowly, to be sure. But they have left their mark on the community as indicated by the large number of churches currently serving the city.

The early pioneers were often strengthened by the circuit rider as they faced the difficult tasks of settling a new country.

Not only did he bring them "The Word" but often news of national interest. It was, for many, mass communications — pioneer style.

Shortly after William Digby platted the city of Lafayette in 1825, the first circuit rider made his appearance.

As in most communities on the expanding frontier, that circuit rider was usually a Methodist.

The Rev. Hackaliah Vredenburg preached the first Methodist sermon in Lafayette prior to 1830. Henry Buell, Eli Farmer, Stephen Beggs, James Armstrong and John Strange all preached in the town prior to 1831.

From 1828 until 1830 the Methodists had met in a building at the southeast corner of what is now Ferry and Fifth, then occupied by Eli Hunter's tanners shop.

The first church was

built in 1830 on the south end of the lot occupied later by the old State Bank Building at the corner of Sixth and Main. The church fronted on Sixth Street.

In 1836 this lot was sold and the building moved to the lot at the corner of Fifth and Ferry. Here the members worshiped until the Fifth Street Church was completed in 1845. They worshiped there for the next 27 years.

A lot was purchased in 1868 for construction of Trinity Methodist Church. That church, the present Trinity United Methodist, was dedicated March 23, 1873.

Trinity Church was divided in 1850 when the Ninth Street Church was organized. In those days the membership was divided into the Eastern and Western charges.

Other churches organized from the "mother" church were Congress Street and Chauncey (now First United Methodist in West Lafayette).

The Ninth Street church was located at Ninth and Cincinnati streets in 1850 and, in 1853, the congregation erected and dedicated a new building.

Congress Street church was organized in 1867 and a building erected near the present church site in 1869.

A German Methodist Episcopal Church was organized and the group worshiped in a brick church on the southeast corner of Ninth and North (the lot now occupied by First Christian Church).

Sometime in 1849 the African Methodist Episcopal Church was organized. In 1858 the congregation purchased the building owned by the German Lutheran Church at 156 Ferry Street, the present site of Bethel AME Church.

The First Presbyterian Church was organized in 1828 and the congregation met in a log cabin on the banks of the Wabash River between Main and Ferry Streets until 1832. The congregation erected a building in 1832 at Fourth and South and stayed there until a new First Church was

built in 1868 at Sixth and Columbia.

The congregation remained in that building until the merger of First and Second churches in 1914.

Second Presbyterian (called the New School Church) was organized in 1838 and the first services held in a small brick building at the rear of a lot at Fourth and Main. It was known as the "Olive Branch" Church. In 1842, the congregation moved to a new building which was later moved to Seventh and Columbia, the present site of Central Church.

Hope Chapel Presbyterian was formed under the auspices of Second Presbyterian Church. Other churches formed by the church were at Dayton, Monticello and Oxford.

The Associate Reformed Presbyterian Church was organized in 1842, but its members merged into other organizations. They worshiped in a chapel on Ferry Street between Missouri and Pearl.

Twenty-six people met in 1839 and formed the First Church of Christ. The group worshiped in the Courthouse for about three years. Later they met in the old Wallace School on North Street between Fourth and Fifth.

They used the Stockton School until 1845 when a new church was built on Sixth Street between North and Brown. In 1850 that building burned and was rebuilt immediately.

In 1874 the congregation purchased the old Methodist Church building at the northwest corner of Fifth and Ferry. That building was sold in 1913 and the congregation erected their building at Sixth and North.

St. John's Episcopal Church, formed in 1837, is a church of firsts. The first priest, the Rev. Samuel R. Johnson, was responsible for bringing the first piano to Lafayette in 1837 and it was the first church to have a pipe organ. It was installed in 1859 at a cost of \$800.

The church was consecrated in 1838 and is considered the oldest Episco-

pal Church in Indiana, coming just a few months before St. Kohn's in Crawfordsville and about a year before Christ Church on the Circle in Indianapolis.

The present building at Sixth and Ferry and constructed in 1857-58, is the oldest church building in Lafayette. The church at one time was the official see of the Episcopal Diocese of Indiana and the bishop, the Rt. Rev. George Upfold, resided in a home next door to the church.

Grace Episcopal Church was formed in 1868 and plans were made to erect a building. The cornerstone of the church was laid in 1870 and the church was first used for worship in 1872. The congregation, originally formed by members of St. John's, eventually returned to their former church and the building was sold in 1885 to the German Lutheran congregation (presently the building occupied by St. James Lutheran Church).

A group of nine Baptists met in 1835 and formed the Grand Prairie Church. For nearly two years the group met without a pastor. In 1837 the Rev. Simon Minor arrived as the first pastor.

At first they met in the First Presbyterian Church meetinghouse. They later met in the Courthouse, in a nearby school and in the dining hall of the hotel. Later they occupied the White School.

In 1841 the congregation built a church on Sixth Street between Main and Ferry. It was on the west side of the street (now the site of Lehnen's Furniture Store.)

The present First Baptist Church building was constructed in 1869 and dedicated in 1872. It is at Seventh and North.

John Levering, a pioneer and a member of First Baptist, donated a lot at Sixteenth and Hartford for construction of Second Baptist Church. The congregation was organized in 1872 and the group first met in the basement of First Baptist.

The First Universalist Church was started in 1838,

but a building wasn't erected until 1852 at Ninth and Main. That building later was occupied by the German Reformed Church. A new church was built on North Street in 1869.

Prior to building the church, members worshiped in the Courthouse and in a hall over the Wilson and Hanna Bank.

The United Brethren Church was organized in the fall of 1852 and a brick church erected on North Eighth Street. Ten years later the building was destroyed by fire. A second church was built and dedicated in 1864.

In 1870 a group formed the Swedish Evangelical Lutheran Church and erected a building at the southwest corner of Sixteenth and Grove. The name was changed to the Swedish Evangelical Mission Covenant Church in 1885 and in 1960 the congregation, known now as the Evangelical Covenant Church, moved to their new building on South Ninth Street.

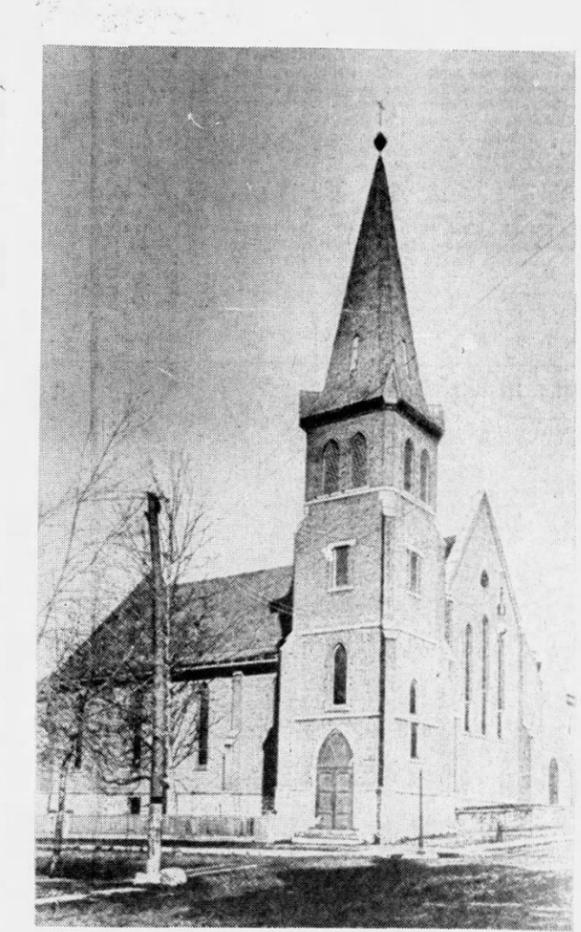
The original church was sold to the Wesleyan Church and it was later razed for the new Oakland Hill Wesleyan Church.

The German Lutheran Church was organized as early as 1850. The congregation is now known as St. James Lutheran and will be celebrating their 125th anniversary later this year.

The original group erected a church on Ferry Street between Eighth and Ninth. That building proved to be too small and in 1866 a larger edifice was erected.

In 1884 the congregation voted to purchase the building previously occupied by Grace Episcopal Church on Cincinnati Street where the congregation currently worships.

Ten years after the German Lutheran Church was formed, a group organized as the German Reformed Church. They met under the name Kerman Congregational Church. The congregation worshiped first in the Sixth Street Baptist Church and later at the Reformed Presbyterian Church on Ferry Street.



ST. JOHN'S EPISCOPAL CHURCH
... Oldest church building in the city, at Sixth and Ferry streets

In 1861, the congregation purchased the old Universalist Church at Ninth and Main. A year later it was reorganized as First German Evangelical Reformed Church. In 1885 a group withdrew to form St. John

Evangelical Church at Eleventh and Elizabeth streets. That group later organized as the Salem Reformed Church. Salem and the Reformed Church merged in 1950 to form,

along with the Congregational Christian Church, Immanuel United Church of Christ.

A society called the Holland Christian Reformed Church was organized in

(Continued on Page C-9)

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Throughout the mall we've gotten in the spirit of cutting prices. You'll find Yankee Doodle savings July 10-13 at Tippecanoe Mall.

As the city grew...

(Continued from Page C-8)

1865 and built a church at 102 Hartford Street a year later.

The Hollanders, who migrated to this area in the mid-1830s, met in private homes for services until the church was completed.

The group later met in the Presbyterian Church and in the Courthouse. After 1864 and until the church was completed, the congregation met in the basement of the Christian Church at Fifth and Ferry.

On April 5, 1869, the congregation voted to affiliate with the True Holland Reformed Church and the second church was constructed in 1889. In 1896 the congregation voted to move the church to Fifteenth and Hartford.

In 1924 a new building was planned at Twelfth and Tippecanoe (present site of the church). It was built in early 1929 and dedicated in December, 1929.

Although Roman Catholic services had been conducted at Ft. Outatenon in the 1700's, it wasn't until 1840 that Catholic services were held on a regular basis.

In 1843 the Rev. Michael Clark came to the community as resident pastor. He rented a room in a building owned by Thomas Benbridge on Louth Street and the group met until moving into the Church of St. Mary and Martha (formerly known as St. Joseph's Hall) at the corner of Fifth and Brown. That building later became Columbian Hall.

The credit for building St. Mary's Church of the Immaculate Conception on Seminary Hill (present site of the church) goes to the Rev. George Hamilton. However, the work actually was started by the Rev. Edmund Kilroy, but he was unable to finish the task because of the Civil War.

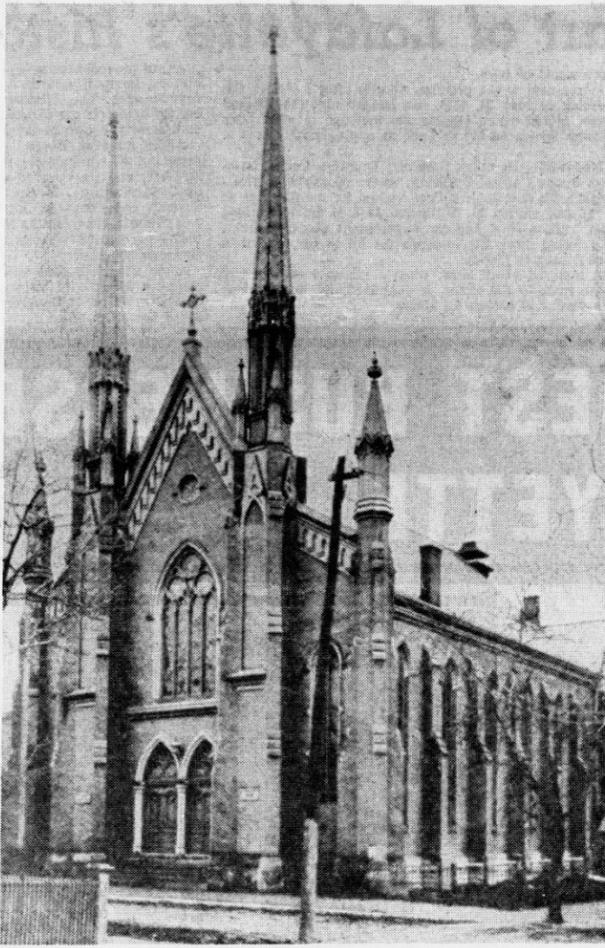
The church was under construction from 1861 until 1866. It became the diocesan cathedral in 1944.

Seventy-seven German-speaking Catholics felt a need to build a church and in 1853 St. Boniface Church was born.

The congregation purchased two lots on North 10th Street between Main and Ferry and a church was built the following year.

In 1865, a second and larger church was built at the corner of Ninth and North, its present location.

Fr. Hamilton was instrumental in starting St. Ann's Church at Wabash Avenue and Smith Street.



TRINITY UNITED METHDIST CHURCH
... Oldest congregation in the city, at Sixth and North streets

He also started the old St. Mary's Cemetery at Elston.

The Jewish Synagogue, later known as Temple Israel, was organized in 1849 under the Hebrew name "Ahvas Achim," translated as Loving Brothers.

A house of worship was built in 1866-67 and dedicated in 1868-69 and was located on the northeast corner of Seventh and Alabama.

The congregation dedicated their new temple in West Lafayette in 1970.

Today the community has over 70 churches and synagogues which are testimony to the religious convictions of this community's forefathers.

Lincoln's funeral draws coverage

While much of the "important" news of the day was buried or not to be found in the early papers, they all paid attention to the funeral of Abraham Lincoln.

The funeral train passed through Lafayette at 3:25 a.m. May 2, 1865. The Journal and the Courier reported that people crowded the Market Place (now the Fifth Street farmers market) to watch the train pass through. No photos were taken of the event, which lasted for an eerily quiet 15 minutes, the papers reported.

Their coverage of the funeral contrasted with the scant notice Lincoln and pre-Civil War issues received in the papers. Lincoln was first mentioned in the "Weekly Courier," another short-lived sheet, when William S. Lingle in 1858 covered a Lincoln-Douglas debate in Danville, Ill.

Lincoln, Lingle told his Lafayette readers, was a "long, lean, cadaverous looking specimen of humanity." JH

Local woman praises city with poetry

This poem was written in the last century by a Lafayette woman, Mrs. James Havens, in praise of her city. It probably was done as part of the local observance of the 1876 Centennial of the United States.

Lafayette — as seen from the 'Bluffs'

Like a Syren in beauty, an Empress in power,

Like a Queen in the pride of magnificent dower;

Or a blythe, winsome Fairy, or brilliant Coquette,

Reposes in beauty our proud Lafayette.

Her head lightly rests on its pillows of green,

While the Wabash is laving the feet of its Queen;

Her fair arms extend to the prairies' rich soil,

Where the reapers exult in the fruits of their toil.

Her Temples of Worship, of Science, of Art,
And of Industry, bear a conspicuous part
In the grand panorama that reaches my eye

Thro' the haze of October's magnificent sky.

Her gardens, their treasures of beauty disclose,

As fair as the bowers where angels repose;

Her hills, like a girdle with jewels beset,
Encircle the bosom of proud Lafayette.

2 growth times noted

Religious growth in Lafayette didn't only occur in the years from 1825 until the turn of the century.

If anything, religious growth continued to boom and through the early 1900s many denominations set up facilities in the community.

Again in the 1950s and 1960s this community saw another boom in church building and the arrival of new congregations.

Churches established over the years include:

First Assembly of God, 108 Beck Lane; Creasey Lane Baptist, 405 Creasey Lane; Elston Heights Baptist, 2424 Indiana 43-S; Emmanuel Baptist, 22 McGrath St.; Faith Baptist, 2915 S. 18th St.; Greenbush Street Baptist, 12th and Greenbush; Kossuth Street Baptist, 2903 Kossuth St. Zafayette Church of the Brethren, 1107 S. 18th St.

Crestview United Brethren in Christ, 1400 Orman Lane; Elmwood Avenue Church of Christ, 2501 Elmwood Ave.; Linnwood Church of Christ, 1510 N. 16th St.; Brady Lane Church of Christ, 2701 Brady Lane; Immanuel United Church of Christ, 1526 S. 18th St.; Faith Chapel Church of God, 1201 Central St.; First Church of God, 422 S. 16th St.; Lafayette Church of God, 2417 S. Ninth St.; Pentecostal Church of God, 1020 Elizabeth St.; Church of Christ in Christian Union, 2123 McDoel St.; Lafayette Christian Assembly, 1019 Wabash Ave.; Evangelical Covenant, 1721 S. Ninth St.

Foursquare Gospel, 1133 N. 14th St.; Lafayette Jehovah's Witnesses, 1418 S. 24th St.; Holy Trinity Lutheran, 1005 N. 21st St.; Prince of Peace Lutheran, 1709 S. Ninth St.; Brown Street United Methodist, 905 Brown St.; Christ United Methodist, 2400 Edgelea Drive; Congress Street United Methodist, 2010 Congress St.; Grace United Methodist, 615 N. 22nd St.; First Free Methodist, 2111 South St.; Evangelical Mennonite, 26th and Kossuth St.; First Church of the Nazarene, 3650 Greenbush St.

Bethany Presbyterian, 3307 Longlois Drive; Elston Memorial Presbyterian; Christ Memorial Temple, East Union Street Road; Apostolic Faith Assembly, 100 Murphy St.; Community Reformed, 2501 S. 18th St.; First Reformed, 1718 N. 15th St.; Oakland Hill Wesleyan, 16th and Grove.

Schuyler Avenue Wesleyan, 2040 Schuyler Ave.; Southside Wesleyan, 901 S. 19th St.; St. Lawrence Catholic, 1916 Meharry St.

Congregation Sons of Abraham, 661 N. Seventh St.

BP

IN CONGRESS, JULY 4, 1776

The unanimous Declaration of the thirteen united States of America

When in the course of human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the laws of nature and of nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.

We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness. — That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed, — That whenever any Form of Government becomes destructive of these ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its foundation on such Principles, and organizing its Powers in such Manner, as shall seem to them best to secure these ends. Prudence in this and in all other Cases, requires that Governments should not be changed frequently. — That the History of the present King of Great Britain is a history of repeated injuries and usurpations, all having in direct or indirect Purpose, to establish an absolute Tyranny over these States. To prove this, let Facts be submitted to a candid Consideration.

He has refused his Assent to Laws, the most wholesome and necessary for the public Good.

He has forbidden his Governors to pass Acts of the most urgent Importance, unless suspended with the Consent of the Legislature, or in Cases of extreme Necessity.

He has refused to assent to Acts of the Legislature, the most wholesome and necessary for the public Good.

He has dissolved the Representative Body, when they were in the midst of the Session.

He has refused to receive the Judges of the Supreme Court, when they presented themselves for their Oaths of Office.

He has endeavored to bring on the States a long Train of Military Operations, by retaining Foreign Armies in our Country, by quartering large Bodies of Regular Troops among us, by keeping us long Time in the actual Occupation of the Sea, by cutting off our Trade, and by imposing Taxes on us without our Consent.

He has attempted to deprive us of the Benefits of British Navigation, by obstructing Commerce with the World.

He has endeavored to excite the jealousies of our Neighbors, by exciting their Unfriendly Sentiments towards us.

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By the
Author
of
the
"Weekly
Courier"

By the
Author
of
the
"Weekly
Courier"

Loeb's furniture galleries could think of no more fitting way to commemorate our heritage than to offer you a Bicentennial Rocker. This fine example of Americana bears a brass plaque with a number, signifying that it is one of a limited edition... when the last number of the series has been used, the rocker will become a never-to-be-duplicated heirloom of the future. Each chair is decorated by hand... delicate detailing, and gold striping on the rungs and legs enhance the traditional antique pine finish. The graciously slatted back with its lofty comb, the overall ruggedness, simplicity, and extraordinary comfort speak for themselves. To remind you of what started it all, a replica of the Declaration of Independence is included with your purchase. Also come in and browse our galleries... you'll find that our Americana Collection can put the authentic character of early America into every room of your home.

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Annie Ellsworth

First telegraphic message part of Lafayette's history

By **DEBBIE SEDERS**
Staff Writer

In 1844 the Biblical phrase from the Book of Numbers, "What hath God wrought?" took on a new meaning for Samuel F. B. Morse.

That verse was selected by 17-year-old Annie Ellsworth, with the help of her mother, to be the first telegraph message. It also forms a part of Lafayette's history, because a year later Annie Ellsworth's family moved from Washington, D.C., to Lafayette, and she spent a major part of her life here.

To Morse, the message signified hope for a science that had not always been taken seriously. In fact, shortly before the historic day of the first transmission, he had resigned himself to the belief that Congress would not act on his \$30,000 request for an experimental tele-

graph.

The bill for his appropriation did squeak through the House by a vote of 89 to 83, and went to the Senate with eight days remaining before adjournment.

Morse waited in the gallery the night Congress was to adjourn, hoping his bill would come up. Senate friends advised him it couldn't possibly go through, and he left the Senate chambers for his hotel room.

But the next morning Annie Ellsworth greeted him while he toyed with his breakfast, congratulating him on the bill's passage. He didn't believe her until she told him her father, a friend of Morse's and the first commissioner of patents, had been there until midnight and saw President John Tyler sign the appropriation bill.

Morse was joyous. He promised Annie that the first dispatch on the completed line from Washington to Balti-

more would be hers.

Morse held to the promise. Shortly after 8 o'clock the morning of May 24, 1844, she handed him the Biblical verse. Morse began tapping the message in what later became known as Morse Code at approximately 8:45 a. m.

Meanwhile, 40 miles from the Supreme Court chambers in the Capitol Building, where Morse was transmitting, his friend Alfred Vail waited for the message at a railroad station in Baltimore. At 8:45 the instrument began chattering, and the experiment was a success. Vail jotted down the message for all to see, and then sent it back to Morse.

A hundred years later, when a stamp was issued to commemorate the event, it contained the words Annie Ellsworth had chosen for Morse.

Annie moved here with her family after her older brother, Henry Ellsworth, decided to buy land in the Lafayette area. The Ellsworth family came in 1845 and built a home on the northeast corner of South and Seventh Streets, known as the Stockton House.

Annie married Roswell Smith, a law student who came out west to help the Ellsworths manage their landholdings, and they moved into a spacious home known as Cedar Cottage. It was on the northwest corner of Seventh and Columbia, later the site of the Columbia Apartments. The Smiths lived in Cedar Cottage until they moved to New York, where Roswell entered magazine publishing.

Annie Ellsworth died on Jan. 21, 1900, in New York, almost a footnote to history. Newspapers, however, included mention of the Biblical verse when they published her obituary.

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Jupiter Day, 1859

This 116-year-old photograph shows the northeast corner of Lafayette's Courthouse Square Aug. 16, 1859, when Prof. John Wise tried to fly with a bag of "air mail" letters before a crowd estimated at 20,000. A gas valve malfunction caused postponement to Aug. 17 of the historic flight that resulted in delivery of "air mail" by parachute in rural Montgomery County.

City 'launching pad' for 1st air mail flight

By ROBERT C. KRIEBEL
Metro Editor

Half a century before the airplane, Lafayette was the launching pad for America's first air mail flight.

By balloon!
John Wise of Lancaster, Pa., a celebrated pioneer aeronaut, ascended from a field near what is now Fourth and Vine streets and carried a bag of 123 first-class letters intended for New York.

Well, would you believe eight miles south of Crawfordsville, where sultry August winds blew Professor Wise and his balloon "Jupiter?"

The historic flight was made Aug. 17, 1859 after an aborted attempt from the Courthouse Square the day before in front of a crowd estimated at 20,000.

That flight was scrubbed when a malfunctioning valve permitted gas to seep out of the Jupiter's enormous bag.

The "air mail" for the intended 1,000-mile voyage to the East had been solicited through newspaper notices by Thomas Wood, the Lafayette postmaster.

And after Wise's landing in Montgomery County, the mail pouch was taken to a postal agent in Crawfordsville and placed on an eastbound train.

Why Lafayette?

For one thing, the city in 1859 had the second-largest gas works in Indiana. And geographically it was more or less "in line" with New York City if Prof. Wise could ascend high enough to enter a great "river of wind" he had found at high altitude. It is what meteorologists today call the "jet stream."

Wise and his son, Charles, arrived Aug. 1 and began technical preparations and public appearances connected with the flight, and set the launch date for Aug. 16.

On Aug. 8 one railroad offered an "ascension special" — a round-trip fare to Lafayette from any point on its line for 35 cents.

On Aug. 15 one of the nation's most famous publications, Frank Leslie's New York Illustrated newspaper, commissioned Lafayette daguerreotype artist J. D. Crane to photograph the Jupiter's ascension.

A huge crowd, overdressed by today's standards, began filling the Courthouse Square at dawn on Aug. 16. By 11 a.m. the rural area seemed to be virtually drained of people. Special trains, whistles tooting, arrived from far and wide.

Five thousand scrubbed and polished Sunday school children arrived from 60 special cars in the Wabash Valley, New Albany and Salem, and the Lafayette and Indianapolis excursion trains. Twenty-seven other cars carried adults.

It took three hours to inflate the bag of the Jupiter, and when its wrinkles smoothed the crowd could read the Latin motto painted on the side Astra Castra Numen Lumen.

Loosely translated, it means "The stars are my abiding place, the will of God my light."

After much ceremony and speech-making, the Lincolnesque professor waved farewell and stepped into the gondola.

2nd 'flight' run in 1959

A century after Prof. John Wise's historic "air mail" flight in the balloon Jupiter, Lafayette celebrated with another one.

Balloonist Don Piccard, 33, floated from a field north of Brown Street Levee to a rural area near Battle Ground and carried 146 letters in a bag.

It was a re-run on the centennial of the original Jupiter flight, in a new balloon called "Jupiter II" on Aug. 17, 1959.

An estimated 10,000 persons watched the ascension and participated in other centennial events.

The figure 146 was significant. Prof. Wise originally carried 123 letters and 23 "circulars."

Piccard's cargo also included 23 documents marked as "circulars" which, after his landing, were sold to collectors with proceeds going to HEALTH, Inc., an organization raising funds to expand Home and St. Elizabeth hospitals.

Piccard and his Jupiter II traveled four miles and ended in a tree on the farm of Mrs. John Mugg, 1.5 miles southeast of Battle Ground.

Each of the 146 documents aboard Jupiter II bore a new red, white and blue "Balloon Jupiter" postage stamp issued by the U. S. Post Office Department.

And Arthur E. Summerfield, then the nation's postmaster general, visited Lafayette for the re-creation of the first air mail flight.

About 90 million Balloon Jupiter air mail stamps (they cost seven cents in those days) were printed, and Lafayette's Post Office sold 44,200 through the windows on the first day of sales.

In addition, the local post office received 344,000 first-day cover requests from out-of-town stamp collectors.

Said Summerfield: "Lafayette well deserves the praise it has received as a vigorous, live-wire city, just as it obviously did when it sponsored the Jupiter flight 100 years ago."

RCK

A little girl in the crowd tugged on the skirt of her mother and asked, "Will he stop to see God?"

The guy ropes were thrown free but the Jupiter would not rise. The red-faced, disgusted Prof. Wise stepped out and in a few minutes discovered the gas leak. By the time repairs could be made, the Jupiter had lost 12,000 cubic feet of her original capacity of 20,000, and the flight had to be postponed a day.

On Aug. 17, with the Jupiter now moored a few blocks north of the Courthouse at the gas works, and with a crowd diminished to an estimated 10,000, the show went on.

Most of the original fanfare was discarded this time and the Jupiter sailed off on a northwesterly wind that blew it southeast and later south.

Prof. Wise's account of the flight tells of a descent near New Richmond for a brief visit with rural residents and a 20-minute rest. Then it was on past Crawfordsville and the countryside landing.

The stunt of delivering letters by air, and the scientific reasons for the trip which included measurements of wind, temperature and ozone, seem rather dull compared to the 20th Century stunts of Evel Knievel and the accomplishments of the astronauts.

Yet there was a kind of poetry that has lived through the decades in Prof. Wise's diary of the flight.

"The Wabash River presented the appearance of a crooked thread of water," he wrote. "I felt rejoiced, invigorated, extremely happy. God was all around me. Astra Castra Numen Lumen. This feeling is worth a lifetime of laudation of a 1,000-mile trip!"

"The animal system expands under diminished atmospheric pressure. With me, it never fails to produce exhilaration. The brain becomes active, the blood circulates more rapidly, and the organs of the five senses become energetic and more acute."

"After feasting my eyes for a while, I didn't care where I went. Flies buzzed around me. I noticed that the rattling sound of the railroad trains and vibratory sounds of the mill dam would circulate like the roaring peals of heavy thunder. Shouts of people were audible."

Later Wise told of "a profound silence." At high altitude "I could hear distinctly the arterial pulsation of my system much like the vibrations of the mill dam. The thermometer stood at 55 and yet the reflected rays of the sun struck me like hot tin. Brilliant bands of thread-like beams were darting from a portion of this vast circular group of clouds toward the earth. The world below was obscured by a gossamer-like mist between the clouds."

"The Jupiter appeared to stand still in the midst of this grand heaven-clad council."

South of Crawfordsville, just for the fun of it, Wise told of making a parachute out of a muslin sheet and strings, and with it he sent the mail bag floating to earth ahead of his balloon.



Special stamp

Here's the design of the red, white and blue Balloon Jupiter air mail stamp issued by the U. S. Post Office in 1959, marking the centennial of Prof. John Wise's flight with a bag of mail from Lafayette. It was designed by Austin Briggs, of Ridgefield, Conn. A first printing of 90 million of the stamps was completed in mid-July, 1959. Another 16 million had to be destroyed when the red and blue inks ran together.

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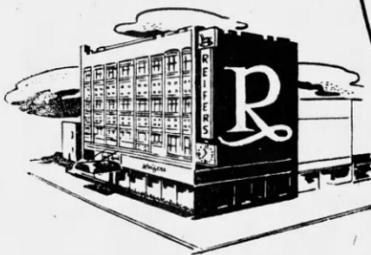
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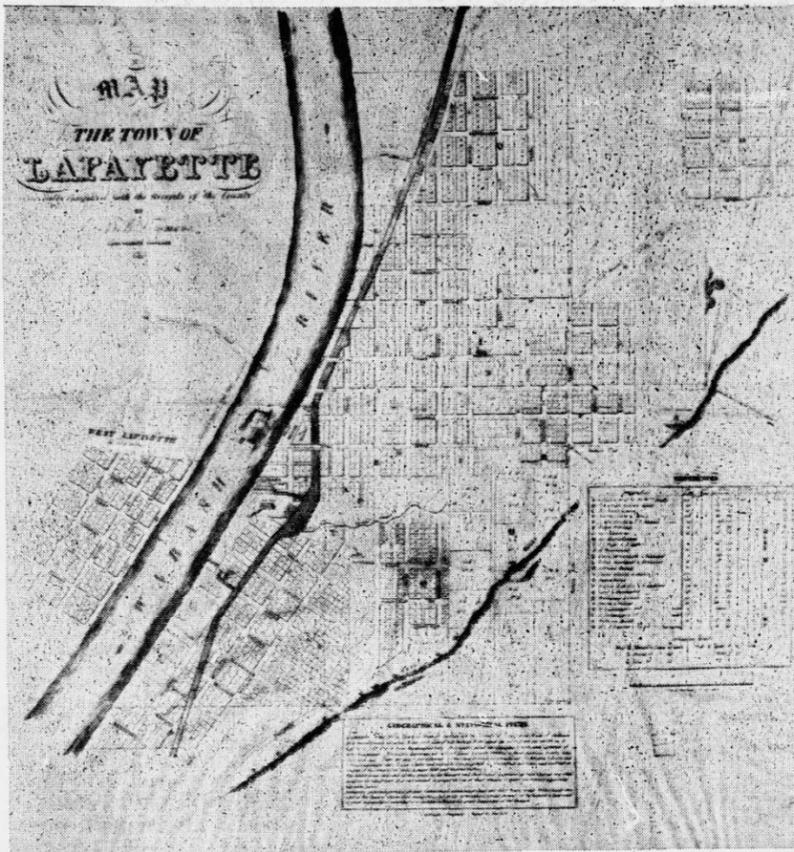
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Lafayette in 1841

This is what the city looked like in its 16th year, with the Wabash and Erie Canal running just east of the Wabash River. The city extended to 12th Street on the east, Hartford on the north and the present site of Shamrock Park on the southwest. That area across the river was a

development on the flood plain that was washed away. West Lafayette came some time later. The dark line slashing across at the right is low hills and what later became the route of the Wabash Railroad.

'Neighborhoods' growth described

By JAN FITZPATRICK
Staff Writer

Lafayette owes a lot to the Wabash River and the Wabash Cannonball.

It owes its very existence, in fact, for it began life in 1825 as a riverboat town, growing and developing along a narrow strip of land by the river. Only about 25 years later did it become a railroad town as well.

Our eyes are so used to seeing the buildings and streets and houses that make up Lafayette's present landscape that it is difficult to imagine how the land must have appeared to early settlers.

But you can get a rough idea if you look along the banks of the Wabash now and imagine the trees you see extending into the distance as far as the eye can see. No buildings or streets, but green hills and ground thickly covered with hazel brush, plum trees, grape vines and large forest trees.

At the Tippecanoe County Historical Museum, there is a letter written by an early settler in Lafayette to his family back home which describes the land. It is dated Dec. 22, 1826:

The country is yet new and unpolished, as it came from nature's hand. The inhabitants are yet poor and struggling with the privations which attend the settlement of all new countries.

Their habitations are few and far between. The Wabash River here is navigable for steam boats in the spring when the water is high. The general face of the country is level, large prairies interspersed with groves of timber; the soil is generally fertile. . . It affords greater facilities to farmers than any new country I have seen.

Difficult as it was then to make a living from the land, it was not certain over the next year or two whether Lafayette would survive as a community. In fact, it is recorded that one day when a Lafayette resident went to Crawfordsville, he was asked, "How does your new town Lay-Flat or Laugh-At come on? I have a mind to take a bacon rind and grease the little thing and let the next dog that comes along eat it."

But the town's fortuitous position, along the banks of the Wabash at a time when land travel was agonizingly slow, stood Lafayette in good stead. By 1829, additions were already being made to the original town plat, which extended east from the river as far as Sixth Street, south as far as South Street, and north as far as Z outh Street.

Bartholomew Davis' addition in 1829 extended the limits of the town to Seventh Street on the east, and Cincinnati on the north side.

During the 1830's much of what is now the Southside neighborhood was cleared for homes and streets were gridded. Many of the streets were given the names which they carry to this day — Walnut, Chestnut, Sycamore and Wabash.

Development also was going on in the north side of town along the river, up to Union Street. At about the same time, an effort was made to establish a community across the river, near West Lafayette's sewage treatment plant.

Unfortunately, the first streets laid out there were in a floodplain area, and the tiny little community across the river never got off the ground (or out from under Wabash water).

Lafayette grew considerably over the next two decades. An 1843 Census Report showed there were 361 married couples residing in Lafayette, there were some 35 dry goods stores, 2 drug stores, 2 grocery stores, 5 hotels, 1 bank, 2 breweries, a jail, county offices, 9 blacksmiths and 3 bakeries.

There also were many more single adult males single than females — 597 men over the age of 21, in comparison with 188 unmarried women over the age of 18.

Such an imbalance in the population was common in newly settled communities, where there was much hard physical labor done — clearing ground, grading roads,

building homes and breaking up virgin soil for farms. In Lafayette, extra men were needed for two major construction projects — the Wabash-Erie Canal, begun here in the late 1830's, and the laying of tracks for the Monon and Wabash railroads.

Of the 1840's Sallie Sample writes in "The Centennial Book" that "Lafayette was growing in every direction, but it was still in a state of transition from a village to a city and the local government was ineffective. There were no railroads, but it was the head of navigation on the Wabash, and the Wabash and Erie Canal was in full operation. This brought a large floating population of boatmen, proverbially lawless, and these with the local rough element gave the town the unenviable reputation of being the hardest place on the Wabash."

But in only about a decade, the source of Lafayette's prosperity shifted from the Wabash river to the railroads. Two tracks were laid, both running through the middle of town. The Monon track, still in place, though now operated by the L & N Railroad, ran right through the middle of downtown along Fifth Street. The Wabash track cut through what was then the outskirts of town on a diagonal, but it too is still in place, aggravating motorists as the Norfolk and Western Railway track. Both tracks opened for rail traffic in the early 1850's.

Though it appears that some of the townspeople were less than anxious to have the iron steed rushing past their homes at a phenomenal 20 miles an hour, belching smoke and rattling windows as it went by, the town as a whole was anxious for the commercial advantages and wooded the railroads to come.

They did, of course, and the town grew. By 1860, the area known as Oakland Hill (Five Points nowadays) was dotted with homes. There were lots available for sale as far south as Kossuth Street and as far east as Columbian Park. On the north side of town, Lafayette stretched out as far as Greenbush Cemetery.

The 1870's saw the Linnwood addition open up with modestly priced frame houses for sale. The Perrin Avenue neighborhood also was developed about that time, but the homes in that area were sumptuous by comparison. Built on large, odd-sized lots, they were beautifully landscaped, graceful homes for Lafayette's most prominent and prosperous citizens.

Though thankful for its many civic blessings, Lafayette desired still more growth. Another railroad track was laid around the outskirts of the city by the Belt Railway about 1890, and a realty conglomerate call the Belt Railway Land and Improvement Co. published a book called "A Glimpse of Lafayette" to entice business- es and workers to settle here.

Among Lafayette's advantages which the book claimed were:

- "Natural fuel gas without stint
- "The pride of Indiana in educational advantages
- "Statistical proof of the most healthy and equable climate in the Central Union
- "Nominal county and city debt
- "A model city: Morally, socially and commercially, offering a cordial welcome to new industries
- "Natural drainage, river resorts, historic grounds, romantic surroundings
- "A prosperous past, a wide awake present and an assured future.

The turn of the century saw the development of the prestigious Highland Park subdivision, where lovely homes were but a short ride by electric street cars to downtown Lafayette.

During the 1940's most of the choice land between downtown and the Lafayette Country Club had been developed, and the 50's and 60's were perhaps the most rapid period of expansion in Lafayette's history.

Vinton, Hedgewood, Thise, Eastwich, Edgelea, Vinton Woods and Robinwood subdivisions were added during the 50's, and the Tecumseh, Potters Hollow and St. Joe South additions in the 60's.

Growth in Lafayette has continued into the 70's. Apparently most newcomers continue to be "agreeably surprised" by what they find.

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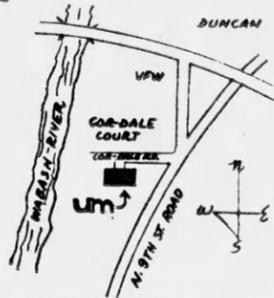
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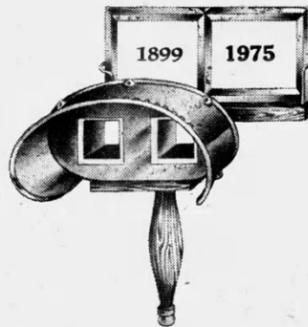
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WWI

Some 2,000 served

By KATHY BYLAND
Staff Writer

When the United States entered World War I on the side of the Triple Entente in 1917, more than 2,000 men and women from Tippecanoe County joined the armed forces.

At least 120 were assigned to the Army's Battery C, which became part of the famous 42nd "Rainbow" Division. As Elmer Sherwood, a Battery L soldier who kept a diary at the front, wrote, "In France, on every hand we are asked 'What outfit?' by passing troops, and when we answer '42nd' they say, 'Oh, Rainbows! Now there'll be some hell raised.'"

The first local unit in France, Battery C was captained by William F. Taylor, who later became a major. On June 30, 1917, they left Lafayette for Fort Benjamin Harrison, Indianapolis, where they joined the rest of the 42nd division.

Harry Schultz, a Lafayette attorney for 55 years, was with the Rainbow division, but joined with Battery F in Indianapolis. In his howitzer battery he won a medal, and said of the battles, "The Germans were driving for Paris, and we stopped them."

"We figure we're the ones responsible for winning the war," he added with a smile.

On Oct. 18, 1917, the Rainbow division sailed from Hoboken, N. J. to the Lorraine front in France, where they stayed until March 30.

From June 30 to July 21, 1918, they fought on the Champaign front as the only American division east of Rheims. Here, on July 14, they had their closest call.

There was a terrific artillery duel between the French-American armies and the Germans. The men claimed that if it hadn't been for a swamp behind them, they would have been wiped out. Instead, most of the shells landed in the swamp.

But it was here that the first man from Tippecanoe County died. James O'Connor was killed by a piece of shrapnel.

On Nov. 14, 1918, three days after the signing of the Armistice, Battery C started toward the Rhine as part of the Army of Occupation. Schultz, who was at the Samur Artillery School in France during the signing, did not remain with the rest of the division and came home separately.

Another local man who remembers the war well is Floyd Gingrich. A retired Tippecanoe County commissioner, he went to France on Feb. 28, 1918.

A member of Company M, 28th Infantry, 1st Division, he earned two Silver Stars and was recommended for the Distinguished Service Cross. The recommendation reads, in part, "... he volunteered to maintain an outpost with two other men. Although subjected to heavy artillery fire which killed his two companions and although shot at by snipers, he continued to show extreme devotion to duty, holding his post until relieved 24 hours later, during which period he could get neither food nor water."

Gingrich was gassed and machine gunned during the ordeal.

After the Armistice, he was one of the men from the 1st Division picked for "Pershing's Parade," which marched through Paris, Brussels, London, New York and Washington.

Besides enlisted men, Tippecanoe County sent the Purdue Ambulance Corps. Formed by 64 men from Lafayette and Purdue, Section 598 served in Italy and Section 599 in France. Only one local man, Robert L. McGrath, was killed with the unit.

Fifty-five persons from Tippecanoe County are listed in the Gold Star Honor Roll as war-related deaths. Of these, 31 died of influenza, pneumonia and other diseases. Sister M. Camilla, a nurse at St. Elizabeth Hospital, was the only woman killed. She caught influenza while nursing soldiers.

Although many local soldiers returned to Indiana after the war in scattered groups, Battery C was among the 15,000 who were honored in a statewide celebration on May 7.

After a few weeks at Camp Merritt, N. J., they were taken by train to Indianapolis, where an estimated 100,000 people cheered them. After arriving at Military Park and meeting their families and friends, the soldiers were honored in a huge parade led by the Purdue band.

Then the Battery left for Camp Zachary Taylor, Louisville where they were discharged a week later.

At their return to Lafayette, two years after leaving, they were greeted by throngs of well-wishers and showered with praise. Said Capt. B. D. Williams, who had been in command of the battery since Sept. 1, 1918, "It has been an honor to command the battery. The men are courageous and loyal to a man. They are clean soldiers in every respect."

Home front efforts noted

While Tippecanoe County's World War I forces were fighting in Europe, scores of people back home were supporting them in civilian relief programs.

The clearinghouse for most of the activities was the Council of Defense. Each of 13 townships in the county had a council, with a larger one coordinating the effort. More than 200 county residents were involved.

The largest organization was the Tippecanoe County Red Cross, which boasted 11,800 members in 1918 and was headed by Charles Burnett. Members provided soldiers with first-aid items and other necessities.

An offshoot of the Red Cross was the Motor Corps, which started service Sept. 23, 1918, with 26 women drivers. The Corps was especially important during the influenza epidemic, when it transported soldiers from Camp Purdue to St. Elizabeth Hospital. The equipment and operating expenses of the cars were donated by individual owners.

The Women's Organization, headed by Mrs. Charles B. Stuart, was active in food conservation programs, Liberty Loan drives and canteen work. A smaller group, the War Mothers, aided the families of soldiers.

And when President Wilson called for the nation's universities to aid the war effort, Purdue University stepped in. Its motor mechanics school, established for the war's duration, brought hundreds of soldiers here. Purdue also was a center for research on food production and conservation.

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While we enjoy the red, white and blue bunting from our public buildings, let us remember the sacrifices of the dedicated men and women, who had the strength and courage to defend the ideals which make those displays possible.

While we sit in air-conditioned comfort in our living rooms, watching television programs and listening to patriotic music, let us remember the pain and suffering of our forefathers, who were hungry and disheartened, shoeless and discouraged, huddled together in the snow at Valley Forge and prepared to fight for their freedom.

We enjoy the celebration, but we believe we should remember the struggle that made the celebration possible, even for a little while.



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Ford School predecessor to Jefferson High

With its turrets and observatory tower, Ford School, located on the hill at 14th and South streets, was probably the most distinguished of Lafayette's old school buildings.

It also housed the first high school classes in the city. Actually the school, named for R. S. Ford, a member of the school board then, was a combination elementary and high school when it opened in 1869. It was the biggest school the city had constructed to that time.

The three-story building was the most familiar landmark in Lafayette for many years and from its observatory tower, the highest elevation in the city, the first electric light bulb beamed out over Lafayette.

According to old accounts, persons drove for miles in their buggies to see the tiny electric light.

The chief use of the tower, however, was reserved for the high school's astronomy classes. Students would come in the evening to study constellations from its windows with lanterns and maps.

In 1950, only a couple of years before the structure was torn down, the Jaycees used the tower to spot aircraft for civil defense.

Besides its tower the school was known for its "wide

foyer, 14 classrooms, each with its own cloakroom, spacious recitation rooms, graceful banisters and a balcony stairway on the first floor," according to old accounts. It had a capacity of 700 students.

However, despite its vaunted beauty, when the school first opened there were no steps to the entrance and pupils and teachers climbed a ladder to get inside.

A grand total of six made up the first graduating class from the high school. During the years one of its famous students was John T. McCutcheon, Pulitzer-Prize-winning cartoonist and namesake of the Tippecanoe County high school. Although McCutcheon's family lived in Elston, they sent him to Ford after he had advanced beyond the curriculum of Elston School.

In 1888 it was decided to house the high school in a separate building and Lafayette High School was built at a cost of \$28,987 on the corner of Sixth and Columbia, across from where City Hall now stands.

But the building, designed for only 250, soon proved too small and less than 10 years after it opened it opened an extension was built. By 1909, with 457 students, the building was crowded once again and controversy erupted over whether to remodel or rebuild.

A.W. Smalley, principal of the Lafayette High School, led the fight for a new building. He published an 18-page pamphlet pointing out the deficiencies in the old building. When he decided to leave for a job in Michigan, he continued the fight through letters to the editor in the newspaper.

It was his firm belief that Lafayette High School could not be enlarged and remodeled in a manner to provide facilities for good education and he stressed a more central location, favoring a site on the corner of Ninth and Elizabeth.

He complained it was "almost impossible" to conduct classes only a block from the Monon Railroad, where trains "constantly" chugged through the city. Another distracting influence, he said, was the Lafayette Zpera House at the corner of Seventh and Columbia, whose matinee crowds were often boisterous.

Shocking citizens at a time when school enrollment totaled only 457, he called for a school with an auditorium to seat 1,000 people.

But Smalley's ideas were sound, and even sounder was the wisdom of the school board in deciding to follow it up on them.

Construction was started in 1910 at the Ninth and Elizabeth site and on April 2, 1912, Jefferson High

School (named for Thomas Jefferson) was dedicated — a building that was occupied by high school students for 57 years until the school was moved into new and expanded facilities on South 18th Street.

Recently remodeled, the only former high school building still standing in Lafayette serves the city's students as Tippecanoe Junior High.

KM

School quiz for readers

A lot of facts have been taught in Lafayette schools in the last 150 years but there may be a few about the schools themselves, and their history, you don't know.

Who was the only man in Lafayette history to play a major role in the setup of two educational institutions?

(John Purdue, benefactor of Purdue University, also was a member of the first board of school trustees in 1851 which built the city's first public schools.)

Of the 94 persons who have served as school trustees since 1851, how many have been women?

(Only three, Mrs. Sara Westfall 1920-1927, Mrs. W.W. Alder 1917-1920, and Mrs. John Glade 1969-1974. Mrs. Glade also served one term as president.)

Which school building is the oldest still in use in Lafayette?

(Oakland School, Main and Kossuth streets, celebrates its 80th birthday this year, having opened its doors in 1895.)

Which school is named after a town that was once a "suburb" of Lafayette?

(Linwood School. The original building constructed in 1877 by the town of Linwood was annexed into the city of Lafayette in 1889.)

What school was erected solely for the education of the city's colored children?

(Lincoln School on North 14th Street, which was dedicated in 1923.)

What school received its name from an Indian tract?

(Longlois School, 20th and Albany, was built on a 12-acre tract, part of the Longlois Reserve which belonged to the Miami Indians.)

Which school is the only one named for a former mayor of the city of Lafayette?

(Durgan School, built in 1951 on South 18th Street, was named for George R. Durgan, mayor of Lafayette in the early 1900s and the man who dedicated the old Jefferson High School.)

Which school can truthfully be called a "prefab"?

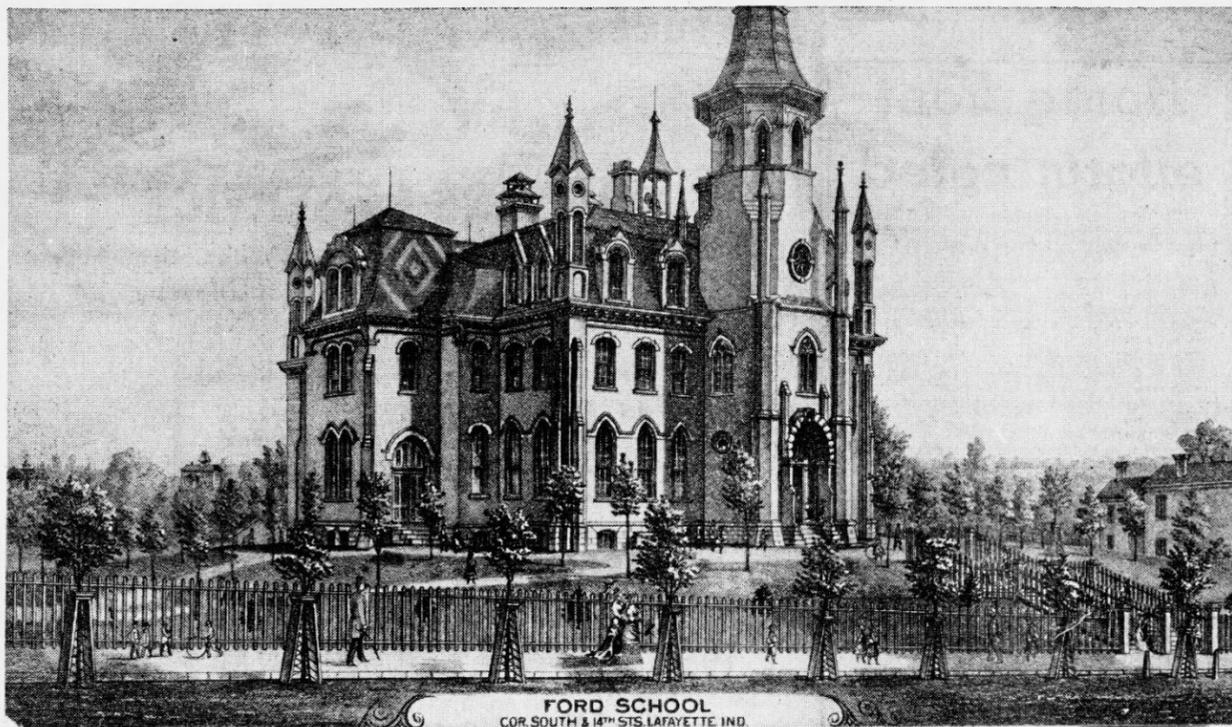
(Edgelea School was built in 1955 with prefabricated units donated by National Homes for an experiment in low-cost, speedy school construction. Only cost to the city was for the site and erection of the building.)

What Lafayette school was originally part of the Tippecanoe County school system, and was built on land whose original grant bears the signature of Andrew Jackson?

(Crouch, 3501 E. Union St., was built in 1901 as part of the Tippecanoe County school system but became part of the LSC in 1963 following a complete reorganization of the county school system.)

The land for the school had been set aside since 1866 when it was granted to Aaron T. Claspill by the commissioner of the Land Office in a document signed by President Jackson.)

KM



Hubert D. Yount



Harold Strange



Waneta Shively

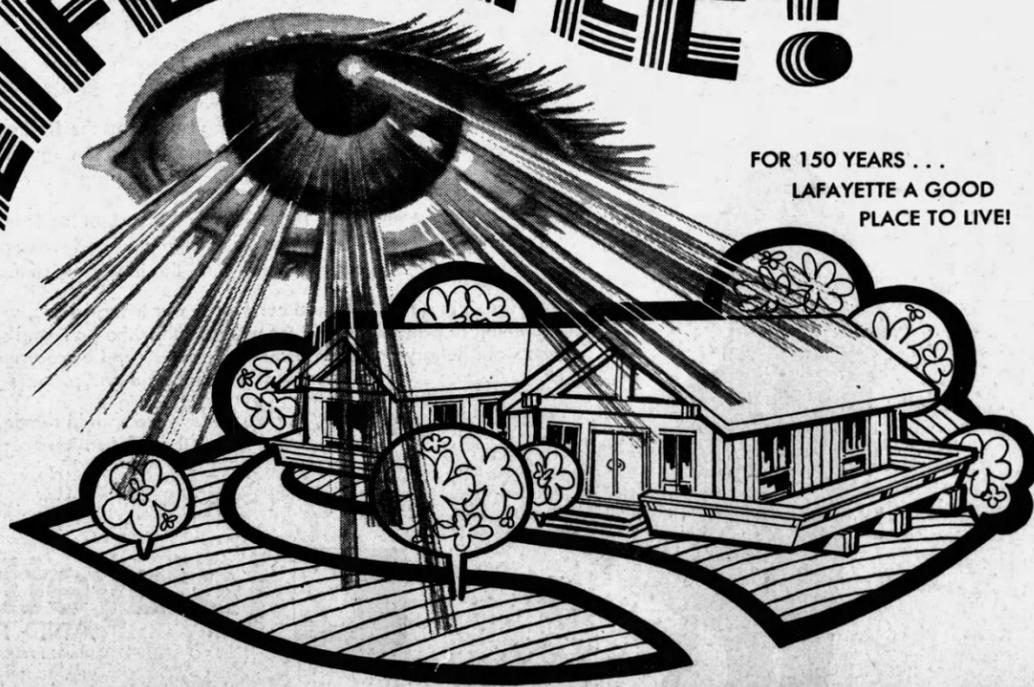


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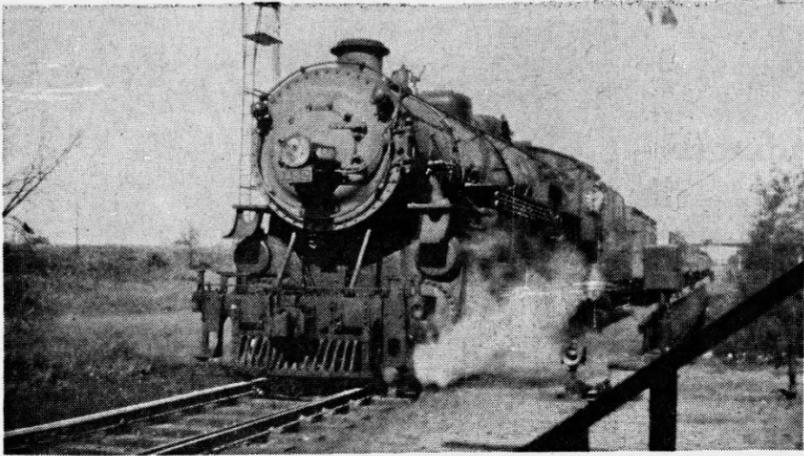
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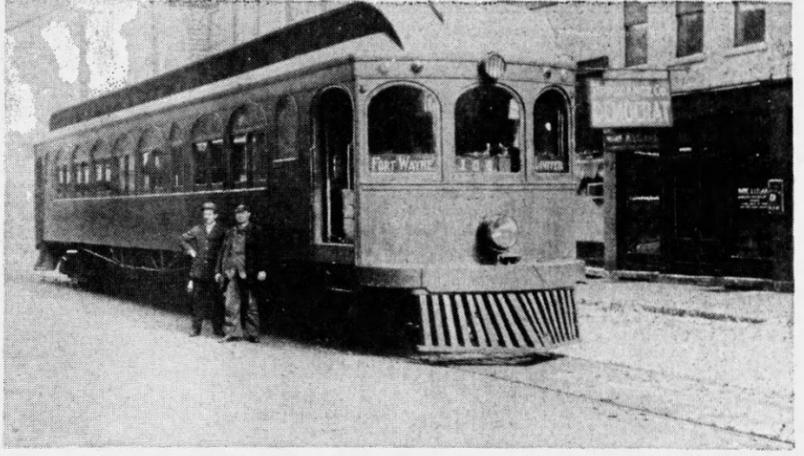
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'Biggie' on The Monon

This steam passenger locomotive photographed at the Monon Railroad yards in Lafayette in 1947 was one of the two largest owned by the railway. It was built in 1916 and used until 1947. (Photograph by Richard Donaldson)



If we had 'em now?

One of Lafayette's interurban cars on Third Street just south of the Courthouse Square. Photograph taken in 1911 shows the offices of the Tippecanoe County "Democrat," an early newspaper, in the background. This car ran between Fort Wayne and Lafayette.

City's marketing center role centuries old

By PAUL LYBROOK
Business Editor

Lafayette's label as one of the Midwest's best distribution sites certainly wasn't coined by a modern-day Chamber of Commerce cheerleader.

In fact, recognition that here stands a marketing capital is the city's oldest claim to fame.

Indians recognized this when they settled near the junction of the Tippecanoe, Wabash and Wildcat waterways.

The French agreed that here stood an ideal location for a trading post and built Ft. Ouiatenon around 250 years ago as a seat for trade in furs.

As settlers shoved westward, the strategic streams converging here provided ideal channels of migration and control of the young country's gateways to the West. The British, recognizing this, wrested the fort from the French about 200 years ago — still half a century or so before Lafayette was started.

Although the burned-out fort ceased to be a landmark in the late 1700s, our prime location as a trading center led to revival of a village and birth of Lafayette 150 years ago.

Next era of the city as a capital along another highway of commerce came with

construction of the Wabash and Erie Canal. Although few traces of it remain, its importance in the development of Indiana lives on.

The nation's longest canal (about 450 miles from Toledo to Evansville) took over 20 years to complete. It stimulated westward migration and hurried settlement of the Wabash Valley. Here it furnished power, too, for flour, paper and sawmills.

Demise of the canal as a highway of commerce came with arrival of the railroads, the threads of steel across the nation weaving death for most water-based trading routes.

With five lines at one time converging here, Lafayette continued its reign as a trade and transport center with building of the nation's rail empires.

First came the Madison, Indianapolis and Lafayette in 1851, about the time that canal traffic hit its heyday in its 40-year life span. The M.I.L. depot was at Elston, the hill between there and Lafayette stalling the line's builders for a time.

Then a few years later came the Wabash Railroad, from Fort Wayne through Huntington, Logansport, Delphi, Lafayette and Attica following the nearby canal route.

The main north-south link came about

that time with arrival of the Monon, to be followed by the Nickel Plate and, last to arrive in the 1870s, the Lake Erie and Western.

A couple of the city's pioneers, Moses Fowler and Adams Earl, were instrumental in rail development through Lafayette. Their fortunes in food wholesaling (of which the city also once was a capital), ranching, banking and other channels of commerce were swelled with rail holdings. In fact, they were instrumental in construction of a line from Lafayette to Kankakee, Ill., that later was to become a New York Central link.

Although dead about 30 years, the old canal was resurrected to play a role in the spread of Indiana's interurban network, as well as its railroads.

Miles of the canal's towpath levees were bought to carry the Nickel Plate rail lines, as well as the two traction lines that criss-crossed the area.

First came the "T.H.I. & E.," the Terre Haute, Indianapolis and Eastern Traction Co. line, its runs born in 1903 and stalled in the depth of the Big Depression in 1930.

The other was the Fort Wayne-Wabash Valley, later taken over by one of the state's early electric utilities, the Indiana

Service Corp. This corporation, from which stemmed much of the Murdock fortunes, ran from 1907 into the depression's depth in 1932.

Improvements in trucks and blanketing of the state with a vast road network, which killed the traction lines and siphoned off mountains of short-haul railroad traffic, again spotlighted Lafayette as a transport center.

Criss-crossed by three state and two federal highways (Indiana 25, 26 and 43, as well as U.S. 52 and 231) and next door to Interstates 65 and 74, the city holds its position as a trade and transportation mecca.

Strategically sitting at the elbow of that huge midwestern megalopolis (Milwaukee, Chicago, Calumet, South Bend, Fort Wayne, Detroit, Toledo, Cleveland and on to Buffalo and Rochester, N. Y.) the city looms as a capital in several corporations' midwest marketing plans.

Braced by diversified industry, plus another pioneer, John Purdue's university, Lafayette continues to be starred for growth and prosperity as a commerce capital.

Some of its interesting chapters might have been erased, but its centuries-old role surges on and on.



Journal and Courier

D Fri., June 27, 1975

No credit cards

Early economy based on barter

Back when Lafayette was born, there was nearly cashless economy.

But it wasn't because the settlers lived on checkbook and credit-card appetites. Pioneers just didn't have money. As a result, most trade was based on barter.

The earliest stores stocked everyday necessities of living for those eking out an existence in the forests and on the prairies.

Staples included salt, to preserve as well as season food, and cloth from which clothing was hand-sewn — that is, the garb that wasn't fashioned from skins of deer, raccoons or other fur-bearers.

Gunpowder, shot and lead to make bullets were also best sellers. Putting meat on the table kept lots more folks alive than did firearms beating off outlaws or Indians.

Cashless settlers and merchants became experts at bartering. More often than not, corn, wheat, oats, logs, rails, shakes and shingles, hides or other produce were traded for wares of the stores.

Among the earliest shops, therefore, were general stores. Among them were Ford & Walker, S. & J. S. Hanna and Stockwell & Reynolds. The latter, however, also carried school texts, ledgers and other business books.

The earliest drug store was Dr. John D. Farmer's, on the west side of the courthouse square. Termed the oldest drug store in the state that is still in business, the firm today is John Klink's Wells-Yeager-Best Co. It's on the site of the original Dr. Farmer shop.

Started in 1831, the Klink store and the two Journal and Courier predecessors are among the oldest firms in business here today. The Journal (to be combined with the Free Press) was founded in 1829, the Courier in 1831, the year Dr. Farmer founded his business.

As might be expected, salesmen, settlers heading west, "boomers" (tradesmen who didn't elect to settle in any particular town) and other residents needed lodging. Hence, inns also were among the earliest commercial concerns. Among hotels were the Globe, National and oldest of those here today, the LaGr.

The Globe's proprietor, a New Yorker who took over the house from Ira Smith, assured patrons that good stables and all the "necessary provender for horses" were part of the package.

As you might expect, insurance also was among the earliest businesses in any settlement.

Jacob Walker, local agent, advertised that "the Wabash Insurance Co. will issue insurances on houses, goods, boats and cargoes, on goods on board steam-

boats, on most reasonable terms."

In the same column of the Free Press in June, 1833, James Wallace advertised that at his "Fancy Chair Factory" he had a large and splendid assortment of chairs, settees and other stock "kept constantly on hand by the subscriber" that would be disposed of on "very reasonable terms," one of the normal ways merchants in those days advertised sales.

Since barter was the main way of doing trade, Wallace stated "shingles, sawed lumber, wheat, corn, oats, flour etc. will be taken for same."

To printers, John B. Semans advertised that he had just received, "per Steamboat Republican and Keelboat Hoosier Lady, 48 reams No. 4 Super-Royal Printing Paper."

Soon after the city was founded, the Springer company was born to print books, later to become the Haywood Publishing Co. Later renamed Haywood Printing Co., the firm still is operating at its long-time Fifth and Ferry location.

Then, as now, Lafayette's industry was diversified. Along with being a shipping artery, the Wabash and Erie Canal provided water power for several mills here. Among them were the Hull & Spencer flour mill, the

Clark and Bartholomew sawmill and the Daniel Yandes sawmill, paper and flour mill.

Packing houses dotted the countryside in pioneer days because there weren't railroads or truckers to haul livestock to today's widely scattered slaughter plants.

Here the industry was represented by the H. T. Temple & Sons firm.

Breweries and distilleries also were about as thick as hops, the Thieme and Wagner entry among the earliest in the industry here.

Other old firms still operating include the Schwab Safe Co., started as a blacksmith shop by Leo Schwab, and Biggs Pump and Supply, begun by Benjamin F. Biggs to manufacture pumps.

Also over 100 years in the retailing field is Loeb's department store, begun by Solomon Loeb and for a time the base for his huckster routes.

By far the largest employer here for years, and still growing, is another centenarian, named in honor of the fellow who donated the ground.

It doesn't take any historian to figure that would be world-renowned Purdue University, which among other things is the site of the grave of John Purdue. Along with donating the school site, he also was a founder of the Lafayette Savings Bank.

PL



Circus train — big event here

One of the big railroad events every year in Lafayette used to be the arrival of the circus train. Here the trucks are being unloaded near the Wabash Avenue

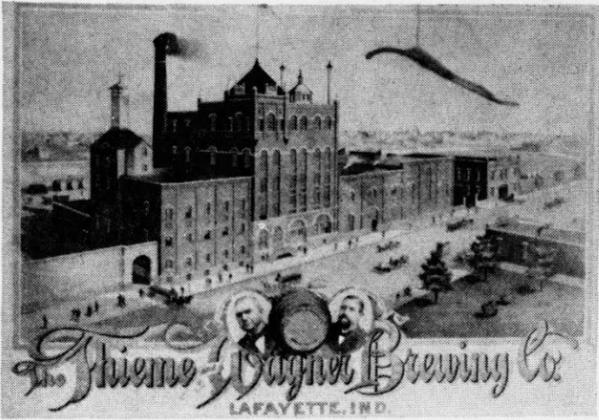
crossing of the Big Four tracks. Picture was taken in the early 1950s.



'Streamliner' returns for visit

The Monon Railroad's new "Streamliner" train returned from its maiden trip in July, 1947, and rode proudly down Fifth Street. The special train was part of

the Monon's celebration of its centennial year. The train is crossing Columbia Street, with the old Masonic Lodge on the right. (Photograph by David Chambers)



Former landmark

An early drawing (left) shows the Thieme and Wagner Brewery, which became a landmark in Lafayette in the last century and didn't cease operations until the 1950s. The two men pictured at the bottom are Frederick Thieme and John Wagner, who formed a partnership in the 1860s. The brewery was on Fourth Street between Union and Salem. Early metal advertising sign (right) for the Thieme and Wagner Brewery.



'Good old days'

City had its 'very own' brewery

By DAVE MARONEY
Staff Writer

Why are past years often called "the good old days?" Maybe it's because Lafayette area residents could buy freshly brewed beer for about two bits a gallon.

Lafayette, at one time, was one of the top beer-producing cities in Indiana. And in the early 1900s the city's largest brewery — Thieme and Wagner Brewing Co. — was selling beer for \$1 for four gallons, \$1.75 for eight gallons, \$3.50 for 16 gallons and \$7 for a 32-gallon barrel.

For beer drinkers in Lafayette and surrounding areas, these were really the good old days.

The city's major brewery was opened in 1858 by John Wagner Sr. and D. Herbert. Four years later Herbert's interest was purchased by Frederick A. Thieme, who came here from Germany.

The purchase resulted in formation of Thieme and Wagner Brewing Co., which grew into a million-dollar operation. Both Thieme and Wagner have descendants living in Lafayette.

The brewery was originally a relatively small operation housed in a building on Fourth Street, between Union and Salem streets. It produced between seven and eight barrels a day.

After the Thieme and Wagner partnership was formed, business grew steadily and numerous buildings were added to the original structure. In a few years the brewery grew into a block-long structure of steel, brick and concrete. Ultimately, nothing remained of the original structure.

The brewery, at its peak, produced three million gallons of beer a year.

Thieme and Wagner brewed, bottled and distributed their beer. Deliveries were made throughout Lafayette and in such communities as Danville, Ill., Covington, North Judson and Kokomo.

Various brands of beer were produced over the years, including Bohemian, Lockweiler, T & W Special and Ye Tavern.

There were about a dozen breweries in Indiana in the

early 1900s, with Thieme and Wagner ranking among the leaders in annual production. The brewery here employed about 50 people.

Three generations of the Thieme family worked in the brewery. The first, of course, was Frederick A., who bought into the operation in 1862. His son, Frederick P., later joined the business and became brewmaster.

The third generation included Fred J. Thieme, now 80 years old. He lives at 2925 Algonquin Drive. His son, John, works for Better Brands distributor here and is the fourth generation of the Thieme family in the beer business in Lafayette.

Fred has a brother, Charles, of 1816 Thompson St., who also worked in the brewery.

The original Wagner in the operation has a grandson, John, still living here.

Fred Thieme, now retired, says, "My grandfather came here from Germany. There was a distillery here when he came, and he bought into it. Later, he sold out and bought into the brewery with Wagner."

Fred's father, Frederick P., was later responsible for actually producing the beer.

Recalling his father's work, Fred says, "He would get up about 5 a.m. and start the big tank at the brewery. They would boil water, grain and hops. After it was boiled it was put in a fermenting tank. It would go from there to aging tanks. They would age the beer three to four months. Then, they'd drain it out and bottle it."

Fred says he joined the brewing operation in 1915 after high school. He later became head of the facility's bottling department office.

"I'm not bragging," he says, "but we made good beer. People liked it and bought it. We were sending a railroad car full of beer to Danville, Ill., every day."

Even though Thieme and Wagner produced a popular product, prohibition brought an end to the huge brewing operation.

Fred recalls, "Indiana went dry in 1918. I believe. When Indiana went dry, we had to close, of course. Then, a year or so later, the whole country went dry in

that great experiment."

"After the country went dry we made near beer and an apple drink. We did this for about five years. Then everything got high — all the ingredients — and we couldn't afford to make them any more. We closed down."

He adds, "Seven years before it went dry, we were offered a million dollars for the brewery and turned it down. We ended up selling it for \$200,000."

The brewery was sold to W.G. Hangar, who resumed beer production when prohibition ended in 1933. The fa-

cility was renamed Lafayette Brewery, but the Ye Tavern label was still used for the beer. Ye Tavern had been the last beer bottled by Thieme and Wagner.

The brewery remained in operation for nearly two more decades. However it began losing money in the early 1950s when larger breweries began promoting their products with television advertising.

Brewing operations were halted in late 1952, with the facility closed for good in 1953.

The buildings remained until Harrison Bridge was built between Lafayette and West Lafayette.

City mayors set records

For the statistically minded, here is a "Book of Lafayette Political Records" since the city was incorporated in 1853.

First mayor — James O'Brian, 1853.

First two-term mayor — James O'Brian, 1854.

First three-term mayor — Louis Kimmel, 1879.

First four-term mayor — Furman E. D. McGinley, 1883.

First five-term mayor — Furman E. D. McGinley, 1889.

First six-term mayor — Furman E. D. McGinley, 1891.

First mayor elected to two-year term — John S. Williams, 1857.

First mayor elected to three-year term — Furman E. D. McGinley, 1891.

First mayor elected to four-year term — George R. Durgan, 1905.

First mayor elected to five-year term — John B. Hudson, 1929.

Most years elected mayor — Furman E. D. McGinley, six.

Most years served as mayor — George R. Durgan, over 17.

Only mayor re-elected without opposition — Noah Justice, 1896 and 1900.

Most consecutive mayor elections won — Noah Justice, four.

Most times a candidate for mayor — George R. Durgan, eight (won five, lost three).

First mayor to resign in office — Dr. Austin R. Killian, Dec. 31, 1944.

First mayor not elected by citizens — Ferdinand C. Fischer, 1945.

Largest voter turnout — 17,247 in 1963.

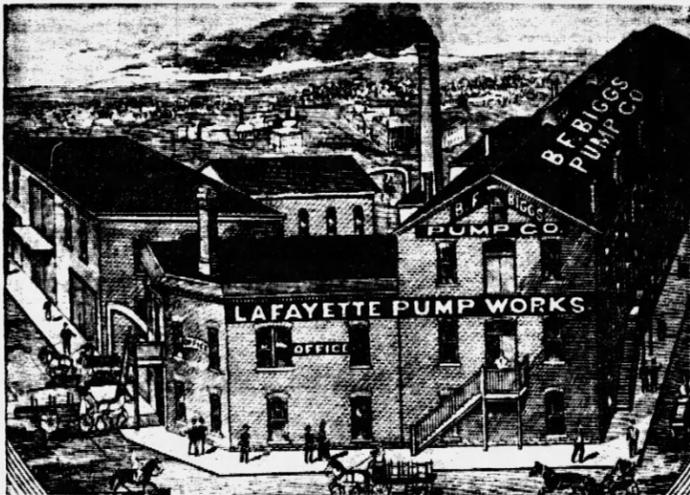
Most votes for mayor in one election — 9,187 for Donald W. Blue in 1963.

Youngest mayor — Thomas B. Ward, 26, elected in 1861.

City's closest election — John Pettit's 12-vote win over J. E. Robinson in 1867.

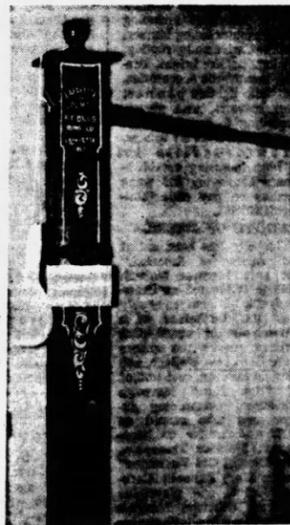
Most one-sided election — George R. Durgan's victory over Edwin Boswell 3,485 to 1,481 in 1917.

RCK



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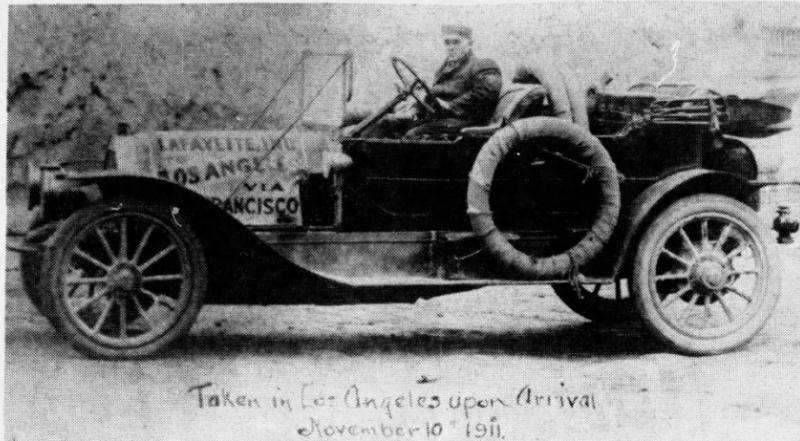
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End of a journey

Wallace Long sits in the Mitchell car he had just driven from Lafayette to Los Angeles in 22 days. His trip ended on Nov. 10, 1911, after 3,352 miles of travel on dirt roads that were sometimes nothing more than mud. The

car's owner was W. B. Jones, a former superintendent with the Monon Railroad who accompanied Long on the trip.

Two city men drive car to Los Angeles

In 1911 the automobile was still a new invention, there were no highways and the cross-country dashes of Cannonball Baker were a long way in the future.

The time for getting across the country in a car was still measured in weeks, and it was a risky, drawn-out business to drive from one state to another. But in October of that year two men in Lafayette decided almost casually to drive a six-cylinder Mitchell car from Lafayette to Los Angeles. Three weeks and a day after they started, they reached Southern California, a trip that covered 3,352 miles.

The man who did all the driving on that trip was Wallace Long, a teenager who was working in a garage on Main Street when he encountered W. B. Jones, a former superintendent with the Monon Railroad. Jones brought the car in for service, and remarked that he was shipping it to California. When Long suggested he drive it out instead, Jones took him up on the idea and hired him as chauffeur.

They started on Oct. 20, equipped with a 20-gallon fuel tank, a block and tackle, rope, drinking canteens and five extra tires. They headed first for Chicago, encountering their first blow-out before they got to the Windy City.

After Chicago they drove through Iowa, where they had dinner with two graduates of Purdue and then ran into the awful "gumbo mud" that was the biggest hazard of early automobiling. It took several farm hands to get them out of the mud at one point.

After Iowa they continued west with the aid of a small guide book that had some hand markings and directions in it, but on many occasions they depended on help from residents. Long recalled years later how they

missed the correct turn at one Y-intersection three times.

They drove through Nebraska, Colorado and Wyoming in their search for navigable roads, then down to the Great Salt Lake and into Nevada. When they crossed the Sierra Mountains in California, Jones wrote back that they'd maneuvered over grades as much as 25 per cent.

"I would not advise anyone to try it," he wrote, "without having a first-class car, and that in good condition."

In California they drove through San Francisco and then south to Los Angeles, reaching their goal on Nov. 10. Back home the folks were celebrating the centennial of the Battle of Tippecanoe.

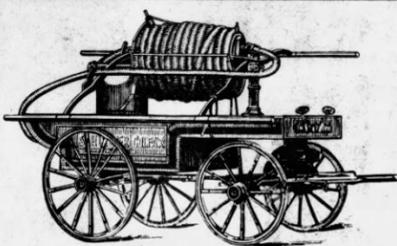
After the journey Jones spent the winter in California with the car. Long came back to Lafayette by train.

A few years later he married Maude Jones, who still lives at 2739 Kossuth St. He opened his own garage on Tenth Street near Cincinnati, across from the old Jefferson High School, and ran it for 27 years with the help of his wife.

For many years he was active in the affairs of Congress Street United Methodist Church, and in the 1940's was chairman of the building committee that directed construction of the new church. He also taught Sunday School and was active in the Methodist Men's Club.

"His church was his second home," Mrs. Long said recently.

Last September Wallace Long died after a lingering illness, and the newspaper account described him as a "pioneer in the auto business." His epic adventure in 1911 made him, in fact, one of Lafayette's last pioneers.



BECAUSE of this machine, the mayor locked the firemen out of their station, the day after the big fire.

This is the "Schuyler Colfax," which was the last privately owned, operational fire engine in Lafayette. It was a small but effective pony drawn rig owned by Thomas Underwood, founder of the Underwood Agency.

In the Lafayette Daily Courier for November 12, 1865, there appeared a story relating the amazing events of the previous night, when this little engine, brought to the scene by Underwood, so outperformed a city owned steam fire engine at a fire at the corner of Tenth and North streets that the mayor was outraged to the point of padlocking the fire station and ordering the firemen out. The next morning the city council ordered abandonment of the city owned steam engine and return to the hand pump method of fire fighting.

The "Schuyler Colfax" represented a concept of service to the community upon which Thomas Underwood's new insurance agency was to be built. Since 1865 that same concept of service has endured, as five generations have perpetuated the growth of the Underwood Agency.

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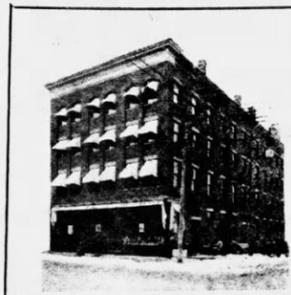
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Steve with actress Ann Sheridan

Steve Hannagan dining with actress Ann Sheridan at the Stork Club in New York in 1950. The club was one of Hannagan's clients, as was the Coca-Cola Co., whose bottles decorate the background. Miss Sheridan and Hannagan were close friends until his death in 1953, and she attended his funeral in Lafayette. (AP Photo)

Famous press agent product of Lafayette

By LARRY SCHUMPERT
Staff Writer

The man who made the bathing beauty a staple of American newspapers came out of the Wabash Avenue section of Lafayette half a century ago.

Stephen Jerome Hannagan was born in Lafayette in 1899 to poor parents who lived on Green Street, but when he died in Kenya, Africa in 1953, he was the world's most fabulous press agent.

Flamboyant but honest, he was instrumental in making the Indianapolis 500 Mile Race a classic sporting event after World War I, and he did more than any other man to make Americans aware of Miami Beach and the Florida resort boom. He even made a popular place out of a skiing resort in Idaho that he called Sun Valley. When he died, Newsweek Magazine called him "America's most fabulous press agent," and a man who was "honest in a field of phonies."

Time Magazine called him "an honest press agent," and said he "made the bathing girl a stock shot for the American press."

And Roy Howard, the publisher who hired Hannagan to work in New York, said "no training, however good, made Steve the way he was. He was a natural."

He never wasted any time, not even when he was a youngster growing up in Lafayette and attending St.

Ann's School and Jefferson High School. At the age of 14 he became a sportswriter on the Lafayette Morning Journal, earning a dollar a week part-time. By the time he was attending Purdue University he was sports editor for the paper, and campus correspondent for the Indianapolis Star. At the age of 20 he was the Journal's city editor.

But shortly after he turned 20 he left town to join an advertising firm in Indianapolis, and at 25 he had formed his own public relations company.

It was at that period of his life that Carl Fisher, owner of the Indianapolis Motor Speedway, hired Hannagan to revitalize his race track, which had gone into limbo during World War I. Hannagan didn't know much about cars, but he started sending out stories on the men who drove the cars, and newspapers around the country printed them.

When Roy Howard heard about Hannagan, he asked him to come to New York, where the energetic Irishman reported for United Press and even wrote a Broadway column. He worked for a time for the NEA news service, and on one of his stories he climbed 165 feet to the top of a mooring mast in Lakehurst, N. J., while a crew tried to tie down the Navy dirigible Shenandoah.

In the late 1920's he rejoined Fisher, who was trying

(continued on Page D-5)



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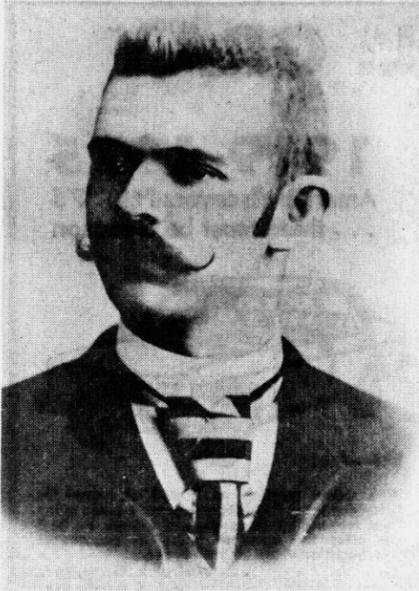
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ALVAH C. ROEBUCK



ELI LILLY

2 tycoons had links

By KATY BRICKLER
Staff Writer

Two internationally known business tycoons are included in the history of Lafayette.

Alvah Curtis Roebuck, a native of Lafayette, was co-founder of the worldwide chain of retailing stores, Sears, Roebuck and Co., and Eli Lilly, although not a native of Lafayette, received his apprenticeship here in pharmacy.

Roebuck was born here Jan. 9, 1864 and grew up on a farm about five miles outside the city. At an early age he displayed a great interest in mechanical items and was a self-taught watchmaker at the age of 16.

He was working in a small jewelry store at Hammond when he answered an advertisement in a Chicago paper which resulted in an interview with Richard W. Sears. This meeting led to the original partnership with Sears in 1887, which was a mail order business.

The first Sears, Roebuck retail store was opened in 1925 at Chicago. The company's first store in Lafayette was built in 1928 on North Third Street. When its present store was opened in 1954 in West Lafayette, the old Third Street building was used as the company's warehouse until the construction of a new warehouse on Canal Road later the same year.

Roebuck left in 1924 for other business ventures. He rejoined the company in 1933 in the public relations department and retired in 1940. He died eight years later on June 18, 1948.

Eli Lilly came to Lafayette in 1854 at the age of 16 to visit an aunt and uncle, Hennie and Caleb Lilly. While he was strolling around the Courthouse Square the "Good Samaritan Drug Store" sign attracted Eli's attention. From the exotic odors within the store and the dis-

plays of strange herbs and pharmacist's apparatus in the window, young Eli decided he would like to follow such a profession.

Eli's uncle knew the proprietor, Henry Lawrence, and after a brief meeting, Lawrence agreed to apprentice Eli for five years. At the end of five years Eli received a certificate of apprenticeship and for a few months after that worked at another Lafayette pharmacy. He then decided to return to his hometown of Greencastle and open his own store.

Soon after the beginning of his first business venture, Lilly was called to serve in the armed forces during the Civil War. He was discharged from service in 1865 as a colonel at the age of 27.

Upon his discharge, Lilly remained in the south and started a cotton plantation in Mississippi which failed after the first year. He returned to Indiana in 1866 and for three years worked in Indianapolis for the H. Daily and Co. wholesale drug store. He then moved to Paris, Ill., where he went into partnership with J. W. Binford, a Crawfordsville man, in a drug store.

At the age of 38 Lilly had failed to achieve any notable success in two business ventures and he returned to Indianapolis. It was at this time that he was urged by Indianapolis wholesalers to return to the manufacturing of drugs and on May 10, 1876, he opened his first plant on West Pearl Street.

Two years later Lilly and his staff of three moved to the present location of the Eli Lilly McCarty Street plant. Since that time the company has continued to expand, building plants throughout the United States and overseas. Tippecanoe Laboratories of Eli Lilly and Co. opened here in 1954.

Eli Lilly died in 1898.



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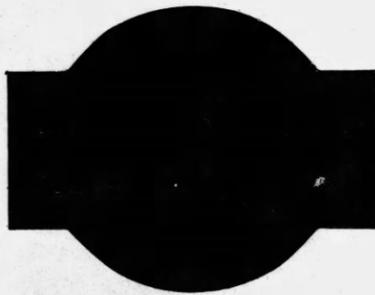
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"AN EQUAL OPPORTUNITY EMPLOYER"

Nun's hospital survives rough early days

By JOHN NORBERG
Staff Writer

In 1875 "going to the hospital" had a meaning for people which was not far different from "going to meet the Maker."

A good medicinal bottle of Hostetter's Bitters (containing 44 per cent alcohol) was a common remedy of the day.

And if that didn't cure what ailed you, your family might call for the doctor, who would arrive in his horse and buggy and probably prescribe quinine and plenty of rest.

Nurses were the members of your family, who stood by in turns around the clock if you were sick enough. And cases of pneumonia, typhoid fever and the like were probably best treated by a strong constitution.

Going to a hospital was a last ditch effort. Surgery was nearly considered fulfillment of a death wish. Abe Martin, the Brown County character created by Kin Hubbard, said at about this time: "Like Moon, who will be operated on t'morrow, will leave a wife an' three children."

Into this society on Dec. 14, 1875, six nuns arrived in Lafayette from Olpe, Germany.

Members of the Order of the Poor Sisters of St. Francis Seraph of the Perpetual Adoration, they had been suffering religious persecution in Germany.

They were guided here by the Right Reverend Joseph Dwenger, D.D., Bishop of Fort Wayne in Indiana. He had learned of their plight and invited them to America and Lafayette.

And what was the express purpose of their journey? To establish a hospital — St. Elizabeth.

There was a need for one. Arm and leg amputations back then were being done at the Lahr House or the Nicholas Hotel or just in the home.

The first home they occupied here was at the northeast corner of Tenth and Cincinnati streets. Part of the brick house was their living quarters, the rest for the care of the sick.

None of the sisters spoke English, so the large German population here was probably called on to serve as translators.

On Jan. 3, 1876, St. Elizabeth Hospital at 10th and Cincinnati streets admitted its first patient. It had become the first hospital in the community.

During that first year of operation, 19 patients were admitted. The stay ranged from two days to six months, with an average of two weeks. The largest number of patients at any one time was recorded in April, when five people were there.

Ague (an attack of fever accompanied by chills) was the most common reason for hospitalization.

But the sisters' nursing work went beyond Tenth and Cincinnati streets. Since people at this time did not want to go to the

hospital, the sisters brought the hospital to them.

They were often called to the homes of the sick, and it's said they could be seen walking down the streets at night with lanterns lighting their way.

When it was too far to walk, they used a cart and donkey. It must have been needed frequently and worked hard, because one morning the sisters woke up to find their donkey dead.

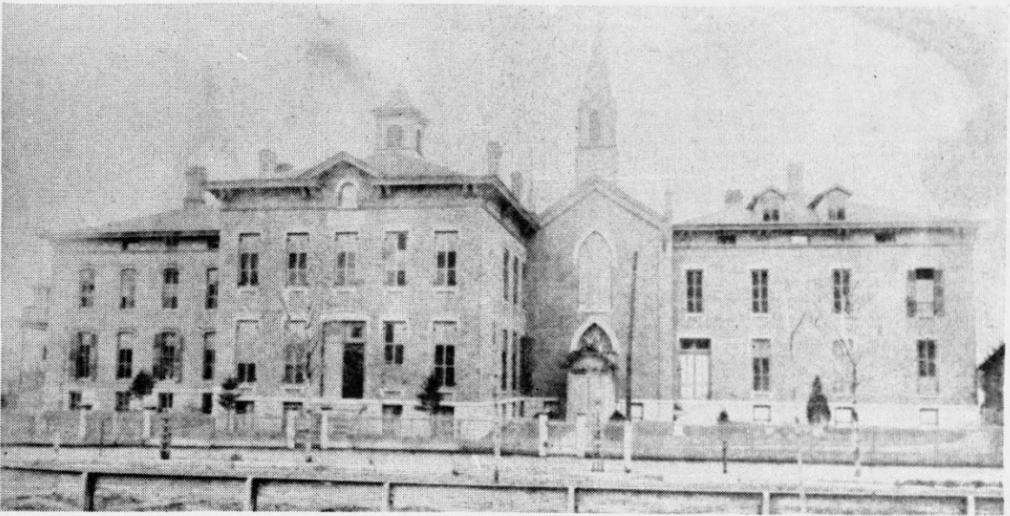
Undaunted, they borrowed one from a neighbor. The next morning they borrowed it again. On the third morning, they asked to borrow the donkey still another time.

"What! Me feed the donkey and you drive him all the time?" the owner said. "Ah, just take the donkey!"

This is the way the sisters got along during those early days. They depended entirely on the support of the community for their own living and to keep the hospital going.

They also had trouble adjusting to the American way of life. When a person gave them some rhubarb they proceeded to eat the inedible leaves of the plant.

But the sisters were readily accepted into the community. This is evidenced by the fact that by June 11, 1876 (just six months after they began working here) the cornerstone was laid on the first new building at 15th and Hartford.



St. Elizabeth Hospital as it appeared during the 1880s

The land had been a low, swampy area known as Quigley's Pond. The lots were drained, sections filled in and buildings erected with donations of time and labor.

Bishop Dwenger gave the main speech at the dedication ceremony and there was a parade with bands from as far as Logansport.

Hospital records show that one of the first people treated in the new building was a young woman

who thought she was going insane. She said something was going around in her head.

The sisters examined her thoroughly but could find nothing wrong. As she prepared to leave she put on her large hat and cried, "There it is again."

Her hat was examined and a mouse found running around inside the lining.

Most hospital patients were sicker than that woman, however, and the

expense of treating them became a problem.

Pay patients were the exception rather than the rule. And those who did pay often weren't able to do so immediately. One man who brought his wife in for treatment boasted he always paid cash. When his wife was dismissed he was reminded of his boast.

"I bay cash next year ven a I zell mine oats," he told them.

Financial problems were lightened when contribu-

tions began coming in from local physicians, merchants, the railroads and the general populace.

As admissions increased, new additions were built in 1879, 1883 and 1897. This last one was a four story structure with an operating room.

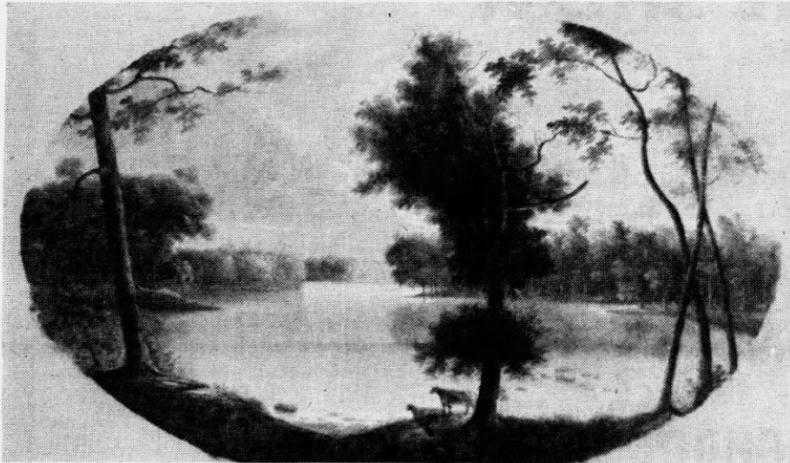
In 1880 the first regular hospital staff was appointed and included four physicians and one consultant.

Their duties were mainly to attend to the charity patients.

For many years surgery was performed in the hospital but the surgeons had to be called in from Chicago or Indianapolis. The first major surgery performed at St. Elizabeth was a leg amputation.

The hospital was meeting with success at this time, but according to the attitudes of the day it was still a place for only the very sick.

Obstetric patients would not be admitted for another 40 years.



Wabash River landscape by Winter

Artist George Winter painted this oil on canvas of a serene landscape along the Wabash River near Lafayette. The original hangs in the Indianapolis Museum of Art, and was a gift of Eli Lilly. (Photograph courtesy of the Indianapolis Museum of Art)

Artist's work grows in fame every year

By SHERRY BROWN
Staff Writer

Not all of Lafayette's history lies in brittle journals and yellowed photographs. Like good furniture that grows more desirable with age, artist George Winter's work of the 1890s has grown more famous each year.

Winter was known for his paintings of Indians in early Lafayette and he contributed to local history and culture in a way that has gone unmatched in the years that followed his death.

A George Winter painting today commands showplaces in some of Lafayette's most elegant homes and various museums and public buildings display the English-born artist's work.

But fame came after the fact for George Winter, who was drawn to Lafayette in 1850 by a romantic inspiration to paint the Potawatomi and Miami Indians.

He had little formal education in art but through ambition and a keen eye managed to gain entrance to exhibitions in New York City before he arrived in Indiana and rented a small studio in Lafayette.

He slept in the studio and ate at a local hotel for \$2.50 a day until he purchased a house on the south side of Main Street and brought his wife, Mary, and two children from Logansport in 1852.

Winter kept a journal and passages were filled with his descriptions of Lafayette, where he came to have such friends as William Digby, founder of the city, and John Purdue, founder of Purdue University.

Both friends posed for the artist and today William Digby's likeness oversees the selection of books in Wells Library. The painting that John Purdue rejected because Winter had included a small mole on Purdue's face now belongs to Winter's descendants, Mr. and Mrs. Cable Ball of Lafayette.

Winter was most famous for his composite portraits of the Indians that had drawn him to Indiana. He often found himself near the Wabash painting swaddling-clothed men and women who thought it was magic for

their image to appear as Winter twirled his brush.

He rarely signed his paintings but would write small descriptions of where the painting was done in the lower corner, and it is not unusual to see an Indian's name tacked to his clothing in a Winter portrait.

His most famous work was of Frances Slocum, a then 65-year-old woman who revealed she had been captured in the east by the Delaware Indians at age five and had lived with, married and borne members of the tribe.

Winter was commissioned for the portrait by the woman's long-lost relatives and he traveled to Peru to paint the picture of a dour-faced Frances Slocum that would later make him famous.

Winter twice painted self-portraits; once when he was a young man with a look of fierce determination embedded in robust cheeks and much later in life as a more portly man, with faded hair and a jovial expression of suppressed laughter.

The artist chose oils, watercolors and pencil for his portraits and landscapes but he is prized especially for his miniature work. He often penciled members of his family in small portraits.

Winter's work has been described as "broad and direct with an uncluttered and forceful presentation of characters." Although his portraits were remarkable likenesses, his arms and torsos were often ill-proportioned.

Stricken by apoplexy while attending an opera, Winter died almost instantly during a performance in 1876 and his funeral was held in St. John's Episcopal Church, where he had helped design the interior. He is buried in Greenbush Cemetery.

George Winter is a century gone from Lafayette but not forgotten. His work in the social, cultural and civic affairs of the city was well documented by financier Eli Lilly, who in 1948 commissioned research and a subsequent book containing the artists work and journals.

In his journal he once wrote of Lafayette, "... in a social relationship, I cannot complain, as I have enjoyed it in its best condition here..."

Early papers carried few real news items

By JUDY HORAK
Staff Writer

Was Lafayette blessed "with prairies as extended and beautiful as the fields of Asia, with a soil as prolific as the plains of Egypt" and a river comparable only to the Nile?

According to Lafayette's first newspaper editor, the town was that and even more.

The first issue of Major John B. Semans' "Free Press and Commercial Advisor" painted that grand picture of Lafayette Sept. 29, 1829.

Thirty years later, James Sutherland described early Lafayette in the city directory as "unhealthy."

"Water was stagnant, vegetation was rank and luxuriant in growth; the houses were poor and the habits of a great number of people, as in all frontier settlements, were such as to favor the frequent attacks of all the diseases incident to the West. But those times are past."

The truth about those early days probably lies somewhere between Semans' glowing account and Sutherland's critical view, according to John Miller, who recently completed a PhD dissertation at Purdue University on early newspapers in Indiana.

In general, the early papers were town boosters, but reported little town news. Instead, they printed tidbits from their mailings, which included newspapers from the East, Miller said.

Most of the early editors agreed on Lafayette's good qualities, but little else. Robert R. Houston founded the "Wabash Mercury" in 1833, and his first editorial describes the fledgling town as a "great commercial mart."

But he and Semans were soon to disagree in an area that colored newspaper history through the 1800s and 1900s — politics!

Houston opposed construction of the Wabash and Erie Canal, for example, which Semans supported throughout his career as editor of the Free Press and later the Journal. In fact, he became the local toll-collector in 1847 after another political battle.

As town promoters, though, the early editors usually agreed. In 1834, both Semans and Houston supported the move to incorporate Lafayette as a city. Houston even prepared the agenda for the first town meeting to discuss the subject.

Most early newspapers printed their subscription and advertising rates on the front page. A typical rate was \$2 per year if paid within three months, rising to \$3 if paid after the subscription year ended. Advertisers could get three 16-line ads for \$1, or \$10 per year. But that didn't include a guarantee the paper would be printed

on time. Schedules too often depended on river levels — if the Wabash was low and a newsprint shipment late, the paper was late, too. Circulation usually ranged between 300 and 500.

In contrast to their boosterism of local business, the early papers didn't do much for society. Births, weddings and deaths received only one or two lines, if that much notice. A prominent citizen would rate an obituary in the Free Press of about 300 words or so.

In fact, important news often wasn't found on the front page — but instead on the last page, the final one "put to bed." The start of the Civil War wasn't mentioned until the inside pages of an 1861 edition, for example.

Front page news often was rewrites of national stories picked up from Eastern papers. But page one also would include "features," such as locally written poetry or compositions.

The letters to the editor column appears to have been as popular then as it is now. Houston and Semans and later Semans and some Whig party detractors constantly sniped at one another in the letter columns.

In fact, Houston and Semans even editorialized against each other because Houston's paper, the Mercury, refused to buy an extra roll of paper the Free Press wanted to sell.

The Mercury ran into difficulties in 1834, when Houston was sued as a result of an editorial. He apparently also was involved in a scandal, and by 1840 the Mercury was defunct.

But there were others, such as the Commercial Intelligencer. W. V. Coleman began advertising that he would publish a Commercial Intelligencer in 1837, but no copies of the paper are known to exist.

There also were the "Jeffries Miscellany" and the "Lafayette Standard." The Standard barely lasted four years; in 1845, its editor went east to buy some new type and next surfaced in a Mexican jail.

Despite that setback, the Standard was the precursor of the Courier, which purchased its equipment. After its founding in 1841, the Courier hired 21-year-old James P. Jenks as its editor.

The Courier was founded as a Democratic paper, but by 1854, the Courier was Republican, and the Journal soon followed.

In pre-Civil War days, the Democrat, Whig and Republican labels were all-important. Party labels led to Semans' split with other Whigs in 1848 because he refused to support Gen. Zachary Taylor as the Whig nominee for president.



1929 'auto show'

These gleaming new Buick cars were on display in 1929 at Shambaugh's Garage on South Street, now the facility for Glenn R. Pitman, Inc. Shambaugh's was showing off its new models, although the car loaded

with people on the far right was an older Buick. The man sitting on a fender at left was Prof. Frank Hockema, later vice president of Purdue University. (Photograph by E. K. Warren)

First bridge over Wabash erected in 1847

By PAUL N. JANES
Associate Editor

Pioneer Lafayette operated without the benefit of a bridge to enable man and beast to get to the west side of the Wabash River.

For about 22 years Lafayette citizens traveled across the river by ferry boat or in canoes. Also, there were times of low water when fording on horseback was a common occurrence.

The first Brown Street Bridge was constructed in 1847 by crews working under the direction of Hiram L. Kilborn. The construction was financed by a stock company which had as its directors John Purdue, Nathan H. Stockwell, John L. Reynolds, Robert Heath and David Ross. A total of \$20,000 in stock was issued.

It was a covered wooden span, as was the first Main Street Bridge, built in the Civil War year of 1863 by Kilborn under a charter obtained by the five directors of the Brown Street Bridge stock company. The Main Street span was illuminated at night with oil lanterns.

Tolls charged for use of the covered spans included 50 cents for a four-horse wagon, 25 cents for a two-horse wagon, 20 cents for a buggy, 12 cents for a man and horse, 6 cents for a pedestrian, and 3 cents for each head of sheep or hogs.

The tolls were assessed until 1875 when the spans were purchased by Tippecanoe County, at a total cost of \$50,000, and made toll free.

Brief history of West Side

West Lafayette observed its 100th anniversary as a community in November, 1966.

The town was first chartered in 1866 under the name of Chauncey, having 197 people. The villages of Kingston and Chauncey were combined to form the town.

In 1888, the town was renamed West Lafayette.

The first Brown Street Bridge was reported to have had a draw section in the center, although photographs do not show it. The draw section, if it existed, was used to facilitate the passing of steamboats and barges, particularly at high water.

Lafayette was but a small village when the Brown Street Bridge was constructed, but trade through the community was immense. Lafayette was the southern terminus of the Wabash and Erie Canal, and the northernmost point of navigation by steamships on the Wabash.

Large, first-class steamers came to Lafayette from the South, and it was not uncommon to see six or eight of them at one time. They unloaded sugar, coffee and molasses from New Orleans, much of it moved to barges on the Wabash and Erie Canal for continued transport toward the northeast.

A draw bridge, located at the east end of the 600-foot-long Main Street Bridge, crossed the canal. At the foot of Ferry Street a swinging bridge permitted access over the canal to the wharf area between the canal and river. Other swinging bridges were located at Brown and Salem Streets.

In 1889 a steel bridge was constructed under supervision of Everett B. Vawter to replace the wooden Main Street span. The new bridge, considered "the last word" — had a separate section along its north side for street railway tracks. The south side of the ornate structure was a pedestrian walkway.

However, the non-covered bridge was not immediately popular. Many Lafayette residents were afraid to cross the river on it, and preferred for a while to use the covered Brown Street Bridge.

Eventually, though, the Brown Street Bridge lost out in favor, and its maintenance was neglected for several years prior to Oct. 6, 1901, when it was destroyed by a fire, believed by many to have been started by arsonists.

It is possible the fire could have resulted from a short-circuit in crude electric power lines extended along the roof beams. There were deposits of hay in the wood timbers to help feed the blaze.

The next year the Brown Street span was replaced by a \$35,500 steel bridge designed by Wallace Marshall and Melville W. Miller. After major repairs following the disastrous 1913 flood, the bridge remained in service until two years ago. The Board of County Commissioners ordered it demolished in July, 1974, after prolonged repair efforts proved foolhardy. The cut stone piers of the bridge were about 128 years old.

When the steel span was constructed in 1902 it was provided with an asphalt floor, an innovation at that time. In its last years of use, the bridge became a shaky structure and many motorists declined to use it, fearing it might collapse.

The 1913 flood, with its 33-foot crest, buckled two spans of the Main Street Bridge. Lesser damage was caused to the Brown Street span, but it was necessary to rebuild its west span and abutment.

After the flood waters receded, ferry boat service was instituted by the street railway company. Then a temporary trolley car crossing was built parallel to the Main Street Bridge reconstruction project, but it was destroyed in an ice jam.

The present Main Street Bridge was opened to traf-

Initial jobs of 27 mayors

Seven attorneys and seven businessmen have been among the 27 men elected mayor in Lafayette's 122-year history as an incorporated city.

In addition, the mayor roster has included four insurance agents, two dentists, a physician, an accountant, a real estate agent, three men employed in local industries, and a tavern owner.



Pair of covered bridges over Wabash

In its earliest days, Lafayette had two covered bridges — the Main Street structure in foreground and the Brown Street Bridge behind it. The Main Street Bridge was replaced by a steel structure in 1889 and the first Brown Street Bridge was destroyed by fire in 1901. This photograph was taken about 90 years ago.

fic in 1914. The engineer and builder was Wallace Marshall, owner of the Lafayette Bridge Co.

The only bridge to survive the 1913 flood was the present two-track Penn Central Railroad bridge, a steel structure just downstream from the Main Street Bridge.

Its demise was prevented by parking hopper cars loaded with gravel on the structure to provide ballast. This procedure also was used on one of the two tracks during the May, 1943, flood when the river climbed to 28.6 feet.

The steel railroad bridge was constructed in 1906 to replace a one-track wooden bridge built more than 30 years earlier by the Big Four Railroad.

In the modern era bridge construction has included the William Henry Harrison Memorial span, opened in 1960, the U.S. 52 Bypass spans, the new Davis Ferry Bridge, and the Interstate 65 spans.



Busy carriage shop on corner

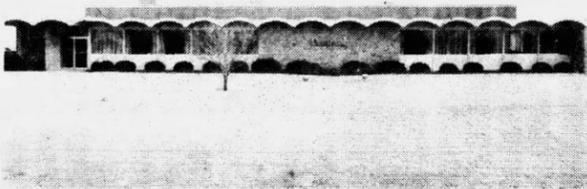
A bustling place in 1890 was the A. S. Peret Carriage Shop on the southwest corner of Second and Main Streets. When the photographer took this picture, Peret and some friends were displaying the wares. Peret is the man in the dark suit, in front of the black carriage, at center of picture.



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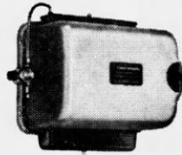
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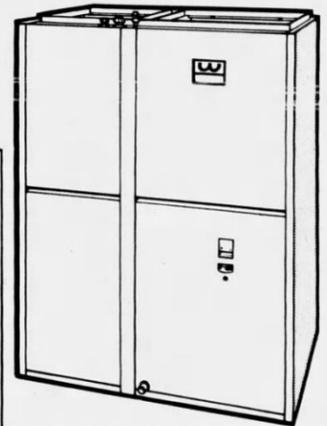
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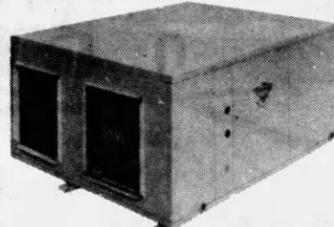
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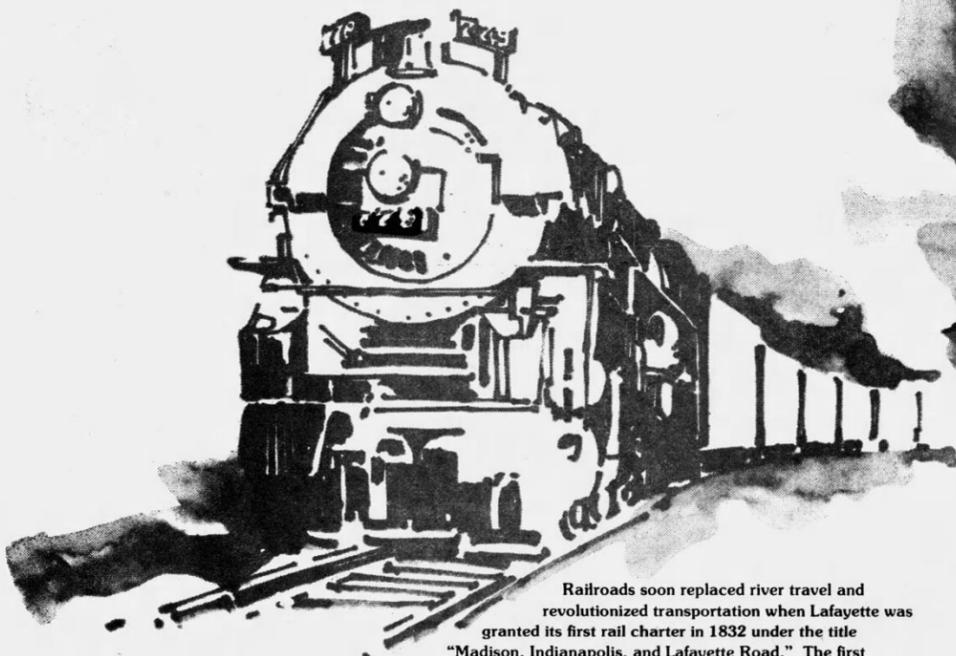
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REFLECTIONS

Along the Wabash

\$240.

Lafayette is proud to be celebrating its 150th year as a progressive city, and we'd like to share some of its colorful past. In 1824 William Digby, trader by profession, purchased the land and laid out plans for a town, founded May 25, 1825, as an important trading center on the Wabash. Only three days later he sold this same land to Samuel Sargent for a mere \$240, and the new city soon became Lafayette, after the popular Marquis de Lafayette. During these formative years men like Martin Pierce and Henry Sample were contributing to the prosperity of the growing business community by establishing the Commercial Bank of Lafayette, now our own Purdue National Bank.



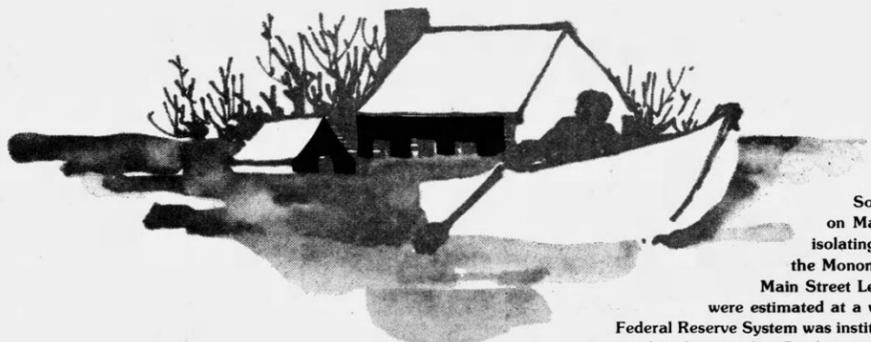
Railroads soon replaced river travel and revolutionized transportation when Lafayette was granted its first rail charter in 1832 under the title "Madison, Indianapolis, and Lafayette Road." The first locomotive made its maiden run in 1851 and only two years later the first passenger train crossed the Wabash carrying only invited guests on a courtesy run. But tragedy struck early in Lafayette's rail history when in 1893 a Big Four engine lost control and jumped the track tearing off a corner of the old Union Depot. The wreck remains an outstanding moment in our railroads, which still play a vital role in Lafayette's development.



Lafayette claims many historical "firsts" including the first air mail flight by John Wise and his balloon Jupiter in August of 1859. Intending to carry the mail east, but having to rely on uncertain air currents, his five hour trip carried him instead south to a landing six miles outside Crawfordsville.



In 1925, Lafayette celebrated its 100th birthday with an elaborate celebration and pageantry. The festivities featured a parade complete with Civil and Spanish American war veterans, a group of World War I soldiers and floats like this one carrying Miss Centennial. By then, three of Lafayette's leading banks had merged and now occupied their new building on Main Street. The Commercial Bank had become the 1st Merchant's National Bank as our city now ranked "4th in importance among Indiana's Banking centers"...

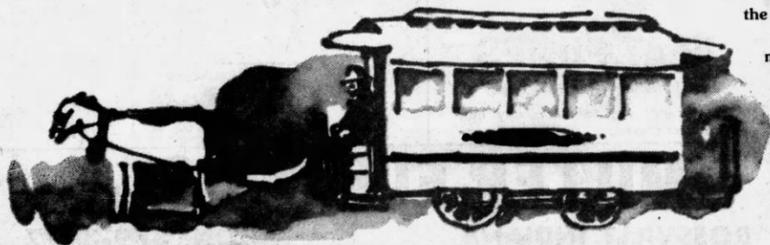


Some of us will never forget the most disastrous flood in Lafayette's history on March 25th, 1913. The Wabash crested at 33 feet above normal, virtually isolating the community without utilities. The Brown Street Bridge crumbled, the Monon Bridge was partially destroyed and all the buildings along the Main Street Levee were swept away with the rising torrent. Damages were estimated at a whopping \$500,000. In that same year, the Federal Reserve System was instituted and the Merchant's National Bank showed strength and resiliency aiding flood victims in a continuing pattern of growth in Lafayette's economic development.

Congress passed a bill in 1836 initiating the building of the Wabash-Erie Canal. Through the efforts of Albert S. White and others, the canal greatly increased agricultural prospects by increasing trade with the Great Lakes and Eastern States. Completed to Lafayette in 1843, the canal route was dug by the Sons of Emerald Isle without the aid of mechanical equipment.



Time was in Lafayette when ten cents bought a trolley ride from Lafayette to Soldier's Home and Tecumseh Trail. Before trolley cars the first street railway was drawn by mules. Lasting only a few years, the mule drawn system was known as the Ball Street Railway. As travel in Lafayette modernized, the Merchant's National Bank was growing and in 1957 assumed its present name of Purdue National Bank. Its new ten-story building at Second and Main stands as a landmark to our city, its history and its progress.



 **PURDUE NATIONAL
BANK**

Southern POWs held here for time in 1862

For the victorious Union soldiers the surrender of Fort Donelson near the Kentucky-Tennessee border was the first great victory of the Civil War for the North.

For the Southern defenders, it had meant death, wounds or captivity in "some unknown place at the North."

Gen. U. S. Grant, commanding the Union forces, had wired Feb. 16, 1862: "We have taken Fort Donelson and from 12,000 to 15,000 prisoners, including Generals Buckner and Bushrod Johnson; also 20,000 stand of arms, 48 pieces of artillery, 17 heavy guns, from 2,000 to 4,000 horses and large quantities of commissary stores."

By DICK ALLEN
Special Sections Editor

A total of 6,000 rebel prisoners was consigned to Indianapolis, where facilities were inadequate. Lafayette, Terre Haute and Richmond then agreed to take 800-1,000 prisoners each.

A week after the surrender, a train pulled into Lafayette bearing its consignment. A somewhat festive crowd of civilians was on hand to see the "secesh" from the 32nd and 41st Tennessee Infantry regiments.

The Rebel prisoners jumped down off the train carrying quilts, horse blankets and iron skillet. Their uniforms were "uniform" only in that most of them wore buttoned jeans. They were considered veterans (as ser-

vice was counted in those days) with four months under the Stars and Bars — ending when they threw down their arms at Donelson.

The 806 prisoners were first taken to the "old red warehouse" at the foot of Chestnut Street along the tow-path of the Wabash and Erie Canal.

The next day Sample's porkhouse (later the Dryfus packing plant in the southwest part of the city) was turned into a POW barracks.

A few days after their arrival the number answering roll call had dwindled from 806 to 712. (This shrinkage never has been explained in any previous accounts of the prison here.)

One of the prisoners said many of the men had suffered "20 days of exposure and hardship before and after their two-week march from Bowling Green to Fort Donelson" prior to the battle. The effects of this began to show a few days later when typhoid, camp diarrhea and pneumonia broke out.

A group of local women, with the consent of Col. John S. Williams, officer commanding the 63rd Indiana (a locally formed unit serving as prisoner guards), quickly set up a temporary hospital at Walsh's Hall, 209-11 South St. (The building site is now part of a parking lot.)

With a capacity of 70, the hospital was soon filled to overflowing with 150 sick men on the rolls. The overflow was sent out to Camp Tippecanoe south of the city where Union troops were recruited and drilled.

Many of the sick men would stay long beyond the three weeks their companions were imprisoned here. A score or more are buried in the extreme northwest corner of Greenbush Cemetery. (A newspaper account of the time put the total at 33, although only 28 stones bear the "CSA" — possibly because some were buried in a common grave.)

Dr. Thomas Chestnut, a local doctor who had trouble collecting payment for his services, was physician and surgeon for the prisoners. He kept an accurate record of hospital routine. He recorded "150 prisoners a day during the first month (February); 50 to 60 a day during the second (March) and no more than 10 or 12 during the last month (April). This was a longer time than the healthy members of the contingent stayed. They were returned to Camp Morton at Indianapolis March 16, 1862.

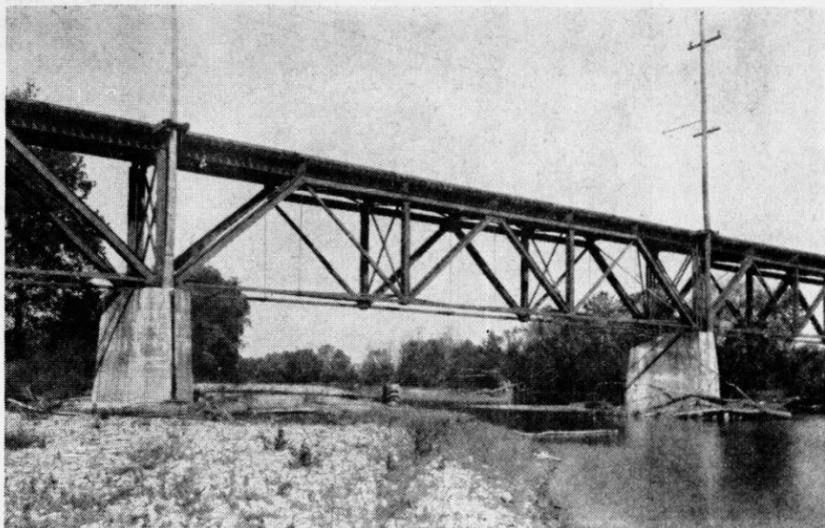
First on the list of prisoners who died here was one James Warden (otherwise unidentified.) He was the first in the "unknown" row in the cemetery. Although company lists with the names, ages and home towns of the prisoners were prepared to be sent to the War Department, it wasn't until 1912 that the department compiled a list of those buried in Greenbush Cemetery.

Also a mystery was why temporary name markers were not placed on the graves. A few lines in the local newspaper recorded prisoners' deaths, yet apparently no effort was made to maintain individual-burial records or make such records public.

There were hints of some sort of "scandal" in connection with the hospital in early accounts of the facility. Local women serving at the hospital were accused of having Rebel sympathies.

There were hints that local citizens were holding "private conferences" with prisoners and that the Rebels had been visiting and even dining in local homes without military guard. A grand jury apparently was called but women who were summoned would give no testimony that could be used as a basis for any action.

It was only after a meeting with Col. Williams that the women were allowed to continue their hospital work. He rescinded his first order barring women from the wards and two were allowed to work in the morning and two in the afternoon.



Interurban bridge over Wildcat

One of the two interurban lines that served Lafayette came across Wildcat Creek on this trestle near the present Indiana 25 bridge. The bridge was used from 1907 to 1932 by the Indiana Service Corp. line from Fort Wayne, and was torn down in 1933. Part of the abutments are still there. (Photograph by O. L. Foster)

Freak mishap kills TR aide

A freak accident here in 1933 ended the career of a Lafayette man who had served in the administration of Theodore Roosevelt.

Melville W. Miller, who was 77 when he died of pneumonia in Home Hospital on Sept. 11, 1933, was a well-known Hoosier who had been first assistant secretary of the Department of Interior in the administration of President Roosevelt.

His death was attributed to a fall he suffered while playing golf at the Lafayette Country Club. According to records, Miller slipped and fell into a gully while carrying his golf bag. He suffered three broken ribs and a collar bone.

Miller, who served in the Department of Interior for three years, was active in local politics. He was Tippecanoe County surveyor, superintendent of the Municipal Waterworks and an

English teacher at the old Lafayette High School.

His father, John L. Miller, was postmaster here from 1869 until 1877.

Besides his governmental career, Miller was at one time an editorial writer for the Lafayette Evening Courier, the forerunner of today's Journal and Courier.

He was admitted to the bar and assisted his father-in-law in the practice of law. He was elected county surveyor in 1892 on the Republican ticket and served two terms.

In 1902 President Roosevelt called on him to serve in his cabinet and, upon retiring three years later, Miller returned to Lafayette to teach English and serve as superintendent of the waterworks under the administration of Mayor Thomas Bauer. He is buried in Springvale Cemetery.

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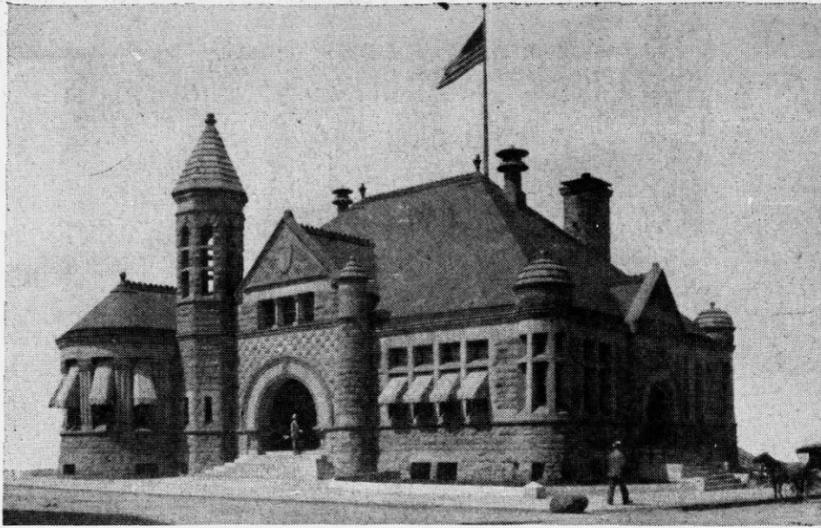
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Post Office here until 1931

This striking old building was the Lafayette Post Office until 1931, when it was replaced by the present Federal Building at Fourth and Ferry Streets. The old post office stood at the same site, but didn't occupy as much space as the current building.

Bill-paying trouble not new

Back when Lafayette was born, folks had trouble paying bills, even though things like sugar, flour, coffee and whiskey didn't cost much.

This was revealed in the summer of 1833, when merchants pressed for cash, cattle or other goods they were willing to exchange for merchandise ran ads reading "Cash! Cash!..." "Cattle Wanted"...or some other plea to patrons to pay their bills.

In one of the early editions of the weekly Lafayette Free Press and Commercial Advertiser, the general store owners S. & J. S. Hanna issued this appeal:

"Cash! Cash! We intend starting, on the first day of July next, to New York, where we owe cash, which must be paid. We have hitherto been sustained by the promptness of our friends, and we hope they will not forget us, but come forward and help us out of another heavy drag. From those who cannot pay all, any part would be acceptable."

About a month later, the Hannas ran this ad in the late-June edition of the Free Press:

"Cattle Wanted. We wish to purchase one hundred head of cattle, to drive, by the 20th of July. Work oxen, milch cows and stock cattle of all kinds will be taken in payment of any debts due us, if delivered previous to that date."

"Barely reminding" customers to settle accounts, the Ford & Walker general store ran this appealing ad:

"New Goods. We have just received a fresh assortment of Dry Goods... Groceries... Hardware... Glassware... Queensware... Tinware... Window Glass... Bar Iron, Etc. All of which will be sold at reduced prices for cash.

"We would barely remind our friends who have accounts with us of long standing that our circumstances

are such that we are compelled to have money, and that, too, in a short time."

Since barter was a common form of payment in those days, James Wallace's Fancy Chair Factory advertised a clearance sale this way:

"A large and splendid assortment of fancy and Windsor chairs, settees and so forth, kept constantly on hand by the subscriber, which we will dispose of on very reasonable terms. Shingles, sawed lumber, corn, oats, flour and so forth will all be taken for same."

There were scamps who ducked bills and left businessmen holding the bag then, too.

To spotlight such a "scamp," National Hotel's Stephen Taylor ran this note in the June 29, 1833, edition of the Lafayette Free Press and Commercial Advertiser:

"A Take In!

"This is to put the public on their guard, and to caution them against being imposed upon and swindled out of their property by a worthless fellow calling himself JOHN S. WILLIAMS, and who says he resides at Rockville in this state. He professes to be a printer by profession, and was formerly concerned in the publication of a Jackson paper at Madison, and another more recently at Rockville. This fellow came to my house nearly three weeks ago, and after remaining twelve days, took to his scrapers and came up missing, without discharging his bill.

"This is the same scamp who had himself announced as a candidate for Congress in the Crawfordsville paper, and after he came here published an address in which he declined standing a poll, etc.

"P.S. Editors generally might do an essential service to the public, by copying this notice."

PL



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WE'VE BEEN PROVIDING YOU WITH PRODUCTS FOR YOUR BUILDING PROJECTS

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BUILDING PRODUCTS FOR THE DO-IT-YOURSELF OR THE LARGEST OF CONTRACTORS

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All carpets were hand made to your order. That meant less selection at greater cost . . . and you were never sure when delivery would be made. It usually meant you waited and waited!

TODAY . . . There've Been Some Changes Made!

With today's mass production methods, new fibers and colors, the selection of Carpets and Rugs is almost unlimited. And, because we stock so many carpets and rugs service is much faster.



CARPET PAD & LABOR

CARPET SPECIAL

\$8.95 SQ. YD. ON SELECTED CARPETS

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Rug Shop



MARKET SQUARE

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Opera House 1st Lafayette theater

By D. E. BURCAL
Arts and Leisure Editor

One barometer of the arrival of civilization to a frontier town could be when the town decides to form its own club of thespians, rather than depend on the chance arrival of wandering minstrels or players.

By this gauge, civilization came to Lafayette in the fall of 1833 when a group of young men about town decided they were ready to form a Thespian Society for the enjoyment of the local populace.

The first production was staged in the upper room of a warehouse owned by William A. Johnson, located where the canal packet landing was later established and known as Burgess' Assembly Rooms.

Since this was strictly a men's venture (theatrical women were considered "loose" and their morals were suspect) the men played the parts of women as well as those of their own sex. The ladies of the town provided the costumes.

It's reported that the society's in first play, Goldsmith's "She Stoops to Conquer," the role of Mrs. Hardcastle was played by Joseph Mc Donald, while Cyrus Ball portrayed Mr. Tardcastle and the part of Sir Charles Marlowe was taken by John Taylor.

The editor of the local newspaper, Joseph Tatman of the Free Press, provided the musical accompaniment and, for the entire act, a local hotel proprietor sang "My Long Tailed Blue," "Jim Crow" and other negro melodies.

The show curtain went up "at early candle lighting," usually on Saturdays, and the price of admission was 25 cents.

The Thespian Society lasted several years, and other theatrical fare was presented in a public building used for a playhouse on Ferry and Fourth, while a building known as Lafayette Hall was used by traveling troupes.

A fire destroyed the Ferry and Fourth playhouse in December, 1869, and Lafayette theatergoers were left without "legitimate entertainment."

In November, 1871, a group of well-known businessmen in town thought it would be a profitable venture to build a theater in the city.

They created a stock company, with Richard Benbridge, who planned to invest \$30,000, named to head the company.

Benbridge was named chairman of the building committee, and after contracts had been let and work was underway several subscribers dropped out of the venture, leaving Benbridge holding the bag.

Nevertheless, he got the structure built at Sixth and Columbia Streets, with John Chew doing the masonry work and Criger and Workman the carpentry.

The opening of the theater Feb. 19, 1873 was a gala event in the city. There was a rush for reserved seats because the sale of tickets had been delayed until the morning of the show.

By 9 o'clock the "dress circle and parquette" were filled with patrons and only a few seats remained in the back and wings.

By the time Elwin Adams and his troupe appeared to perform Tennyson's "Enoch Adams," a moving sea of bright faces and fair forms" greeted the performers.

In the review that appeared in the Lafayette Daily Journal the following day, the reporter described opening night as "a season of rejoicing, and in the infectious spirit of the occasion criticism was silenced as all resigned themselves heartily to the fullest enjoyment."

Not all criticism was silenced, however. The reporter added a shot of his own: "The gallery, it seems to us, is unnecessarily high," he said, but was quick to admit that the finish and decorations were "in perfect taste."

Prices for the Opera House varied from 25 cents for an adult and 15 cents for a child at a Saturday matinee to \$2 admission to see a famous troupe.

Later the Opera House, whose name was changed to the Grand Opera House in about 1880, would be the scene for dramatic readings in costume; famous pugilists like John L. Sullivan, James Corbett, Robert Fitzsimmons and Peter Jackson; famous writers like Samuel Clemens and Lew Wallace; variety pantomime, also known as a "nigger show;" Sunday School conventions; lectures by political figure;; concerts by black singers (formerly slaves), and an occasional fracas like the one reported in the local newspaper May 25, 1875.

The story went like this: The Longlois Brothers, a celebrated Egyptian juggling team, were giving their show at the opera house along with some young trapeze artists called the Valdis Sisters.

The show was half over when a young man "old

enough to know better" started puffing on a "half-Spanish cigar...which smelled like the burning of a horse blanket."

The watchman on duty chastised the youngster, but to no avail; "the young man roosted too high." The youth, who by this time had his feet hooked over the railing of the gallery, with his cigar pointed toward the ceiling, was disturbing patrons, so the watchman tried to eject him forcibly.

Then the ruckus began. A number of young men the newspaper described as "young pirates that have disgraced themselves again and again with their conduct in the opera house gallery" got into the act.

Pulling off their coats, they made a rush for the watchman, who went down under the onslaught. One of the young men pulled a pistol, and a cry of "kill him" was heard.

Two ex-policemen intervened, and an acting policeman, John Warner, was given a drubbing for his trouble.

The curtain went up at this point, and the mob rushed back to their seats so as not to miss the rest of the show. But when the show was over, it took some local citizens and a contingent of police to usher the watchman through the crowd awaiting him by the door.

Although Benbridge was the builder of the opera house, he never really managed it. He later sold the

property to Freely B. Caldwell, who had at one time owned a streetcar line in the city. Caldwell later sold the building to Myron Spades of Indianapolis.

In 1900 when the opera house was again sold, it received a refurbishing and a new name — The Dryfus Theater.

Leopold Dryfus, local businessman, spent about \$50,000 remodeling the theater and accomplished a complete transformation of the interior, stage and entrance. He had the construction firm remove the steps leading to the entrance so, the new floor of the theater was ground level.

The proscenium arch, boxes, balcony and ceiling were decorated and designed with "the best that money could buy."

The remodeled theater opened Oct. 12, 1909 with a production of "The Merry Widow."

The first public view of the theater was described as "a revelation to all, as the theater compared to the best in larger cities."

Dryfus wanted the theater to be a "monument to his memory," but it wasn't until years later that he discovered how successful he had been.

At 6 a.m. April 10, 1914, the theater was in ruins, gutted by a dramatic and memorable fire — "by all odds, the most revered day in the minds of local fire spectators."



Journal and Courier

Fri., June 27, 1975

GRAND OPERA HOUSE!
LAFAYETTE, IND.

F. E. D. McGINLEY, Manager
L. H. HUCKENBROUGH, Treasurer
COLE MITCHELL, Head Usher
MURPHY & WILSON, Machinists
SLEY & ROBINSON, Property Men
SPARKS BROS., Bill Posters

The Renowned Indian Fighter, Government Scout, and Western Hero of the Plains,

BUFFALO BILL
By W. F. CODY

BAND OF GENUINE CHEYENNE INDIANS

Who are accompanied by the United States Government Scout and Interpreter, C. A. BURGESS. A day selected.

BAND AND ORCHESTRA!

24-FIRST-CLASS DRAMATIC ARTISTS-24

Engaged expressly for Buffalo Bill's new and powerful Drama, "The Prairie Waif," which will be produced for the first time in this city, taken from scenes in Buffalo Bill's past life, and, written expressly for him, by James A. Stevens, author of "The Drovers," entitled

Prairie Waif
A STORY OF THE FAR WEST.

Notice Carefully the Strong Cast

Which has been made up with special regard to the fitness of every actor to the part assigned him.

Buffalo Bill, (Representing three distinct Characters) Hon W. F. Cody
Mark Stanley R. C. White
Jim Haney Harry Clinton
Jack Harry Geo. T. Jones
Tom King John King
Capt. Russell C. Wilson
Capt. Brown Harry West
E. Overton, a Butler Harvey M. Pike
Lone Tree William Wright
Lionel Sanderson Harry Irving
Yellow Head Harry Melton
Lone Wolf Ed. Booth
Jack Kane Miss Lillian Fletcher
Doris Miss Constance Thompson
Soldiers, Danites, Indians, etc.

ACT I—Prairie Waif. (Scene of one year between 1st and 2nd Acts)
ACT II—Home of Buffalo Bill. ACT III—The Attack and Defense
ACT IV—The Hermit
Note in Act IV a Genuine Band of CHEYENNE INDIAN CHIEFS will appear in their Scalp and War Dances, assisted by C. A. BURGESS, police interpreter.

Mr. Cody "BUFFALO BILL" will give an exhibition of Fancy Rifle Shooting in which he is acknowledged pre-eminence and some

Jack Case, the finest trained Donkey ever before the American Public

W. F. CODY, Proprietor and Manager
John E. Osborne, Business Manager
Hester D. Clifton, Stage Director

C. H. Peirce, Printer, Book & Stationer, Lafayette, Ind.

Victoria described as 'hoodoo'

The Victoria Theater had one major distinction in its tumultuous history on the local scene.

It had the longest run of bad luck in the industry. Called a "hoodoo" by its many proprietors, the theater just couldn't seem to make it off the ground.

Perhaps it was because the actors always appeared on stage slightly soggy after a rain. It seems the dressing rooms were in the basement, which wasn't exactly water-tight.

Or perhaps theatergoers were in a rut attending the Family or Dryfus Theaters, and couldn't be tempted to take those extra steps several blocks from the city's main street to 11-19 N. Fourth St.

Maybe they realized that, even if they coughed up 20 cents for a main floor seat, they probably wouldn't be able to hear the actors anyway. The 2:30 matinee just happened to coincide with the Lafayette Courier's press run next door.

No matter how eloquently the performers gave their lines, the roar that could be heard throughout the theater wasn't the audience voicing its approval.

The familiar sounds emanating from the Victoria those days were the refrains of hammer and nail as the

entrance was boarded up time and time again. The vacant lot of land on which the Victoria would be built was originally purchased by Ira J. Howe.

On Nov. 2, 1908, it was announced Howe had leased the land to a firm called the Star City Amusement Co., which proposed to build a handsome modern structure, the Victoria.

The new theater, with a seating capacity of about 650, was built of brick and stone with white glazed brick for the front which, according to the newspaper, "will be fireproof and very imposing—a credit to our city."

The stage, 52 feet wide and 34 feet deep, contained all the "modern improvements" and could be worked from a fly gallery.

The proscenium arch was 30 feet wide and 24 feet high.

The front of the theater had a lobby and vestibule, and six loggias, a sort of open-balcony type compartment, and the interior was decorated in crimson and gold.

When the theater opened in 1909, the Star City Amusement Co. provided "polite vaudeville" with a change of bill every Monday and Thursday.

The theater's "comedy, pretty girls and jingling music" was short-lived, however.

Because of a scarcity of patrons and general financial woes, the theater was closed shortly after its opening, and reopened Nov. 14, 1910 under the management of Schlesinger and Harris Co., which promised "big acts just like Indianapolis and St. Louis through the Sullivan and Considine Booking House to fill the theater to capacity every night," according to one of its advertisements.

The grand reopening, replete with fanfare, featured a bill with the O'Neil Trio, a comedy novelty, singing and dancing troupe; The Sherwoods and their aerial novelties; Wanzer and Palmer with a humorous sketch titled "Stung," two minstrels called Wolfe and Lee, and a "big offering in refined singing and dancing," the Stanley Sextet.

Apparently something went wrong because the theater was closed again.

In 1914, the building was leased to Chicagoan J. M. Gorshof who hoped to make the theater a "cozy home-like place" with prices "so reasonable that people will be attracted to the place."

Gorshof had big plans for the theater. He remodeled the interior, redecorated the walls and ceiling, changed the seating arrangement, installed a number of electric fans and changed the front and lobby of the structure.

Gorshof brought his family to the city and organized the New Victoria Theater Co., with himself as president and manager. He said he hoped to provide moving pictures of "the best theatrical attractions that are being staged in this and other countries, exclusively provided for the Victoria and entirely new to the people of Lafayette." He also planned to supplement the pictures with "the best vaudeville turns that can be secured in Chicago and other large cities."

Perhaps Gorshof was too particular in his choice of shows or the Lafayette audience too "exacting." In any case, the theater again lost.

The Victoria was later opened by the Schubert Co. of

New York. It enjoyed a modicum of success probably because the shows were, for the most part, one-night stands.

Before long the Schuberts gave up the ghost and the theater was again boarded up.

A stock company or two tried road shows but these, too, were unsuccessful.

The mortgage was finally foreclosed and the theater abandoned, with the title in litigation for many years. The property was later acquired by James B. Wilson for \$10,000 on Nov. 5, 1920, at a sheriff's sale to recover taxes due.

On April 5, 1921 the property was sold again and, with this transaction, its unsuccessful career as a theater was brought to a close.

Ira L. Galbraith, proprietor of a garage at 835 Main, purchased the property from Wilson, announcing plans to convert the theater into a modern garage for a used car salesroom.

After Galbraith, the property was used for two auto agencies, a bowling alley, barber shop and archery range.

From 1938 until 1965 the Moritz F. Schweiidler family owned it, until the Lafayette National Bank acquired it.

And, when the bank finally sold it in October, 1973, the property finally began paying for itself.

The 11-19 N. Fourth St. land was one of the parcels bought by the city for the Downtown Redevelopment parking lot.

DEB

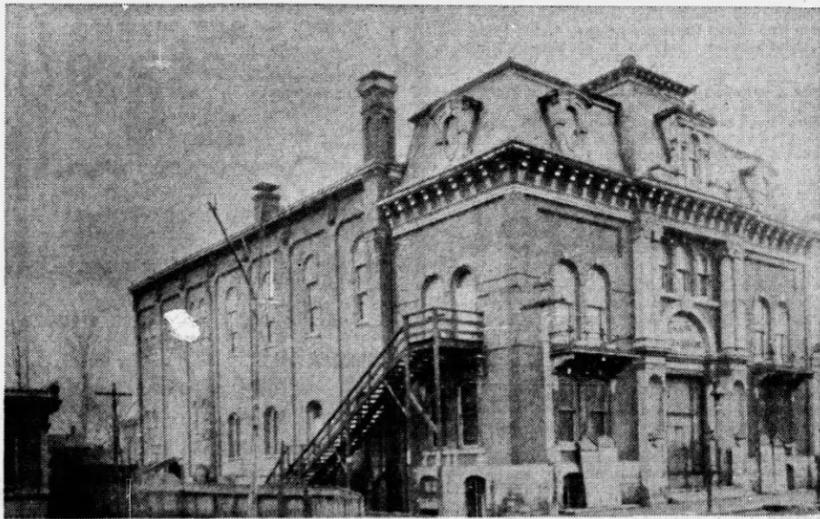
Show biz greats, near-greats here

Hundreds of names from theater history appeared in Lafayette during its years as a center of live entertainment.

Some visited the city and shopped between shows. One who only passed through was the great Sarah Bernhardt, who visited Lafayette Nov. 14, 1910, the day the Victoria Theater opened.

The actress, who had been drawing record crowds across the country, stopped only a short time at the old Sixth Street railroad station that morning, on her way from Chicago to English's Theater in Indianapolis. The train, in addition to pulling Mrs. Bernhardt's private Pullman car, had six baggage cars with scenery for the 20 plays in her repertory.

In their day the old Opera House and Dryfus Theater, saw some of the greats of show business — people like Thomas Keene, David Warfield, Madame Modjeska, Frank Mayo, Otis Skinner, Lillian Russell, Lew Fields, Eddie Foy, Billie Burke, Madame Nazamova, Ethel Barrymore, Annie Russell, Ellen Terry and DeWolf Hopper. Eva Tanguay also was here and played to sell-out crowds at the Dryfus just two days before it was destroyed by fire in 1910.



Opera house, then theater

The old Grand Opera House, at Sixth and Columbia Streets, is shown in a photograph taken in the 1880s. The

theater opened in 1872 and later became the Dryfus Theater, which was destroyed by fire in 1914.

City site of many historic homes

By **ANGIE RIZZO**
Staff Writer

Lafayette is studded with historic houses and not all of them are the beautiful, restored homes that are readily identified as "early Lafayette."

Many are unpretentious, rectangular buildings, some broken into apartments now, but whose walls once sheltered some of the city's earliest pioneers and settlers. Many of the original homes have been torn down, some as late as the 1960s, but others continue to serve as homes for Lafayette citizens.

The house at Third and Alabama Streets, for instance, was the home of Henry Taylor Sample, a man rumored to have walked from Lafayette to New Orleans seven times.

The home was built in the 1830s and is one of the oldest standing in the city.

Sample, a trader of molasses, flour and jewelry with the Indians for skins and hides, was in Lafayette a week before the town was platted and surveyed for William Digby by Robert Johnson of Crawfordsville.

Sample liked the town and returned in 1830 to make his home here. He first lived in a log cabin where the house now stands.

The Sample house was typical of the homes of pioneers of affluence in Tippecanoe County. It had 21 rooms, six of them in the basement, and four fireplaces.

A small, two-story home on North Fourth Street near the Central Fire Station was the home of Dr. O.L. Clark, built in the mid-1830s.

Dr. Clark, the first doctor in Lafayette married the daughter of Dr. Durkee, the first doctor to practice in the rural area — now the site of the Lafayette Country Club where Durkee's run passes.

Dr. Clark, who lived in this unpretentious, squarish brick home, also was on the committee to build the first courthouse in Lafayette.

Sample built a home at 1014 State St. in the 1860s for his son, John G. Sample, and that home still stands. However, it was purchased in this century by Henry W. Marshall Sr., who added the English Gothic trimming.

Several articles have been written on the Ira G. Howe row houses on South Street between Sixth and Seventh Streets. Several of the homes there have been restored

by their present occupants, including William Baugh of the Battle Ground Historical Association and G. Walter Burnell, an insurance broker.

These homes, called Boston swell-front row houses because of the bay windows on the first and second floors, were built from plans brought here in the 1850s by Howe. Carriage houses behind the homes were torn down in the early 1950s.

These houses are the only ones in Lafayette that have a porte-cochere, sort of a car-port where passengers could exit from carriages and the driver pass through and take the horses to the rear of the home to the barn.

Descendants of many of Lafayette's early settlers still are residents here, but most no longer own or live in the old family homes.

There are exceptions, and one is the Ball home at 402 S. 9th St.

This takes one back to the post-Civil War era when Judge Cyrus Ball built the home which has remained in the family through the years.

In the Ball home, now the property of Mr. and Mrs. Cable Ball, many pieces purchased for the original home have been restored and are being used. Judge Ball, one of the early settlers of Lafayette, came riding into town on horseback in 1827 with his sheepskin to practice law out of his saddlebag.

The home was Judge Ball's third, built about 1868 on "Prospect Hill," a pasture where livestock used to graze.

There are portraits in the home of the Ball family and a tapestry screen reportedly dates to 1847. The stained glass windows throughout the house are original.

One of the stateliest old homes in the city was Earlhurst at 2000 Union St., razed in 1971 following a fire to make way for a condominium and apartment complex.

Efforts to preserve parts of the old mansion and convert a portion of it into a restaurant failed when seven of its rooms burned. The mansion once extended over 10 acres to Elmwood Avenue and contained a deer park.

Earlhurst was built in 1859 by James Earl, father of Adams Earl who inherited the estate. The Earls were Lafayette pioneers, farmers and speculators.

One of the home's many Italian slate fireplaces was donated to the Tippecanoe County Historical Association and plans are to put the fireplace on display.

Settlers in the 1830s started building on North Sixth Street from Main to Union because they thought that would be the way Lafayette would grow — but it didn't. Some stately old ornate homes owned by early pioneers were built on North Sixth Street, but most have been razed.

The home at 729 Brown St. was built in 1849 and called the Jones-Carnahan house. Carnahan was an ancestor of Eleanor Ross, the grandmother of Mrs. Rochester Baird, a local philanthropist now of 525 S. 7th St.

The home, built in a Greek Revival style, had a one-story wing on the west which served as servants quarters. A two-story wing was added in 1873 on the east side. There was a carriage house and a milk house in the rear, which are no longer there.

Mrs. Baird has told she recalls playing there as a child while visiting her grandparents and helping polish the homes many brass doorknobs.

The home has been broken into apartments and is owned by a local real estate agent.

The first home on Prospect Hill (South Ninth Street)



An old photograph of the former Earlhurst mansion

no longer stands and was on the site of the Willayne Apartments at 303 S. 9th St.

The home was built by Sample for another of his sons in 1866 and was owned in this era by Dr. Walter G. Little prior to its razing.

William A. Potter, an ancestor of local businessman George A. Potter, settled in Lafayette in 1843 and built his home on South Street, just east of Tenth Street. That home still stands and is owned by George Potter, but it has been divided into apartments.

The Federal-Style architecture home has remained in the Potter family since it was constructed. It was at one time owned by the daughter of William Potter, Emily, in the 1860s while she was married to a Dr. Arthur, a staffer at Purdue University.

The property went back to the grandsons of the original Mr. Potter at her death and subsequently passed to the present owner.

Another home worth noting at 811 Columbia St. was built in the 1850s and occupied in 1867 by Brown Brockenbrough Sr., an early Lafayette resident.

Brockenbrough came to Lafayette in 1857 at the

request of Moses Fowler to work in the bank he was starting with Adams Earl.

The home has been restored and original fireplaces with walnut woodwork and some early furnishings still grace the home, now the residence of the Richard Ewings.

The Moses Fowler home at 909 S. Ninth St. now is the Tippecanoe County Historical Museum and was one of the most splendid homes built in this city. Much of the yards and gardens have gone by the wayside to make way for the art center and parking lots, but the old grandeur still is there. This is one home you can tour almost at will to view many of the furnishings, still preserved in their original rooms. The museum has regular hours and conducted tours are available.

The home of William W. Fitzgerald at 717 Columbia St. has been renovated in the interior and preserved in its original condition on the exterior. That home was built in the 1840s and was recognized as a neighborhood landmark in that era.

The home now houses Fitzgerald's House of Beauty, a beauty salon, and the salon follows the French Empire style of the original design.

There are treasures of design and architecture in several of the older homes on Prospect Hill — some of which have been preserved, others covered up and broken into apartments.

History, living styles and customs of bygone eras are built into the design of these homes.

Honors skimpy for ex-mayors

Lafayette has not gone head-over-heels in honoring the 27 mayors who have run city government.

Teal Road is named for Republican William N. "Bill" Teal, elected mayor in 1934 and again in 1951, and who served less than five years in all.

Durgan School is named for George R. Durgan, Democrat, who was mayor off and on for nearly 18 years between 1904 and 1926.

There is a two-block-long street in southeastern Lafayette called Kimmell Street, but it is not known whether it honors German-born Louis Kimmell, three-time mayor in the 1870s

Funeral home over century old

By **SHERRY BROWN**
Staff Writer

City directories have listed many an undertaker in Lafayette's 150-year history, but the oldest that remains in operation today is the Soller-Baker Funeral Home, started more than 100 years ago.

But the majestic yellow structure that stands at the corner of Fourth and Alabama Streets was not the original site of the funeral home.

The Soller, Seeger and Kessen Union, a cabinetmaking and undertaking enterprise, began in 1865 at a Lower Main Street site which gave way to the present location in 1929.

Although it's changed addresses only once, the Soller-Baker establishment has gone through a continual metamorphosis of names.

The Kessen name was dropped to become Soller-Seeger in the earlier part of its history and later Timothy and Daniel Harrington entered the business bringing their surname to the Soller-Harrington Co.

When John T. Soller, the son of the founder, took his sons, Edwin and Elmer, into the organization it became John T. Soller and Sons in 1923.

The Soller-Baker of today took its last name-change from Otto C. Baker who had joined the firm by 1927 and became president in 1962. Baker has since died and Lafayette's oldest funeral home is under the direction of William E. Wilhoit, president, and Thomas R. Baer, vice president.

Two other notable things are credited to Soller-Baker. In 1966, the Soller-Baker West Chapel at 1184 Sagamore Parkway became West Lafayette's first funeral home. And upstairs watching over the city is the body of George Stein, unclaimed by his relatives from his native Germany and embalmed in 1902 in a way that has left him in pretty good shape — for more than 70 years.

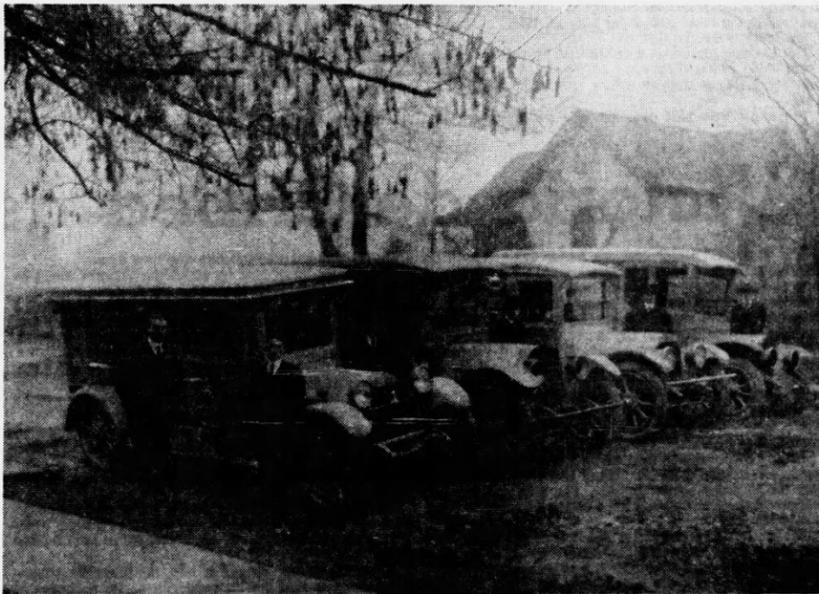
Although Otto Baker died in the late 1960s, his widow still resides in West Lafayette with an avid interest in history and some humorous tales to tell about early funerals.

Mabel Baker remembers when undertakers made caskets and "preached the ceremony" themselves.

To prove her point, Mrs. Baker cites the case of her husband's grandfather who was an undertaker in Dayton and started the Baker business there in 1850 that's still in operation.

"When he had a funeral he would organize the ceremony and preach it himself," she says. "He made his own caskets too."

Undertakers' duties ran the gamut in the 1800s she



Old hearses more ornate

Hearses lined up outside the old Soller-Harrington Funeral Home in 1917 were more ornate than today's vehicles. The funeral home, predecessor of today's Soller-Baker, was on Main Street between Second and Third.

says. Sometimes the operator of a funeral home would stay up all night with a family that had chosen to occupy the establishment in a "wake" for their dead.

Fees for a funeral were a bit different in the early days. A debit often was paid off over the years with

cases of strawberries or butter and eggs if a debt-laden family had no cash available.

How much did it cost for a funeral 100 years ago? "Oh, I'd say about \$250," Mrs. Baker continues. "It was a lot less than today at any rate!"

Moon 'loses head' over gadget

One of the most macabre means of committing suicide — "Moon's Method" — was carried out in a third-floor room of the Lahr Hotel in 1876.

On June 12 of that year, farmer James Moon registered at the hotel. He carried in his head a diabolical plan literally to cut his 37-year-old life and body short.

Moon arrived at the hotel shortly before noon, demanding a quiet room. It then took the 200-pound Moon and a bellhop to carry a mysterious heavy trunk to a third floor cubicle.

More mysterious was Moon's behavior that afternoon. The hotel manager, acting on complaints of other residents, stomped up to Moon's room to see what all the hammering and banging was about.

Moon told the manager he wasn't rebuilding the room, merely assembling an invention. He promised that if there was any damage to the room, it would be paid for.

The manager knew him as a respectable person. Moon was owner of a small farm 12 miles south of Lafayette,

a family man, a Civil War veteran and handy with tools.

Moon finally quit his "assembling" that day. He showed up late in the afternoon, freshly shaved and bathed, and enjoyed a leisurely meal. After talking with war buddies, he returned to his room.

The next morning seemed like any other. But at 10 a.m. bedlam broke loose as the upstairs chambermaid came screaming into the lobby. Somehow the manager learned, between her sobbing and hysterical mutterings, that something was wrong in Moon's room.

Dashing up the stairs, the manager, bellhops and guests burst into Moon's room, and froze in their tracks as they beheld the decapitated body of the man in the room.

"Moon's Method" was a guillotine constructed from materials carried in the mysterious trunk. He had assembled a huge axe, fastened it to a hinge device on the floor and suspended it with a cord to a hook fastened low on the windowsill.

The victim had neatly constructed a box just the right

size for his head. The box had an opening on one side big enough insert his head up to the chin. He had placed a rod inside the box to keep it out of the way of the axe.

Moon made sure he wouldn't cop out. Placing himself beneath the axe, he stuffed a cotton ball saturated with chloroform inside the box next to his head. A leather handcuff belt around his chest kept Moon from unconsciously using his hands to remove the chloroform.

A candle placed on the sill slowly burned through the cord, sending the axe on its deadly path.

Moon's imaginative success captured sensational headlines across the country. Physicians used the grim suicide for medical journals. The manager retained the guillotine to display to hotel visitors, making it a popular tourist stop.

Moon's family was the victim of two more suicides. A son committed suicide in Kansas in 1900 by taking poison and a daughter used a gas jet in a Chicago apartment to do herself in a year later.



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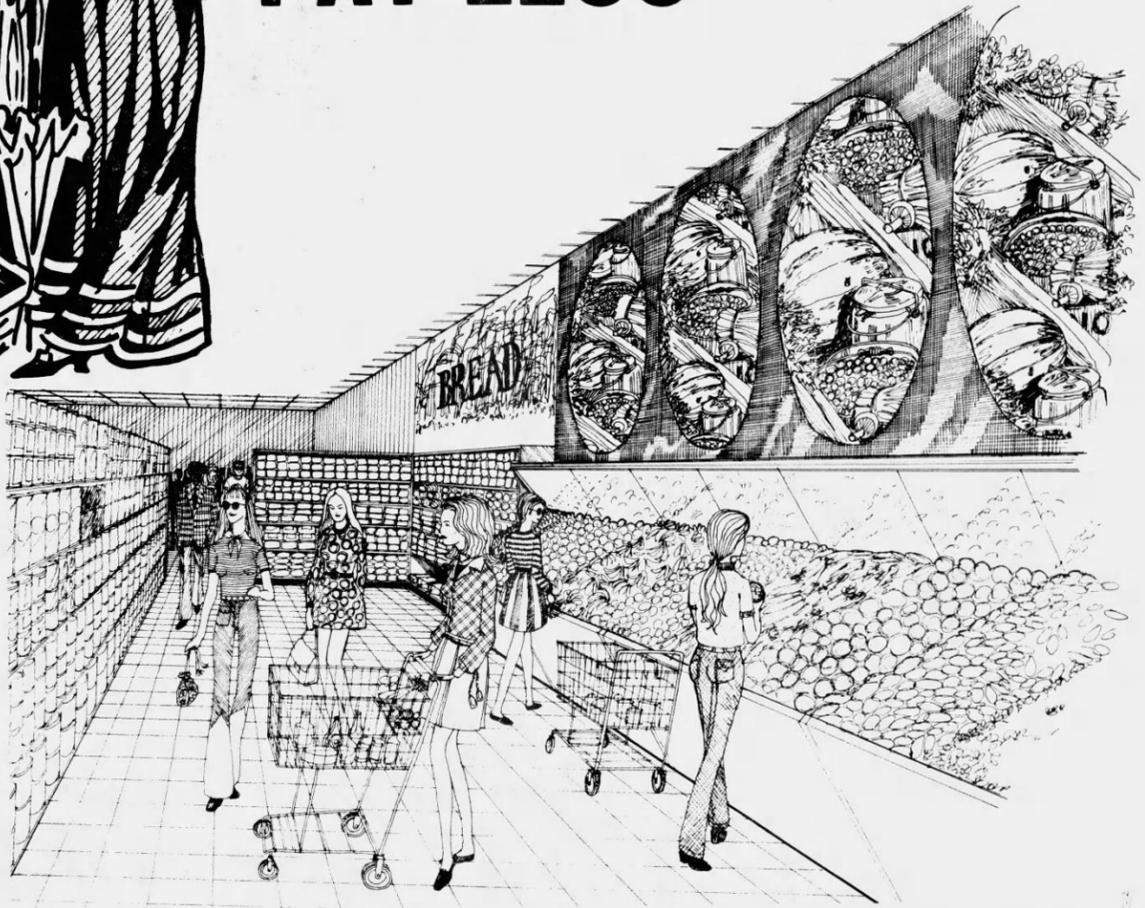


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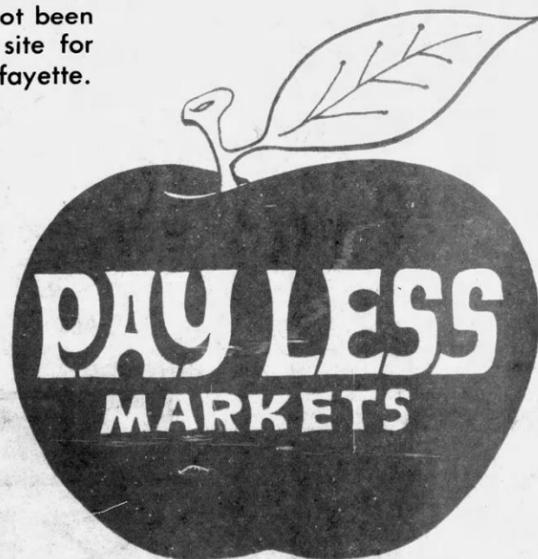
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Mars started as vaudeville site

The boards were quiet for six long years following the disastrous fire at Lafayette's Dryfus Theater in 1914.

Imagine the flurry of excitement that greeted the announcement on March 23, 1920 by the Luna Amusement Co. that it was willing to build a \$250,000 structure on Sixth Street just south of Main that would furnish the best plays and vaudeville to be seen anywhere.

The Luna Amusement Co., which owned and operated the Luna, a 1,100-seat motion picture theater in Lafayette, bought the tract, owned by Lafayette Life Insurance Co., and property owned by Ada A. Fray and the American Laundry and Cleaning Co. in the rear and adjoining the Sixth Street property.

The 2,000-seat playhouse had a stage 40 feet deep and 70 feet wide and a clearance of 60 feet between the floor and the gridiron to allow "the proper staging of the largest legitimate theater and musical-comedy productions and the highest class of vaudeville attractions" according to news reports at the time.

The management made arrangements to book its entertainment independently — perhaps with an eye to the pocketbook — refusing for a while to take the cast off shows from other theaters. It explained its policy by saying it could then choose the best entertainment from many circuits and give local patrons the chance to see the best of the stage.

It was a hefty promise for so fledgling a venture but the management intended to start things off with a flourish — its opening act, which was kept under the curtains until a week before the opening, was a big name vaudeville performer.

Some 15 dressing rooms were constructed in the basement of the playhouse and the lighting and stage equipment were "the very latest type, the same as is installed in Chicago's newest theater, The State Lake."

A large \$15,000 organ was installed in the sounding lofts on either side of the proscenium to be played on a console in the orchestra pit. The Smith Unit instrument was twice as large as the organ being used at the Luna motion picture theater, and had twice the range and capabilities. F. M. Kendall, who usually played the Luna's organ, was to serve double duty as the Mars organist.

The auditorium's design was called "the latest modern art architecture and decorations" and had a system of

lighting and seating that made every seat a vantage point.

Perhaps the spectacular fire at the Dryfus started some thinking about fireproofing the next theater, for this one was constructed of steel, brick and concrete, with emergency exits on all sides of the building on the main floor and balcony.

The entrance on Sixth Street had a foyer and lobby. The layout inside the theater was important, the management stressed, for "the highest quality of entertainment would fail to impress in the wrong environment."

Other attractions were the "heavily padded Wilton carpeting to deaden the sound" so that late patrons wouldn't disturb those already seated; a glass wind shield to keep out the noise and wind of the street; a first class drinking fountain; thermostats, new ventilation, and "three-color direct illumination."

But perhaps the biggest coup were the Mars Comfort Room, the Ladies Parlour and the Gentlemen's Smoking Room. Directions to these popular spots were given in the opening program, along with a suggestion that the Mezzanine Lounge was "the ideal place to meet friends for a theater party."

"A massive canopy will adorn the front of the entrance," a local newspaper reported, "and this with a huge electric sign with myriad lights gives the place prominence at night."

In order to rush completion of the theater before the first headlined act, shift of 100 workmen worked all day and four hours a night at a steady pace.

When the Mars Theater announced the act that would kick off the theater was to be the Ed Wynn Company, the rush for seats was on. When tickets went on sale, the Journal and Courier reported a steady stream of purchasers at the window.

"There is every reason to believe that the new Mars Theater will have a capacity crowd on the occasion of its grand opening April 19," the newspaper said. "The seat sale is now in progress at the theater's temporary box office and the demand is very brisk."

The Wynn Musical Carnival Company had been performing in Washington, D.C., and for an eight-month run at the Amsterdam Theater in New York.

A newly formed troupe, it had only played eight cities

before being contacted by the Lafayette theater, and had never before contracted for less than a one-week stand.

Wynn's agent, H. P. Hill, said the show wouldn't have visited a city of this size if the Mars management hadn't come up with the necessary money. Because of the short stay in Lafayette, Hill said the company would make a number of appearances in smaller cities in this part of the country.

On April 12, 1921, Wynn sent a telegram to Henry W. Marshall, publisher at the Journal and Courier: "Am looking forward with pleasure my visit to open your new Mars Theater next Tuesday and Wednesday nights. Will positively arrive in person with my carnival." Ed Wynn, The Perfect Fool.

The troupe did arrive on schedule before noon that day, on a special train. Three cars were used solely to carry the scenery, costumes and paraphernalia for the show.

An eager audience greeted the Wynn troupe on its first performance. The newspaper's front page headline the day after the event read "Admiring throngs at New Theater Opening."

The report went on to say "the verdict was rendered ... in every outburst of applause ... every happy face, all of which were eloquent in their expression of 'we thank you.'"

Dressed in formal wear, the patrons were stunned by what they saw. The interior, described as "dignified and substantial, in a gay cathedral way" was colored in gold, ivory and soft blonde hues. The draperies overhanging the boxes were a cheery color, creating a Venetian effect, and the leather chairs were described as pleasant and comfortable — no plush cushions to "harass the skin." The lighting especially impressed the reporter. "The interior lighting," he wrote, "is supplied ... by concealed bulbs...mystifying in its possibilities, ranging from brilliant luster to delicate luminescence dependent on the manipulations of the switchboard operator..." who apparently had an act all his own that night.

It was, from its opening day, a playhouse devoted to serving two masters. Part of the show time was devoted to vaudeville, the earlier form of burlesque and part

Ed Wynn not money waster

Vaudeville comedian Ed Wynn might have been generous with the laughs during his visit to Lafayette April 19, 1921, but he was frugal with his funds.

The first thing Wynn did when he arrived with his troupe was peruse the city's garment district and, finding that prices were comparable if not lower than his usual shopping place in New York, proceeded to buy himself a new wardrobe.

Back at his room at the Fowler Hotel, Wynn displayed his purchases to a curious Journal Courier reporter while praising the Mars Theater at whose debut he would be performing that evening.

"It is the finest theater in all its details that I have seen and played in during my career for any city of this size and many very much larger," Wynn said.

"So far as the stage is concerned," he said, "it is large enough to make possible presentation of any legitimate show that might be brought to the city."

Wynn said, of his shopping expedition, "Prices here, so far as I have found, are none of them higher than any other places and, in most cases, I have found them very much lower."

was devoted to movies and newsreels.

In its heyday this was split 50-50, but during the 1930's and early 40's, as the popularity of vaudeville waned — burlesque becoming more cheese-cake oriented — movies garnered more of the public's interest, and the Mars was forced to shift with the times.

Eventually vaudeville faded away, leaving the Mars the strictly movie-showing theater that we know today.

But the next time you go, take a seat near the front and look at what remains of the old stage. Try to imagine sitting there in the early part of this century, watching colorfully costumed clowns, dancers, magicians and singers going through their routines.

All for a shiny nickel.

DEB

Dryfus Theater goes up in flames in 1914

If the past were any indication, Good Friday, April 10, 1914, should have been just that for the Dryfus Theater. The theater, formerly the Grand Opera House, opened its doors under the management of Leopold Dryfus in 1909 and for the next five years enjoyed success in the community.

Eva Tanguay, billed as America's best known vaudeville artist and drawing record crowds wherever she played, had made her splash April 8 at the Dryfus.

And upcoming on April 20 and 21 was the "international triumph of the century, 'Ben Hur,'" which was rebuked at the theater to the delight of local people unable to get tickets when it first appeared at the Dryfus several years previous.

The Harlequin Club of Purdue had been rehearsing Thursday night for the upcoming Dryfus performance of "What Happened in Venice." About 6 p.m. Thursday the largest and most important pieces of the stage set had been loaded on several huge wagons and deposited at the theater for the dress rehearsal planned Friday afternoon. A cyclorama of the Purdue campus, part of a set donated by Hoosier writer and humorist George Ade, also was at the theater.

The Harlequin rehearsal was completed by 11 p.m. Thursday, and manager Ora Parks locked up the theater around midnight.

About 2 a.m. Friday Parks, unable to sleep at home, decided to take a walk. He went to the box office, assured himself everything was shipshape and went back

home to bed.

Garfield Heath, the janitor, left the theater about 10:30 Thursday evening and checked the small fire lit in the furnace for the Harlequin's rehearsal. Noticing the fire was a small one, he left it to extinguish itself as there would be no need for it until the following week — there were no bookings the rest of this week.

About 5:30 a.m. Friday, a strange odor woke Nathan H. Dodge, who lived on South Street directly behind the theater. He rolled over in bed to discover smoke pouring from windows in the northeast corner of the building. He immediately alerted the fire department.

Park received a call around 5:30 and hurried to the theater. "At that time the fire was all in the northeast corner," Park was reported to have said. "Smoke was coming from the outside stairway leading into the basement. It did not look like a bad fire to me."

"Soon however, the flames started to shoot all through the house. I went into the box office to get a few valuables and to lock the safe. By that time I could see that the theater was doomed," the manager said.

The entire fire fighting force in the area assembled at the scene — the Morton Street, Wabash Avenue and Purdue Street companies making their runs in record time. Nine streams of water were trained on the burning theater but firemen were unable to get inside because of intense heat and flames pouring from the basement and doorway.

By 6 a.m. flames were leaping 40 feet above the struc-

ture. "It looked like a volcano in eruption," according to newspaper reports. The roof went first, with a loud crash, probably saving the building adjoining the theater as the flames continued upward rather than sideways out the doorway and shattering windows.

The rear wall fell at 9:30 a.m., nearly crushing the firemen working nearby and wrecking part of a barn roof. The east wall was pulled down by firemen using ropes.

Despite the luck of most firemen, tragedy did hit one of their comrades.

Capt. John Mitchell, who had been warned earlier by the chief not to get close to the front wall, was attempting to weigh down a section of hose when a portion of the front wall fell, striking the canopy and causing it to come down on Mitchell.

Mitchell was quickly pulled from under the debris and taken unconscious to St. Elizaeth Hospital, where he died of internal injuries a few hours later.

According to Chief C. M. Johnston, the fire started in the boiler room and spread to the balcony and auditorium.

The April 10 fire wasn't the first to occur at the Dryfus building. Twenty years before, when the struc-

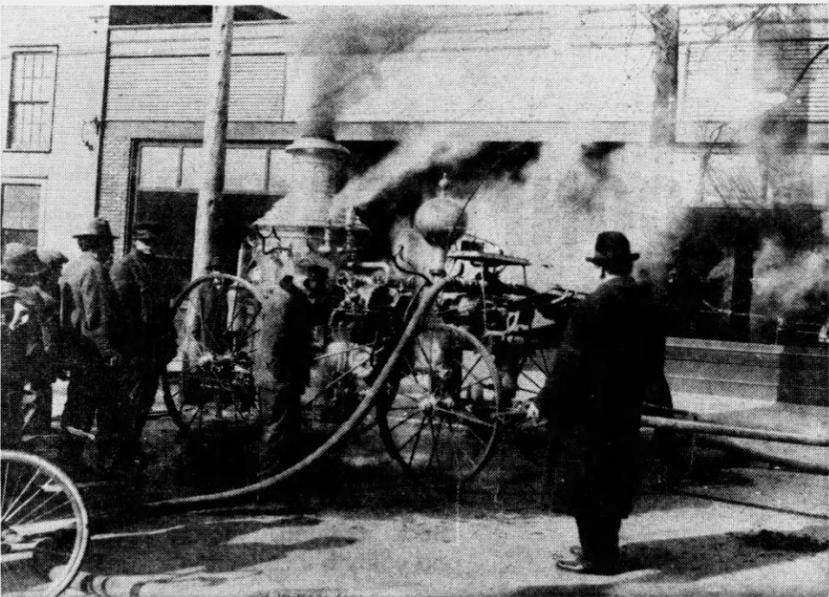
ture was known as the Opera House, a blaze discovered in the basement was extinguished by firefighters. Five years later another fire broke out while a capacity crowd was watching a performance by Frank Daniels, a comedian. When people on the main floor noticed the smoke, the orchestra struck up a lively tune to avoid a panic. This fire, caused by a hot furnace pipe igniting paper under the orchestra pit, was put out while the show was going on.

Dryfus, who was at the scene of the 1914 destruction of his pride and joy, was heartbroken. The newspaper reports, "When he realized that the beautiful theater...was doomed, tears came from his eyes and he left the ruins."

Perhaps his tears were due to the fact that the loss was estimated at \$60,000 and he only had \$12,000 insurance.

In any case, the theater was gone; the "Ben Hur" extravaganza would be canceled, the Harlequins would put on their show at the Victoria, and as the Lafayette Daily Journal put it, "it is doubtful there will be any theater of the kind here for some time to come."

DEB



Old pumper in action during 1914 Dryfus Theater fire

Only 6 women win

Women's liberation has a long way to go in Lafayette politics.

In the 122-year history of city elections, just six women have won public office.

A Democrat, Mary C. Kennedy, was the first, winning a five-year term on the City Council in Mayor John B. Hudson's Administration.

She was elected in November 1929 and took office in January 1930.

The next was also a Democrat on the City Council, Helen Luedeking, elected as part of Mayor Albert J. Krabbe's administration in November 1947. She served one four-year term.

Mary Ellen Hamilton, Democrat, was the first woman to win two city elections, going to the City Council after balloting in November 1955 and November 1959.

The year 1959 brought three women into the ranks of candidates. Democrat Louise C. Wheeler joined Mrs. Hamilton on the City Council while Republican Lois H. Parker was losing.

Mrs. Wheeler and Mrs. Hamilton felt the sting of defeat together in a Republican sweep in 1963.

Marjorie Griffith has accomplished the most of any woman in Lafayette politics thus far.

She was the first woman to run for, and win election to, the office of city clerk in 1967, and the first Republican woman to win a city office.

That same year, Louise Wheeler won the dubious distinction of being the only woman to lose two elections when her bid for a City Council seat failed.

In 1971, Mrs. Griffith won her second term as city clerk and Johanna Downie, a Democrat, became the fifth woman to win a City Council election.

This year, the influence of women in city politics has visibly expanded.

Mrs. Griffith weighed the possibility of being the city's first female mayor candidate last winter before deciding instead to seek a third term as clerk.

Her Democratic opponent in next November's election will be Barbara Wood.

Mrs. Downie and Barbara Harless are Democratic candidates for election to the City Council this fall, as is Republican Mary Henderson.

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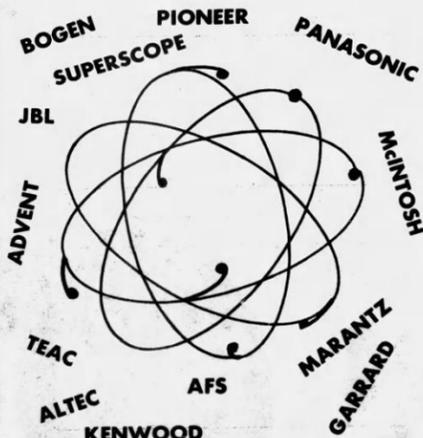


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Former high school

The old City Hall building at Sixth and Columbia was built in the last century for Lafayette High School, and it housed students until old Jefferson High was opened in 1912. When the new City Hall was completed, the

structure was razed in 1960. Swatts Shell service station occupies the site today. This photograph was taken just before the building was demolished.



Turn-of-the-century strollers relax in Columbian Park

Early schools gave off roar

By KATHY MATTER
Staff Writer

The fire at one end of the log building warmed your nose as you tried to study but the cold still stung your back. And for a major portion of the long day the whole class talked at one time.

Such was the earliest school in Lafayette. A one-room log cabin with a punchon floor and a fireplace that filled one end of the structure, the school was started in 1827 and located near the downtown area.

It had one teacher, Joseph Tatman, for all eight grades, and the pupils sat on split-log benches. The school was a "subscription school," which meant that children had to pay tuition fees. It also was called a "loud school."

In those days silent schools were the exception. Instead everyone studied aloud, reciting in unison for hours at the top of their voices.

Sometimes the roar could be heard from half to three-quarters of a mile, writes a pupil from those early school days.

Papers from anonymous students collected at the Tippecanoe County Historical Museum give clues to the school. The practice of reciting lessons aloud was claimed to be a "practical philosophical system by which boys could be trained for business on a steamboat wharf or in any other place."

"The schoolmaster standing in place of the parent punished freely and savagely, usually with the full approval of the parents. The sentiment was that the schoolmaster who neglected the frequent use of the rod was a failure as a teacher."

A failed lesson or a misspelled word would most certainly mean a rap across the knuckles with a beech switch.

In 1828 the school moved to the old courthouse at the foot of Main Street and a year later to a one-story frame house on the east side of Fourth Street between Columbia and South. Other subscription schools popped up in the area including a seminary opened in 1842.

In 1852 the state legislature passed a general school law providing for the appointment of a board of school trustees and granting permission to levy a tax for the operation of schools.

By the summer of 1854 the first two public schools were completed — Eastern on East Elizabeth Street and Central School at the corner of Sixth and Brown streets. Southern and Western schools were soon opened, with a total capacity in all four schools of 800 students.

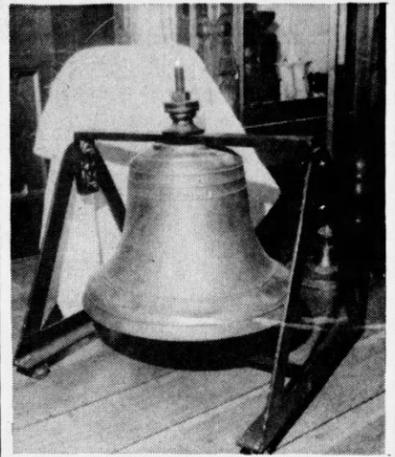
A manual for the Lafayette schools dated 1887 points out the differences between schools then and now.

According to the manual "teachers are required to be in their respective rooms in the morning 30 minutes before the time prescribed for opening school, but in cold or wet weather they shall be at their respective rooms and admit pupils one hour before time for commencing school in the morning. Teachers who are not in their respective school rooms at the time specified above shall report themselves as tardy."

"The teachers of the public schools shall at all times refrain from advocating or discussing in the presence of pupils or in Teachers Institute any sectarian or political question of a partisan nature."

"The pupils are strictly enjoined to avoid idleness and profanity, falsehood and deceit, obscene and indecent language and every wicked and disgraceful practice and to conduct themselves in an orderly and decent manner, both in school and out."

"The opening exercises of each department of the several schools shall consist of reading the Lord's Prayer or of appropriate singing."



FORD SCHOOL BELL
Now in Tippecanoe County Museum

The real thing displayed here

Although students still file into classrooms at the ringing of the bell, the new-fangled electronic gongs are no match for the cast iron bells that once graced the top of schoolhouses here.

Two of the old bells can still be found in Lafayette. The one which used to hang in the cupola of the old Tippecanoe School at Third and Chestnut streets, and one in the belfry of Ford School at 14th and South streets.

The 20-inch bell from the Ford School was removed from the belfry before the school was torn down in 1953 and donated to the Tippecanoe County Historical Museum where it is on display today. The bell was cast in Cincinnati in 1871.

The 24-inch bell from Tippecanoe School was cleaned up and placed in Miller Elementary after the old school was torn down in 1968.

The bell had hung in the cupola of the Tippecanoe School for 93 years and was rung eight times a day to summon children from classes, until the rope broke in 1946 and officials decided just to let it hang and install an electronic gong.

The bell rope consisted of 40 feet of cord stretching down the belfry and through the attic to hang in front of the principal's office on the second floor landing.

To fix the bell, however, required the navigation of steep flights of stairs and ladders and wasn't thought worth the effort.

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By 1939, that small store had grown to three in number and more were on the way.

In 1947, with the assistance of Ermal's two brothers, the first "supermarket" was opened in Muncie - somewhat by accident. When city building regulations wouldn't let them break the curb for parking facilities, they decided to use the entire corner lot for a building with 5400 square feet of floor space.

The brothers were so concerned that they had too much space, they bought about \$3,000 worth of paint to fill the store. Nervous about their heavy investment, they decided to move all grocery merchandise quickly with a low, store-wide profit margin and cost-saving self service. They felt they were "unloading" their heavy inventory and never dreamed they could make a profit on that basis.

The result? They did three times the expected grocery volume. They had to sell the paint to a Fort Wayne dealer to make room for more grocery displays. From that time on, prosperity was the byword... growth was at hand.

As the years passed, Marsh continued to expand at a steady pace. In 1952 they were incorporated with 14 stores employing about 200 people. From that point, business took off like a rocket and hasn't stopped!

tomorrow

Increased awareness and dedication to the needs of the consumer public moves Marsh onward to future business expansion in every division - offering a potential business volume of over one-half billion dollars. More advanced, sophisticated computerized checkouts and marketing techniques for faster customer service.

Tomorrow - dedication, awareness, growth, prosperity and expansion will continue to be the real MARSH STORY!

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Fleet of bakery trucks

A familiar sight in Lafayette until the 1950s were the trucks from Ruger and Sons Bakery at 216 N. 6th St. This fleet of Dodge trucks, bearing pictures of a loaf of Ruger's bread, were photographed in 1926 outside the old Walter L. Gray agency near Sixth and Columbia. Ruger's Bakery was part of Lafayette for more than a hundred years after its founding in 1849. (Photo by E. K. Warren)

Heritage 75-76

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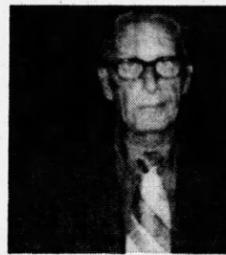


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Asiatic cholera hits city hard

By JAN FITZPATRICK
Staff Writer

Today it would seem remarkable to us if the better part of the local citizenry were sick: If nearly everyone we knew were suffering from aches and pains, vomiting and diarrhea, chills and fevers and "the shakes."

But Lafayette's pioneers were so accustomed to widespread illness during the summer months that they took little notice. They accepted it as part of the climate. An early settler noted in 1826 that Lafayette "affords greater facilities to farmers than any new country I have seen. But it, like all other level and fertile countries, will probably subject the inhabitants to autumnal sickness."

"Autumnal sickness" referred to a host of summer ailments that probably include digestive upsets from eating spoiled food, malaria, typhoid fever, dysentery and

"milk sickness," a disease that killed both cattle and humans.

While any of these maladies could claim lives — Indiana in the 1800s was perhaps the worst malarial region outside the tropics — perhaps none did so more violently or quickly than the Asiatic cholera.

It could strike one who appeared to be in perfect health, and in a matter of hours wring his body dry of vital fluids, leaving the victim with hollowed cheeks and sunken eyes, a skeletal shadow of his former self.

Illness began with a spell of vomiting and diarrhea. In a few hours, the body was emptied of pints of pale fluid resembling rice water. Agonizing muscle cramps then tortured the individual until his demise. Though some hardy souls survived, more than half died from the effects of extreme dehydration.

Cholera had infected people in most of the United States by the 1830s. From 1833 to 1848, there were few cases up and down the Wabash, mostly affecting riverboat crews and the Irish laborers who worked on the Wabash-Erie Canal, but Lafayette was relatively untouched by the disease until the summers of 1849 and 1854.

In July of both years, a thick blanket of 100-degree heat smothered residents for days on end. And then it came: First, a trickle of cholera cases, then a steady flow of them, five or six a day. In a town with a population not much over 2,000, it was enough to excite reports of a cholera epidemic.

Richard Eldridge, a pharmacist, described the scene in a letter to his relative dated July 7, 1849:

"The Board of Health reports five cases of cholera and three deaths. All were hard cases. No alarm is manifested, but it is a perfect shutdown, as far as business is concerned. You will not see a team from the country in our streets from morn to eve. Our merchants are lying around on their counters or sitting at their doors lounging the time away."

It is said in another account of 1849 that a "reign of terror" followed the first death by cholera in the town, and that no wagons were seen on the street except hearses carrying the box or coffin of another body. Fourth Street, then known as Illinois, was said to be literally depopulated.

The phantom stalker robbed Lafayette "firesides of hundreds of familiar faces," bringing "desolation and sorrow."

Even though it could extinguish lives in a matter of hours, there were a few whose iron constitutions defied the disease.

One day, it is said, a boatman was seen to crawl into a corn crib near the mill on N. 2nd St.:

"He had the cholera. In a few hours a wagon and box were hauled there to take away his body. He was, however, still alive. Some time later the wagon and box came in sight again, but the poor fellow was still alive, but apparently unable to survive much longer. Late in the day a third trip was made, this time it seemed certain that he would be a corpse. Imagine the driver's surprise to see the boatman raise upon his elbow and angrily explain "Take that box away, I ain't dead by a damn sight," and sure enough he recovered."

Estimates on the number of those who died from the cholera during the summers of 1849 and 1854 vary so widely that it is difficult to know what to believe.

Sanford Cox, in "Old Settlers," published in 1860, puts the number at 600 for both years. "Almost every town and village along the Wabash and many localities in the country were called to mourn the loss of many of their oldest and most worthy citizens," he wrote.

"Lafayette, during these two memorable summers, lost over six hundred of her citizens, mostly adults, among whom were many of her most worthy in-

habitants."

Louis Kimmel, who later became mayor of Lafayette, arrived here from Germany in the summer of 1854. Within days, every member of his family save one son, John, had died of the cholera.

Other estimates say as many as 600 may have died in 1854 alone. Newspaper estimates from the period, however, were considerably lower.

It appears that local newspapers were not anxious to publish the full extent of mortality, lest the local citizens vacate the town and country folk be afraid to set foot in Lafayette.

Consequently, newspapers such as the Lafayette Daily Courier cautioned readers throughout the summer that "such rumors" as "have been circulated all over the country . . . should be received with very many grains of allowance." The paper never admitted to more than about three deaths per day, though a local physician later admitted that more than 300 had died in the summer of 1854.

Mule-car line dismal failure

By DAVID CHAMBERS

Lafayette's first mule-car line, known as the Ball Street Railway, ran only from 1868 to 1874 and ended in dismal failure. It was liquidated and entirely abandoned.

A new horse-drawn system was organized in 1883 and began operation in May, 1884. The Lafayette Street Railway was electrified in August, 1888, and by the following year no mule cars remained in service.

The early 1890s saw great expansion of the system to include loops on Oakland Hill in Lafayette and on Waldron Street around the Purdue campus. Most scenic was the Happy Hollow line, built during 1896 and operated from 1897 until 1902.

Over this line trolley cars proceeded from the Courthouse Square, out Salisbury, Lincoln and Rose Streets in West Lafayette and then wound through the Happy Hollow woods, gaining 186 feet of elevation en route to the Soldiers Home via the high-level route. Excessive erosion in Happy Hollow caused relocation of the line directly up the North River Road, a change that required only 17 days during April, 1902.

The summer of 1905 saw the extension of the Soldiers Home line to Battle Ground. Thereupon heavy street cars were used.

In addition, two electric interurban lines served Lafayette. The Terre Haute, Indianapolis & Eastern Traction Co. was routed from Indianapolis via Lebanon, Frankfort, Mulberry and Dayton. Service began Dec. 3, 1903 and ended in 1930.

The Indiana Service Corp. operated its traction line from Fort Wayne via Huntington, Wabash, Peru, Logansport, Delphi, Buck Creek and Lafayette between 1907 and 1932.

These huge interurbans were nearly as large as Pullman sleeper cars. Cautiously they entered Lafayette over the East Main Street and Monon Shops street car lines.

All trolley service to the Soldiers Home via the scenic North River Road ended on Jan. 3, 1930. But the electric street cars continued to operate within Greater Lafayette until May 11, 1940. One hundred per cent bus operation began on May 12, 1940.

Many theories about causes

When cholera plagued Lafayette, the citizenry did not have the benefit of German bacteriologist Robert Koch's findings in the 1880s. Koch determined that the disease was caused by a comma-shaped bacteria, spread in contaminated water and food and probably by body contact.

Therefore theories abounded as to the causes of cholera, as indeed they did for every other malady.

The following were considered as causes of cholera in an account in the Indiana Republican of 1832:

1. Malaria and bad air.
2. Exhalations from the bowels of the earth.
3. Insensible changes in the air.
4. The comet now approaching the globe.
5. Contagion from man to man.
6. Invisible insects flying in the air.

More usually, however, cholera was thought to be caused by "too much excitement" or by over-indulgence in food or drink, especially by eating such "cholera bombs" as watermelon and cucumbers.

Richmond, Va., in fact passed an ordinance in 1854 prohibiting the sale of watermelons in the city in a desperate move to control its own cholera problem.

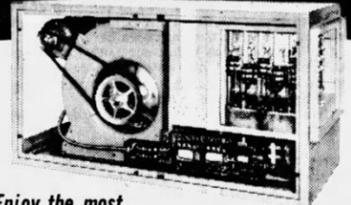
Papers also printed popular nostrums for treating cholera. Most seemed to aid the sufferer only insofar as they relieved pain. Here is one from the Boston Medical and Surgical Journal:

- 2 teaspoonful laudanum
- 1 teaspoonful spirits of camphor
- sweet tincture of rhubarb
- aqua ammonia
- oil of peppermint, 15 drops

These ingredients were to be mixed in sweetened hot water and given to the patient every 15 minutes to allay vomiting and pains.

JF

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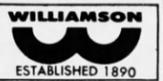


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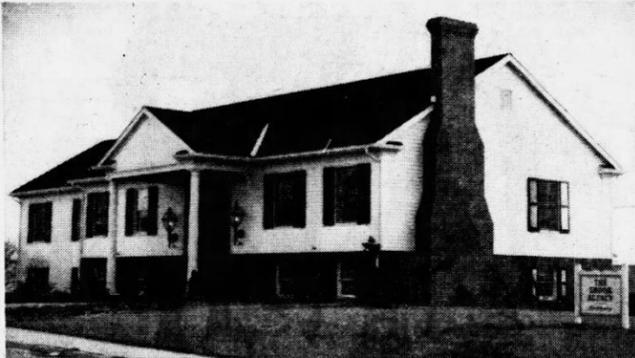


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1913 Flood: City's worst disaster

By KEN RAINS
Staff Writer

The 1913 Flood. The most catastrophic event ever to grip Lafayette and the Tippecanoe countryside. For seven days and nights, March 23 through March 29, the riverside community was in the grip of water that washed residents in terror, panic, death, misery and destruction like no man has seen here since.

But the brave citizens didn't succumb to the watery threat. Heroism, hard labor, patience, hope and charity carried the days of a Wabash River gone mad and reaping havoc and devastation in its path.

The river's level hit the 33-foot mark, 20 feet above its flood stage.

When the flood ended, three young men were dead and property damage was estimated at \$500,000.

A look at newspaper reports of those years indicates 1913 was a year when Old Man Weather and Mother Nature collaborated to vent their frustrations on an unsuspecting mankind across the nation.

In January an unusual cold snap wiped out four-fifths of Southern California's orange crop. Salt Lake City literally froze.

A nasty cold front was moving up the Mississippi River Valley dumping torrential rains. Evansville began to fight for its life. It was a fight that lasted most of 1913's first five months.

As the storm swept northward and eastward, the Ohio River reached a stubborn flood stage. The White and Patoka Rivers raged out of their banks. Terre Haute began its battles against the flood tides.

Flood warnings were continuous for Hoosierland's southern cities for weeks. West Terre Haute was evacuated in late January. Then it was reported the worst weather was over.

It was, however, the calm before the really big storms to come.

In mid-March high winds raced up from the south, killing 90 people in Mississippi and Tennessee. In a broadside attack, gale winds with tornado intensity slashed from the west, killing two in Indiana and 60 in Alabama, and hitting Chicago with sleet and snow in paralyzing proportions. Indianapolis was crippled with \$1 million in property damage.

In Lafayette the March 22 storm ripped up trees, raised the roofs off homes and buildings, downed power lines.

The Lafayette Morning Journal reported "The wind made merry as it howled up and down Zain Street and carried destruction with every blast."

Purdue students testing wind pressure had their instruments blown away by 45 m.p.h. winds.

A farmer was buried beneath his barn, but survived miraculously because he was flattened against soft, rain-drenched ground.

A juror and his buggy were blown off the road while on the way to court.

A cold wave followed immediately. Temperatures plunged from 50 to 20 degrees overnight. Light snow was predicted. And yes, some rain.

And the rains came, and they came and they came.

On March 24 some 11 inches of rain were reported to have fallen in Noblesville and Brazil. In blinding rain, shifting gales, and cold weather, Terre Haute reported buildings with brick walls collapsing and killing seven people.

Lafayette braced for a flood that promised to surpass the great flood of 1883.

The next day's papers reported the Tippecanoe, Sugar and Wildcat creeks out of their banks. To the northeast, the St. Joseph, Mississinawa, Blue and White rivers were flooding.

On the city's door step, the Wabash was rising one foot an hour.

In the lead paragraph of the Lafayette Daily Courier's March 26 story: "The Wabash River has been transformed into a terrible destroyer and Lafayette is feeling as it never felt before the power of onrushing water. The flood is undoubtedly the worst in the history of the



View of 1913 flood from West Side

A view of the 1913 flood from West Lafayette, with the spires of Lafayette in the background. Picture was taken from the Wood Street area near South River Road, with State Street and the levee to the left, marked by a row of telephone poles. Big Four Railroad bridge is at far right.

city. The loss caused by the raging torrents is stupendous. It is a miracle that there has been no heavy loss of life here."

The newspaper's headlines practically told the whole story on March 27. In successive stacks of headlines the flood story was shouted out:

"Wabash River at Highest Stage in History and Rising

Gas and Electricity Soon to Fail -West Lafayette Hungry"

Main Street Bridge Is Now Being Rapidly Swept Away

By the Rush of Angry Water

Nothing Can Save Immense Structure Which Is Already

Badly Wrecked -Scores Of Buildings Carried Away -

Many Thrilling Sites."

There also was a rumor that the Celina Reservoir at the headwaters of the Wabash in Ohio had broken and was sending a tidal wave of water to flood the city. The unconfirmed report was received at noon and panic seized the city. But by 2:15 a confirmed report said the reservoir was intact.

More promising were local reports the river was dropping. It had dropped some 14 inches and another drop of 10 inches was predicted by midnight that Friday.

The next day, Saturday, March 29, the city's newspapers reported residents were already returning to their normal routines.

The calm and collected way the city returned to the everyday business of living can be read between the lines of a statement issued by Mayor George R. Durgan.

"This statement is volunteered to the Journal in the hope of saving people money and the waste of foolish, mawkish sympathy. The situation, as I view it, is this: Not more than 10 or 12 families in North Lafayette were seriously inconvenienced; not more than 40 families in other parts of the city. These families were moved by the city under the supervision of Superintendent Schafer and all those unable to pay their moving bills are being, and will be, moved back to their houses at the expense of the city.

"The city furnished provisions for all these people who needed them and such provisions were distributed by City Comptroller Schooler and City Clerk Krabbe, using the city service automobile. The police department

(Continued on Page E-9)

Rescue bid costs his life

The two Purdue students were among hundreds of spectators watching the losing battle of the Brown Street bridge against the warring Wabash River on the afternoon of March 25, 1913.

Before the day ended one of the students, Leland Woolery, lost his life trying to save two other men who nearly drowned when the Brown Street bridge collapsed.

As the tragic scene unfolded, the river had topped its 1883 flood mark and was rapidly rising toward its 33-foot crest.

Paul Wangerin, a cashier at the Burt-Hayward Co., and Charles Burkhouse of West Lafayette, were at the west end of the bridge watching the flood.

Wangerin went to the bridge with two other men, Arnold Herbert and William L. Oilar, who stayed at the east end to watch rats and mice scurrying out of the river banks to escape the rising water.

Oilar and Herbert heard the bridge creak and groan as a 63-year-old pier gave way. They turned and ran as the pier disintegrated into the water, taking with it two other spans of the structure.

Wangerin joined Burkhouse at a dead run and they made it to the west side levee. But the levee was already washed out in a way that cut them off from West Lafayette. They tried to wade the water, but it was too deep and they returned to the levee.

Woolery, a Purdue freshman, joined by George Ely, a Purdue junior, took a canoe into the Wabash to get the two stranded men. As they paddled through the old West Lafayette coal yard, the swift current struck the canoe, turning it over.

Ely swam to the electric power lines suspended above the water and used them to make his way to the roof of the coal company's office.

Woolery wasn't as lucky, and after swimming 100 yards he sank beneath the water.

The attempts to save Ely began with another Purdue student climbing the pole that carried the lines Ely had used to save himself.

One of the lines was cut and the student tied a rope to it so Ely could pull the rope to him. Ely then found a pulley in an adjoining building and put together an apparatus so he could be pulled to safety.

Ely was about to make his try for safety when he was told to wait. A second rope was sent to him along the remaining power line.

Ely tied the second rope around his waist. After he jumped into the water, a crowd of people helped pull him to safety.

Wangerin and Burkhouse stood knee-deep on the flooded levy until they were rescued by Dr. R. B. Whitsell, who rowed to them in a flatbottom boat.

Dr. Whitsell's rescue was described in the Lafayette Morning Journal as "one of the most daring feats ever performed by a boatman."

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Wind-storm damage on West Side

A view looking east on the Main Street Levee in West Lafayette the day after it suffered extensive damage from a wind storm Nov. 11, 1911. Telephone poles and several buildings, including the garage area on the right,

were ruined by winds that reached 50 miles an hour and dropped temperatures 65 degrees that night. In the distance is the Courthouse in Lafayette.

Damage listed

On Thursday, March 27, 1913, The Lafayette Morning Journal published the following flood damage report:

- The food situation becomes more alarming every moment.
- Forty extra police officers were on duty last night to protect people and property.
- West Lafayette is completely separated from the parent city.
- The street car service has been suspended.
- Traffic on all of the steam and traction lines entering the city has been suspended.
- All the street lights are out.
- The merchants heating plant has been closed.
- The supply of artificial gas for cooking and lighting is almost exhausted.
- The city water supply is limited to the small amount of water contained in the reservoir.
- The schools of the city have been closed.

1913 Flood

(Continued from Page E-8)

has its representatives in every unfortunate district, and as their reports are authentic, no suffering has ensued but what was promptly relieved. Superintendent Frank Wetzel, the Salvation Army and the Associated Charities have rendered valuable services.

"About 20 families remain to be moved back to their homes, which will be done by the city as soon as the water recedes enough to permit such action.

"Most of the unfortunates are residents of Father Byrne's parish and he has been very active. In my opinion it is very foolish to become hysterical at this time in the giving of money. Imposters are more numerous than real flood sufferers. The city has carefully distributed food stuffs and by night conditions will be practically the same as before the flood.

"I have no right to tell you to keep your money, but it is our desire that your sympathies are not unnecessarily drawn upon. Just keep cool! Keep cool! You will respond if necessity demands."

And "Keep Cool" is what the residents did. So cool in fact that two problems they faced after the flood are remarkably familiar.

The county commissioners were wrestling with a decision to replace the Brown Street Bridge. Their initial opinion was that the county had better things to do than spend \$30,000 on a new bridge serving the cities. They were more worried about how to meet the estimated \$300,000 in flood damage to county roads.

And on March 31, 1913, Mayor Durgan was reminded of his plan to transform the east river bank between the Main and Brown street bridges into a beautiful park.

The Morning Journal said on its editorial page that "The high water has demonstrated that any of the improvements proposed would have been money wasted. Much of Mayor Durgan's proposed riverside park has been washed away.

On June 16 of this year, the city golf course upstream from Mayor Durgan's park site was flooded by a Wabash River swollen by weekend storms.

No doubt there's truth in the saying that the more things change, the more they remain the same. And ties with the good old days have a way of reminding one that others have been through it all before. And kept their cool, too.

1911 the Year of 'hurricane'

By LARRY SCHUMPERT
Staff Writer

When you talk about your wind storms in Lafayette, you have to include the great "Hurricane of 1911," when wind estimated at 50 miles an hour tore roofs off buildings and knocked down countless power lines and telephone poles.

It was a warm day that Saturday, Nov. 11, with a temperature in the low 70s before the storm struck. It hit shortly after 9 p.m. and, according to the Lafayette Morning Journal, "the wind seemed to come from every direction."

Eight hours later, when the storm had passed on, the temperature in Lafayette was 9 above zero.

The Journal called the storm "the most terrific that has ever been known to sweep over this county and city," but not a single injury was reported. Property damage was extensive, however, especially along the Main Street Levee in West Lafayette, where some telephone poles were left hanging at crazy angles. Many poles were snapped off by the wind, leaving their broken lines on the street. The Jamison Brothers Garage on the south side of the levee had one wall and half its roof knocked off, damaging four automobiles in a rear room. But the new cars being displayed up front escaped without a scratch.

In downtown Lafayette a section of the Sterling company roof was blown off and piled against a house on Mechanic Street, while part of the roof of the Jaques Packing Co. at First and Main was blown into the front of the Johnson Saloon.

By midnight the heavy rain turned to sleet and then snow, leaving a slick covering over most of the city. A break in the high tension wire on the interurban route from Frankfort stopped cars from entering or leaving Lafayette on that line from midnight until the next afternoon. Interurban service to Fort Wayne was interrupted when some 20 poles were blown down near Buck Creek.

Telephone service was stopped in about 700 homes that night, but most of it was restored on Sunday.

At Trinity Church the choir was practicing when the storm knocked out lights and power for the pipe organ. The noise of breaking glass and falling shingles frightened the singers into thinking the steeple was coming down. There was little real damage to the church, however, although services had to be canceled the next day because of the organ.

Part of the high fence around the home of Leopold Dryfus, owner of a theater bearing his name, was knocked down at Sixth and Brown Streets. Another prominent resident, Brown Brockenbrough, had part of his fence at the same corner blown down.

John Smith's Restaurant on Ferry Street at the Wabash Railroad tracks had its smokestack blown down and, even worse, the wind moved the kitchen on its foundation and separated it from the rest of the building.

The arms on the cross atop St. Boniface Church were bent by the wind, and bricks were knocked loose from the Lafayette Cracker Co. at Sixth and Ferry.

Out at the Earlhurst mansion north of Union Street, a herd of nine deer was "liberated" when the wind blew down a fence. The deer escaped into the woods, but on Sunday, the Journal reported, "the animals showed their remarkable instinct by reporting for breakfast and all were safely housed again."

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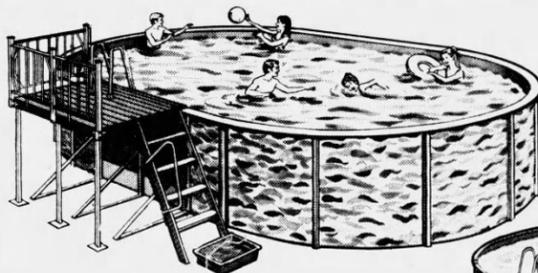
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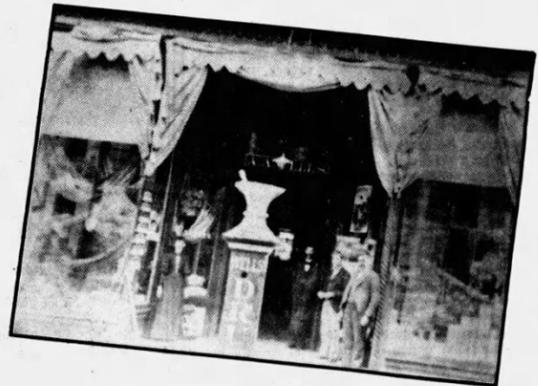
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On Courthouse Square

Triple hanging only execution in county

By CHARLES McCLURE
Staff Writer

David Stocking, Abram Rice and Timothy Driskill have the dubious distinction of being the only three men to pay the capital penalty of death by hanging in Tippecanoe County.

All three men were hanged together on the afternoon of Jan. 11, 1856, from a scaffold on the northwest lawn of the second Tippecanoe County Courthouse, while 40 to 50 witnesses looked on and hundreds of others rioted outside the closed off area trying to get a view of the hanging.

Rice and Driskill were indicted and convicted in Tippecanoe Circuit Court on charges of first-degree murder in the shooting death of young Cephas Fahrenbaugh.

Their conviction came during a trial in which two of the participants in the murder, Thomas Longley and David Clark, turned state's evidence and testified against their former friends in return for a sentence of life in prison rather than hanging.

Longley and Clark also testified in the murder trial of David M. Stocking, charged with the killing and burning of John Rose.

Stocking was also found guilty of first-degree murder and sentenced to hang.

Events leading to the hangings started on the night of Jan. 8, 1855, when the Rose Warehouse, located at First and South streets, burned to the ground.

Rose lived in an apartment on the second floor of the building and, at the height of the blaze, a human form was seen lying across the rafters that supported the second floor.

The following day a few shreds of flesh and charred pieces of clothing were all that remained of the body presumed to be that of John Rose.

Following the fire three rumors of foul play, murder and arson, but no proof. One man's name was linked with these rumors, David M. Stocking.

Stocking, known as "Old Socks," was from New York state and the keeper of a half-hostelry, half-groggery establishment, across the Wabash and Erie Canal, just opposite the one-time site of the C. I. St. L. and C. depot.

Stocking reportedly stood in the crowd and watched the fire consume the warehouse on that January night.

Months later, following the trial and conviction of Rice and Driskill for the Fahrenbaugh murder, Longley and Clark denounced Stocking as the killer of John Rose.

One reporter says the trial started with little "hard" evidence against Stocking and his attorney advised him not to try to prove an alibi because, if it failed, he would surely be convicted.

Stocking insisted on trying, reportedly telling his attorney, "It's my neck that'll be stretched, not yours."

But Stocking's witness for an alibi was frightened off by the prosecuting attorney and Stocking was convicted.

Stocking steadfastly denied, right to the noose, being the instrument of Roses death.

Court records showed the prosecution theorized that Stocking and two accomplices, never named, went to the Rose warehouse that January night with the intent of robbery for money.

Awakening Rose on a pretense of business, the trio wounded or killed Rose after he'd unlocked his bedroom door.

The three men reportedly left once, then returned and made sure of their victim's death before firing the warehouse.

As one investigator asked long after the fact, "If Stocking was the main assassin, who were the others?"

That question was never answered.

Then, a second murder was committed, that ultimately led to three men dropping to their deaths in the only execution recorded in Tippecanoe County.

On the night of May 3, 1855, a number of men invaded the Fahrenbaugh home, near Wildcat Creek, seeking money.

One of the owner's sons, Cephas Fahrenbaugh, resisted and reportedly was shot and killed by Thomas Longley, who was said to be 17 at the time.

Longley, Clark, Driskill and Rice were named as the main conspirators in the robbery attempt that ended in murder.

Rice pretended to be a cripple and the other men acted as "good samaritans" who'd found him on the road, thus gaining entry to the Fahrenbaugh home. Driskill remained outside as lookout.

All of the Fahrenbaugh family were in bed except Cephas, who started to fight with the intruders.

Young Fahrenbaugh had knocked off Clark's hat when Longley pulled a pistol and shot him, inflicting a mortal wound.

The wounded man staggered outside through the door opened by the "cripple" ruse, falling at the feet of Driskill and grasping him about the leg.

Driskill, frightened by this, ran for several feet dragging Fahrenbaugh

along the ground before striking the wounded man in the head with a piece of wood.

Within 24 hours all the men involved had been taken into custody.

Clark and Longley were caught in a bullet-firing chase through a wheat field near the Wildcat bridge.

Driskill was reportedly found in a house of ill fame in the lower part of town.

He was concealed under "about four feet of bedding," it was reported.

Evidence including a hat belonging to Clark and a knife with the initials T.D. was found at the murder scene.

Clark and Longley turned state's evidence in return for life terms instead of the death penalty and their testimony helped send Rice and Driskill to the gallows.

The morning of Jan. 11, 1856 was reported in detail in the Lafayette Daily Courier.

All three men were visited by men of religion during the morning hours and when asked if they were hungry, Rice replied, "Yes, I am hungry," while Driskill reportedly said he wanted "a good old dinner, as it was the last," and he didn't want to die hungry.

Driskill told Rice, "We'll get supper somewhere else, Abe."

The trio dressed for their date with destiny with "deliberation and coolness," the Journal correspondent wrote. Stoking dressed, "in a blue frock cloth coat, black cloth pants, black satin vest, boots and hat."

As he finished dressing, Rice told his cellmates, "Well gentlemen, I reckon there was never a willing soul to die than I am."

Before the three were taken out to the scaffold they passed around the cells to say farewell to the other prisoners.

Stocking had some words of advice, telling them to

avoid bad company and liquor, and to treat their parents, if they had any, well.

The account of the hanging and words preceding it comes directly from the Daily Journal.

"At 2 o'clock they were brought upon the scaffold."

"Rice, on entering, addressed the persons present with 'how do you do, gentlemen?'"

"They were then asked by the Sheriff if they had anything to say. Stocking advanced and made the following remarks:

"I have no confession to make. I am not guilty of the crime for which I am about to die, as I could have satisfied the public had I been allowed a new trial. I had no knowledge of the murder until after it was committed."

"I don't think the testimony of Longley and Clark was sufficient to convict me. Their object was to save themselves by sacrificing me. I cheerfully give up my life. As my last words I solemnly swear that I never murdered man, woman or child, so help me God!"

"Rice spoke to the following effect: "Gentlemen, my name is Abram Rice; you all know me, I came here in 1840. I am now going to die. I die for men who were cowards. I was at Fahrenbaughs' on the night of the murder."

"I'll tell you about it. Longley and Clark came to me the day before and asked me to buy them some powder and shot. They said they were going to the ice house, where there was a whore, and as some other fellows might be there they wanted to be prepared."

"Clark went with me and we bought five cents worth of powder and ball. I afterwards met Longley and Clark at Haggerty's; I asked them where they were going. They said to the ice house and asked me to go along. We met Driskill at the swing

bridge. It was raining and he had an umbrella. We all went to the ice house. The rest went in, but I was too drunk to climb the ladder. I laid down at the corner of the house and went to sleep."

"They waked me when they came down and said they were going out to the Wild Cat. They said there were women there. Driskill wanted to take me back home, but I insisted on going along. When we got to the other side of wide water, Longley proposed to change coats, and said if I would act the cripple that he would have no difficulty in getting in. I agreed."

"We went up to the house and knocked. Fahrenbaugh, I suppose it was, got up and opened it. The boys forced me in. There was a low fire. I sat down in a chair by it. Had no sooner done so than I heard a pistol. It appeared to be behind my back, next to the door. It was all over in less than a minute. We started to go out."

"I asked the boys what it all meant, but got no answer."

"This, gentlemen, is the whole truth. I am going to die. I am no coward, but I die innocent of either murder or robbery. I forgive my enemies and hope that God Almighty will forgive them. I forgive them and leave my love to all," Rice concluded.

"The Sheriff then proceeded to adjust the fatal ropes."

"Rice requested that a stool which had been placed for his accommodation on the scaffold might be removed and on his request not being immediately complied with, he removed it himself."

"He then knelt down, inclined his head forward, remarking that he had 'seen men hung' by which we understood that he regarded that as the proper position."

"Driskill on observing it said, 'Abe, are you going to kneel?'"

"Rice answered, 'Yes.'"

"He (Driskill) then turned, the culprits launched into eternity!"

"None of them gave evidence of protracted suffering. A slight spasmodic action was observed in Rice for a minute or two, but as far as we could see, neither Stocking or Driskill moved. The necks of both were evidently broken."

"After hanging for twenty minutes the physicians present examined them and pronounced them dead."

"The caps were then drawn over their faces and at 22 minutes past 2

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Site of hanging

Tippecanoe County's second Courthouse, was erected. It was on the northwest built in 1845 at the same site as the lawn of this building that three men were hanged in 1856. It was used until the 1880s, when the large Courthouse we know

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"None of them gave evidence of protracted suffering. A slight spasmodic action was observed in Rice for a minute or two, but as far as we could see, neither Stocking or Driskill moved. The necks of both were evidently broken."

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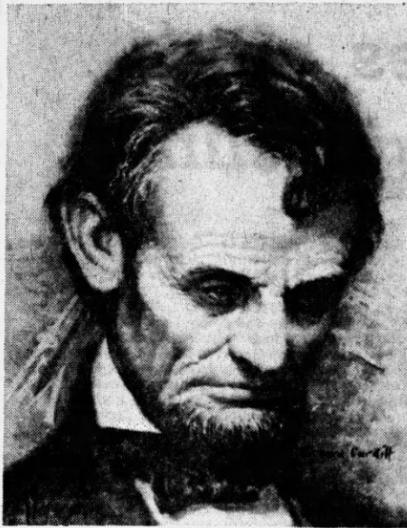
Lincoln speaks here before taking office

By ANGIE RIZZO Staff Writer
 Abraham Lincoln didn't sleep here, but he did speak here — on the day before his 52nd birthday and shortly before his inauguration as President of the United States.
 There were only about 5,000 residents of Lafayette at the time — Feb. 11, 1861 — but 2,000 of them showed up at the railroad junction to see and hear Lincoln for 10 minutes.
 Lincoln passed through Lafayette one more time — aboard his funeral train on May 5, 1865, when his body was transferred here from the Big Four Railroad to the Monon at that same junction enroute to Chicago.
 President-elect Lincoln was on his way to Washington, D.C., when he spoke near Washington and Jefferson Streets in the south part of Lafayette.
 The junction, later the site of a depot and a luxu-

rious hotel, was where the Wabash and Western Railroad and the Indianapolis and Lafayette Railroads met. It was a short distance east of the Wabash River and the old Wabash and Erie canal.
 Lincoln's special train arrived at 2:30 p.m. and stayed for about 10 minutes while he made a brief address. His train, enroute from Springfield, Ill., was switched here to the Big Four Railroad for Indianapolis.
 When the train hove into sight, the Lafayette Artillery Company, commanded by Lt. (and county auditor) Chris Miller, began banging away with a brass field gun named "Old Tippecanoe," allegedly the first gun to sound off in celebration of the Republican victory the preceding November.
 The gun crew, assisted by a 75-year-old veteran known as Captain Wood, fired a national salute of

13 guns, followed by a federal salute of 34. Reports have it that the uproar was so loud it was heard 24 miles away by farmers north of Delphi.
 Lincoln spoke about the changes that had occurred during his lifetime in the Middle West, after he was introduced by Gen. George G. Steele, who was chairman of the local reception committee.
 Lincoln concluded with an appeal for unity:
 "I find myself far from home surrounded by the thousands I now see before me, who are strangers to me. Still we are bound together, I trust, in Christianity, civilization and patriotism, and are attached to our country and our whole country. While some of us may differ in political opinions, still we are all united in one feeling for the Union."
 "We all believe in the maintenance of the Union, of every star and every

stripe of the glorious flag, and permit me to express the sentiment that upon the union of the States, there shall be among us no differences..."
 Editorializing after his appearance here, editors of the Republican Lafayette Journal noted: "Our citizens were all agreeably disappointed in the personal appearance of the President-elect. Instead of finding him an old and ill-looking individual, the universal remark was that he was much younger looking and more impressive."
 The Democratic Lafayette Argus took another view: "The long looked-for agony is over — Honest Old Abe...exhibited himself to our citizens at half price."
 "He spoke... and after thus exhausting himself he bowed to the crowd and, crab fashion, entered the cars when the train moved away for Indianapolis amidst enthusiastic cheers from the assembled dozens."
 Five Lafayette citizens joined the inaugural entourage and boarded the special train for the trip to the capital with Lincoln. They were Judge Cyrus Ball, a local merchant; W. S. Lingle, editor of the "Daily and Weekly Courier;" William Reynolds, president of the Lafayette and Indianapolis Railroad; Joseph Hanna and James P. Luse.
 The train left promptly at its scheduled time, 2:40 p.m., and took its passengers to Indianapolis for a dinner that evening at the Bates House, which eventually was the site of the Claypool Hotel. Two months later the country was at war.



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Nixon visits, too

Lincoln wasn't the only president who came through Lafayette. In October, 1952, a future president was in town when Sen. Richard Nixon campaigned for the vice presidency on a ticket with Dwight Eisenhower. Nixon, here with former Sen. Wil-

liam Jenner of Indiana, spoke from the rear of a train at the old Wabash Railroad station near Ferry and Erie Streets. Some 5,000 people showed up to see Nixon and his wife, Pat.

100 years

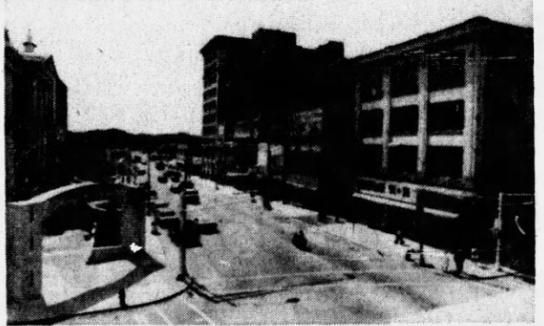
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Mayo leaves city's heat to begin clinic

By JANET KOLODZY
Staff Writer

If William Worrall Mayo had enjoyed the hot muggy summer days of Lafayette, he might never have moved to Minnesota and the Mayo Clinic might not have existed.

However, the weather did bother him, he moved and in 1883 founded the world-famous Mayo Clinic in Rochester, Minn. Through his sons, who developed the clinic, he has established a great place in medical history. And through his brief but influential stay in Lafayette, he has placed this city in medical history.

In 1848 Mayo moved from New York City to Lafayette to be, of all things, a tailor, according to Helen Clape-tattle's book, "The Brothers Mayo." He joined Alphonso W. Roach and opened "The Hall of Fashion." The business, located on Main Street west of Third Street, was so successful that within months a third partner was added and larger quarters established.

William Mayo, however, was known to be a very impulsive and independent man. Although he started in Lafayette as a tailor, his boyhood love of chemistry and medicine would soon surface and dominate the rest of his life.

Mayo, born in England in 1819, learned the skill of chemistry as a young man from a great mentor, John Dalton. After assisting Dalton, Mayo studied medicine in Manchester, worked in several hospitals in London and Glasgow but never obtained his medical degree.

In 1845, he left England and came to the United States to begin work, probably as a druggist, in New York's Bellevue Hospital. Mayo did not pursue his medical degree at the hospital and left for Buffalo and then Lafayette less than two years after working for Bellevue.

He may not have pursued his degree in Indiana if he had not met Dr. Elizur H. Deming, one of Lafayette's leading citizens.

Dr. Deming, a faculty member at the Indiana Medical College in La Porte apparently discovered that Mayo had studied medicine in Europe and decided to persuade the young tailor to become his apprentice. One year after his first venture into tailoring, Mayo sold his interest in the business and began his medical career.

In the summer of 1849, Mayo got his first chance at practicing medicine as Asiatic cholera spread through the Wabash Valley. Newspaper reports listed nearly 300 person dying in the Lafayette area during the two-month bout with the disease.

Mayo, although not a full-fledged doctor, was forced into practice and was considered to have "fortunate" success in curing his patients of the disease.

In the fall following the cholera scourge, Mayo accompanied Dr. Deming to Indiana Medical College and enrolled in the 1849-50 term. On Feb. 14, 1850, William Worrall Mayo was awarded his medical degree from the college. He then returned to Lafayette to work as a druggist, physician and surgeon for Daniel L. Hart's drug-store.

Always an impetuous soul, Mayo disappeared from his practice one day in February 1851 only to have worried friends discover he had married Louis Abigail Wright in Galena Woods, Mich.

Although married life treated him favorably, Mayo was having problems with his union with the Hart drug-store. Mayo even took Hart to court, asking \$1,000 "for work and labor, care and diligence." The suit lasted for weeks and was followed by the Lafayette papers until Mayo grew impatient and dropped the charges.

Mayo may have lost the fight and ultimately his job with Hart but he soon received a better position as partner with Dr. Deming in his medical practice. According to records, in 1853 the two established a family medicine warehouse under the Sign of the Infant Hercules at the corner of Columbia and Wabash (now Second) Streets. The warehouse was set up probably to promote some medicine recipe of Dr. Deming's making.

If Mayo was considered a good doctor, then he certainly could be considered a poor businessman. Both he and Dr. Deming decided to re-open his old alma mater, the Indiana Medical College which had closed soon after Mayo's graduation.

After they had invested several hundred dollars apiece, the school's building and all its equipment were destroyed in a fire.

Mayo's medical practice income in Lafayette was not doing well either. Although he had plenty of patients, most could not pay in cash and offered farm products instead. Mrs. Mayo began a millinery shop on Illinois (now Fourth) Street to help the family's finances.

Financial problems did not seem to bother William Mayo. In the fall of 1853 he left Lafayette to work as Dr. Deming's assistant at the University of Missouri where Deming was named to the faculty. Within a year Mayo earned his second medical degree and headed back to Lafayette.

However, his stay in Lafayette was his last. He and his wife were growing tired of the annual summer bout with malaria. One summer in 1854, true to his unpredictable nature, Mayo got up out of his chair, went out to the barn, hitched up a horse and buggy and drove off leaving his wife and young daughter.

He finally stopped in Minnesota. In the fall Mayo returned to Lafayette to get his wife and child and took them back to the then-unsettled territory.

He continued to drift from one Minnesota town to another, changing his occupation as he went along. Mayo, who tried his hand at everything from Indian fighter to politician, finally settled in Rochester. His grandson Charles, in his autobiography reasons "that Grandmother finally put her foot down and told him she would wander no more."

In Rochester he raised and trained two sons, Charles and William as doctors as well as raising two daughters, Gertrude and Phoebe. In 1883, after Rochester was devastated by a tornado, Mother Alfred of the Sisters of St. Francis convinced the 63-year-old doctor to open a hospital. The beginnings of the Mayo Clinic were underway.

William Mayo died in 1911 just shy of his 92nd birthday. Before he died he witnessed his small town hospital, through the work of his brilliant sons, develop into the Mayo Clinic.

When people would praise his sons, the old doctor would retort with "Why not give me some of the credit? They are mine and I trained them!" Indeed, William Mayo did.

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Lahr House in the 1880s

Standing on its corner in downtown Lafayette, the Lahr Hotel hasn't always been called just that. Henry Jennings, who bought it in 1832, simply posted a sign reading "Public House." Jennings later sold the building to two partners who named the business "Wabash

House." Even the man whose name it now bears first called it "Galt House" and it wasn't until 1851 that it became the Lahr House. It was much later than that when it finally became the Lahr Hotel.

Durable Lahr Hotel: Lafayette landmark

By KEN RAINS
Staff Writer

The Lahr Hotel has dominated its Lafayette corner for 124 years and appears under no threat of becoming a mere memory.

The corner is the southeast one at Fifth and Main streets where the Lahr Hotel began in 1831.

John Peterson and John McCormick laid the first foundation for a structure that Henry Jennings bought in 1832. Jennings owned it for three years. He advertised its services by simply posting a sign, "Public House."

Jennings sold his place to a Mr. Ward, who in turn sold it to Stephen Taylor and John Dodd. The partners named the business the "Wabash House."

Taylor and Dodd evidently made a go of it until about 1844 when they sold out to William Prindle. Prindle didn't own it long, selling the house to John T. Monro and John A. Winder in 1846.

The end of the next two years was a turning point for the hotel. In 1846, John T. Lahr arrived to put his lasting stamp on the corner and Lafayette for the next 124 years. Lahr bought the hotel site and developed it for the next 15 years, while acquiring extensive real estate holdings in Chicago.

Lahr was a German immigrant who had wandered in search of a worthwhile challenge in the United States since arriving in 1836.

He was born in Weinheim, Germany on Sept. 18, 1813 of farming parents. However, Lahr learned the cabinet and chair-making trade, and at 23 years of age, left his native country.

His luck evidently wasn't too good in New York, for he lasted there about two years. New Orleans was his next stop, and after several months there he moved to Louisville, Ky.

Lahr married Elizabeth Gerberich in 1841 in Piqua, Ohio, and moved to Decatur, Ind., where he worked at his trade until 1845. He spent the next three years in Fort Wayne in the hotel business.

Arriving in Lafayette in 1848, Lahr bought his hotel site, calling it the Galt House. Three years later he completed the main building, renaming it the Lahr House, and set about building the four-story addition of 100 rooms, completing it in 1861.

In his obituary, Lahr is described as a "good citizen, very quiet and reserved in manner, who by economy and prudent investments" left his family an estate of \$250,000. He was a Democrat, "but no partisan."

Lahr died of paralysis on Feb. 10, 1891, and was sur-

vived by six children, most of whom settled in Nebraska. One son, Charles, owned a hotel in Attica and died in Lafayette of a heart attack following the Fourth of July celebrations in 1871.

Lahr leased his hotel to a Robert Browning of Indianapolis in 1863. An old hotel menu shows that in 1863 the hotel's guests could eat pretty high on the hog.

On Aug. 11, 1863, the diner had a choice of corned beef, tongue, roast pork, chicken and beef. Side dishes were green corn, spring beets and hominy.

Entrees were lamb cutlets, chicken giblets, Irish stew, veal stewed with parsley. To satisfy one's sweet tooth were green apple pie, cream pie, blackberry tarts, jelly cake, molasses, pound cake and pound pudding.

A hotel rule stated that: "Children occupying the first table will be charged full price."

The menu also advised travelers they could catch trains twice a day taking them east, west, north and south. There were stage runs to Oxford and Rossville on Tuesdays, Thursdays and Saturdays. No stages or trains ran on Sunday.

Browning held onto the hotel until 1868 when partners named Baker and Weakly assumed control. John Pampell replaced Baker as a partner in 1875. Eight years later Christian Mertz gained control, adding the Fifth Street wing that extends over one-half block to Columbia Street. Mertz sold his holdings to the Murdock family in 1897.

The Murdocks controlled the property for the next 58 years, the longest period of control for any of the hotel's owners. The family had the property leased to the Holt Hotel Co. until, in 1955, Murdock Realty Co. sold the hotel to the Lahr Hotel Corp. The corporation includes Morton Rosen, president, and Al Rosen, secretary-treasurer.

The hotel property's ownership now is being challenged in a law suit.

The law firm of Heide, Gams, Mucker and Donat, doing business as Lafayette Apartments, filed a civil suit in December, 1974 against the corporation. The apartment firm contends the corporation reneged on an offer to sell the property for \$170,000 and seeks \$330,750 in damages for breach of a sales contract.

However, the Lahr Hotel Corp. contends none of its officers was authorized to negotiate a sale and the suit is pending in Tippecanoe Superior Court 2.

Regardless of the outcome, there is enough interest in the hotel to keep it alive on the local scene for years to come.

East side of square

Farmers' Market first site on Fourth

By ALAMEDA McCOLLOUGH

If one were to ask the eldest resident of Lafayette about the location of what has been called traditionally "The Farmers' Market," he would refer you at once to that space on the west side of Fifth Street between Main and Columbia, and assure you with confidence it has always been there.

The map of the city published in 1854 confirms this assumption. But confusion has fogged this fact in recent years.

We may never know the exact spot it occupied, but recent sleuthing in the advertising of the town's earliest newspapers points to the presence of the Market House on the east side of the Public Square, which would be Illinois, or present-day Fourth Street. An earlier map drawn by Ezekiel Timmons, county surveyor, published in 1841, bears out the fact that no provision had been made for a designated market space anywhere in town.

But a notice in 1839 calls attention to the fact that "Moore and Huntsinger have moved from 2 Taylor's Row to the east side of the public square, near the Market House in Commercial Row."

Another notice on Oct. 27, 1840, in the Free Press calls attention to the fact that Daniel Ford offers fresh meats to families and hotel-keepers, and that "He will keep like-wise in store corned beef, cured hams, pickled pork, hog's lard put up for the home market . . . the last-named articles, when not in the stall, may always be had at his slaughter house on Illinois Street a short distance south of the Market House."

These brief but recurring notices in the 1830s and early 1840s indicate that the east side of the Courthouse Square, or "The Public Ground" as it was then called, was the original site of a very important facility in the pioneer life of Lafayette, though the exact confines of "Commercial Row" does not yet emerge from these vague clues.

But many needs were pressing the city fathers, including the necessity for a station to house the Wabash Fire Co., and some pressure was being applied to locate it on the Courthouse grounds, because there was ample and yet unused space thereon. Fortunately this thrifty notion was headed off by action of the Town Board on April 25, 1846, and announced by the Tippecanoe Journal and Free Press.

The Town Board had made arrangement for the purchase of a strip of ground 30 feet in width, fronting on Mississippi (Fifth) Street, lying between Main and Columbia, so as to widen it to a breadth of 90 feet and to "have located in said street a market house which is now being constructed at a contract price of \$936.31, and will be shortly ready for use. The design has been to so locate and construct the building as to leave it free and easy of access on both sides, and also to extend it through from Columbia to Main with a Town Hall, two stories in height, in the center between the two streets; the second story of the hall to be fitted off for the free school and such other purposes as the wants of the town might require."

It appears that the immediate needs of the town were thus quickly met, for the same article tells of the building of a Fire Engine House to adjoin the Market House, to house the recently bought fire engine and hose which had cost the town \$986.

Subsequent maps of the town published in 1866 and 1878 merely show the lots No. 97, 98, 99 and 100 to be shorter in depth than all others; but that of 1854 clearly designates the reason why they were shorter, and it is clearly marked as the market space.

The Farmers' Market was an important adjunct to town life of that day, and it must be added that the Town Board was zealous in its supervision. Strict rules were rigidly established for its sanitation, and inspection was frequent and stringent.

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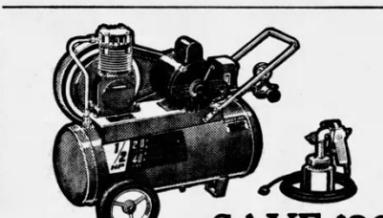
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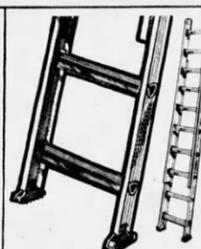
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1852 hotel competes with Lahr

By KEN RAINS
Staff Writer

A gold-medal winning hotel, the Bramble House, opened on the Lafayette scene in 1852, offering some prestigious competition to the Lahr House.

Its builder-owner was William H. Bramble, whose name was usually noted in newspaper advertisements as W.W.H.T. Bramble.

No clues indicate what all those initials stood for, but Bramble evidently made and lost a fortune while living here.

Reared on a farm near Chillicothe, Ohio, Bramble is described in early accounts as having an inventive genius. At age 15, he invented a corn planter. By age 21, Bramble's inventive drives caused him to leave his father's farm to devote his energies to his idea of an automated grain scale.

In 1839 Bramble moved to Tippecanoe County to perfect the scale that would receive, weigh, discharge the grain and add up the amount in one single operation.

Bramble married Ann Slayback, daughter of a Sheffield Township pioneer in 1840, and with her operated a small hotel — Bramble's Fountain Rise — four miles south of the city on the route to Indianapolis.

During the cholera epidemic of 1849, Bramble advertised his hotel as a pleasant escape from the sickness gripping the city. "The grounds surrounding this location are pleasant for picnics, and abounding also in quails, ducks, snipe and other small game, offering rare inducements to sportsmen."

After 11 years of work, Bramble finally perfected his grain scale invention that was an immediate success. One sale alone amounted to \$80,000 and he proceeded to use the funds to build Bramble House.

Opened in 1852, the large and elegant hotel dominated the southeast corner of Ohio (Third Street) and South Street. It was proclaimed as adding luster to "The Star City of the West" and as one of the finest hotels in the entire state.

With furnishings reportedly costing \$8,000, Bramble is said to have received gold medals for his hotel creation at fairs in Cincinnati, Baltimore and at the New York Worlds Fair.

Bramble continued to invent, perfecting such devices as the Yale post office lock, 27 other varieties of locks and a rockaway bed.

Unfortunately, sometime before 1857, Bramble took on a partner whose dishonesty led to his financial ruin. Left with 2,500 acres of land near Council Bluffs, Iowa, Bramble moved his family there for a short time.

Moving eastward to Decatur, Ill., Bramble became a developer — building and selling homes and once held a contract for grading the railroad connecting Decatur and Monticello. In Terre Haute he owned a lock-making company under the name of William T. Bramble.

At age 88, Bramble died in June, 1906 in Decatur.



The Bramble House

William T. Bramble, inventor of an automated grain scale and the Yale post office lock, built the Bramble House on the southeast corner of Third and South streets in 1851. The hotel was the scene of many social events in earlier Lafayette and, during the Civil War, it was said to be the finest hotel in northern Indiana.

1850s city abounded in boarding houses

The next best thing to living in a hotel in the 1850s was rooming in one of Lafayette's many boarding houses.

Historical notes at the Tippecanoe County Museum indicate one of the first boarding places was owned by a James Groves.

Groves' place was near Third and Columbia streets, and he boosted his income as a constable and auctioneer. He filled his free time running foot races and wrestling.

George Carder, who died during the cholera epidemic of 1849, was a shoemaker who operated a boarding house near Third and Alabama streets.

One of the more popular houses had its beginning under a Jacob Lane on Third Street, between Main and Ferry. But its fame rested on the laurels of a Mrs. Tantlinger and her daughter Julia, who later operated it.

They knew how "to serve up the substantial and delicacies of a first-class boardinghouse."

And the notes relate that "the sunshine of Julia's smiles and her gentle winning manners perhaps had something to do in attracting so large a company of both sexes. Don't smile, reader, when I say a large company of both sexes, for three or four young ladies then (in a town that could not muster more than six or

eight girls eligible for marriage) could be justly considered a large number. Some who read these lines will remember how hard it was to get up a party without going out into the country 10 or 12 miles for girls who had to be taken home the next day."

The writer noted in 1876 that of the 25 to 30 men who boarded at Mrs. Tantlinger's 35 years before, only two of them were dead. Of the survivors, he wrote that while they wore grey hair and beards, "they are looking ruddy and full of hope as when they partook of the 'hash' and 'flapjacks' prepared by the golden-haired and blue-eyed Julia."

Mrs. Tantlinger's competition included a boarding house run by Abram Fry, a county treasurer who owned a home at a former post office site.

Mrs. Pyke, "a Christian lady," operated a similar house on Fourth Street, between Main and Ferry.

"A popular and quiet" boarding house was run by a Mr. Knight at Sixth and Ferry streets. Mrs. Beck's place was on Alabama Street between Fourth and Fifth; William Porter's on Fifth Street between South and Alabama; and the boardinghouse of Jacob G. Wallace was on Fourth Street between North and Brown.

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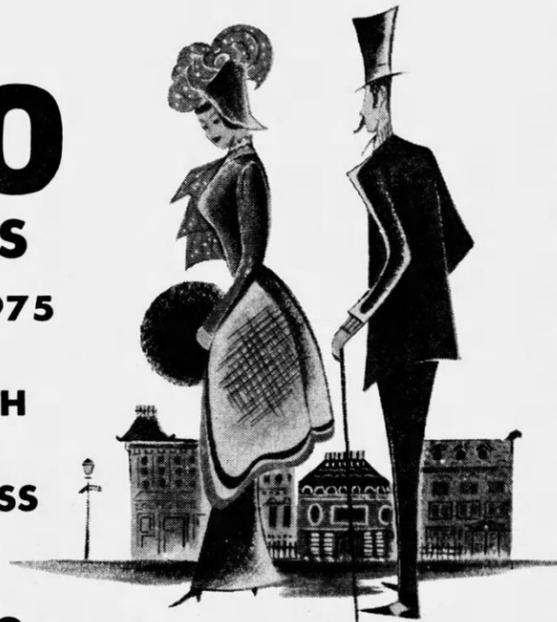
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Funds hassle

Jeff students 'strike' in support of coach

By KATHY MATTER
Staff Writer

Lafayette witnessed its strangest "walkout" in history Thursday, Feb. 19, 1925, when 800 of the 900 students at Jefferson High School refused to report for classes.



Journal and Courier

Fri., June 27, 1975

Plaque honors 'Fritz's' record

A plaque recently was presented to Jefferson High School by Jeff's Roaring 20's graduates in memory of F.J. "Fritz" Grosshans.

Grosshans came to Jeff in 1912 and taught mechanical drawing, shop and math, as well as coaching athletics and acting as athletic manager and assistant principal.

The nickname of "Fighting Bronchos" that Grosshans applied to the basketball team became the school symbol.

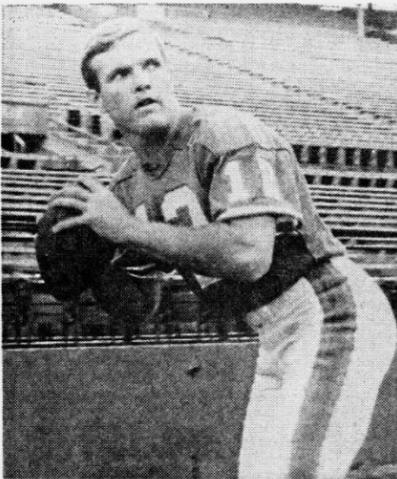
The plaque depicts Grosshans as the "miracle man" of Jeff athletics and recalls his career.

In 1916 he was the assistant coach of Jeff's first state championship basketball team. In 1918 he became head basketball coach and took his team to the semi-finals in 1920 and finals in 1921.

He organized and coached the first football team in 1921 and organized and coached the first baseball team in 1922.

His baseball team won the first state championship in 1924 and was recognized as mythical national champion the same year with a record of 17 wins and no defeats.

KM



BOB GRIESE



Friend home for visit

Bob Friend (left), the West Lafayette athlete who went on to star in major league baseball, was back home for a visit when this picture was taken in the 1950s. Friend, who pitched for the Pitts-

burgh Pirates and played in the 1960 World Series, talks with Bruce Ramey, now sports editor of the Journal and Courier.

Trouble had been brewing at the school, on the corner of Ninth and Elizabeth Streets, for several months and reached a climax that day when it became known that F.J. "Fritz" Grosshans, athletic director and coach, had resigned.

In those days athletics did not have the organization it does today and friction had developed between Jeff principal E.W. Arnett, Supt. A.E. Highley and Grosshans, considered the "miracle man" of Jeff athletics, over athletic funds.

Athletics was run as a completely separate program within the school. Although Grosshans coached football, baseball and basketball, he was not paid a cent to do it. In fact when the team went out of town for games, he was docked his teaching pay for the hours he missed.

Until receipts from the games could cover expenses, Grosshans often paid money out of his own pocket for traveling expenses and equipment.

A student athletic association with a student treasurer had been set up to help structure athletics. As the sports program grew, so did the revenue. And they were spending it to help set up athletic facilities. They wanted a gymnasium.

The school board and principal got curious and concerned. There were charges that Supt. Highley was withholding canceled checks, messing up the athletic books. Then the superintendent decided to lay down a "fundamental rule" for the athletic association over which he theoretically had no control — that the treasurer should be appointed by the principal.

"This was interpreted by the people at large as meaning that the money in the treasury was being spent foolishly, and since I and a student treasurer have had control of this money for the past 12 years, I feel this accusation is unjust," Grosshans declared.

And so he submitted his resignation as coach, a position that was not even legally recognized.

The action by the popular teacher and coach prompted the strike which was led by the athletes. Students were further inflamed when it was learned the superintendent reported to the board that Grosshans had resigned as a teacher as well as coach, and the school board had accepted it, informing Grosshans his services were "no longer needed."

The strike itself came to the majority of students "like a bolt of lightning from a clear sky," the Journal and Courier reported. "Very few were acquainted with

Sports

City boasts some big names

By BRUCE RAMEY
Sports Editor

"The Court House was between Ferry and Main, on the river bank, and the Post Office, when Irish Bill Smith was at home and had his hat on, was situated between Main and Columbia on the river bank.

Here, too, was the old Sugar tree, against which the target was placed for sharp shooting, and the ground consecrated to the manly exercise of the Discus or Quoit, and the beastly practices of drinking, fighting, gambling and swearing.

"On this sacred spot along the banks of the river, the Courts met and dispensed justice in a way seldom equaled and never excelled in its own way. Here even-handed justice was meted out in a summary way, unless during the races, at all which times the Court felt compelled to adjourn until after the races were over, or at least hold sessions so that due attention could be given to both."

It doesn't sound like a normal football Saturday in Lafayette, does it? Or, like a Friday night high school basketball schedule in this part of the state.

Nope, it's an excerpt

from the 1858-59 Lafayette City Directory, detailing some of the earliest sports accounts in the early life of the city, and goes back to the founding days of Lafayette — about 1826.

Continuing the lesson in early sports history, we read:

"The attorneys were men of ardent temperament, and almost to a man spiritual mediums. Then there were no banks except the Faro Bank, in which all were depositors, and interest was always calculated at the Roulette, rather than Rowlett's tables.

"Here Bill Smith, Postmaster, was wont to plug the old stump with powder and touch it off with a view to cause a report similar to a cannon, and thus lead the people over the river to suppose a steamboat had arrived, and closed his performances by overloading his piece to such an extent that he burst the log, knocked down the corner of the grocery, broke all the crockery, and only knew the real extent of the damage when he recovered and found himself laying down the river bank about a rod from the corner of his store behind which he had taken refuge to watch the result of his artillery exercise."

Thus, BILL Smith is the first recorded sport, or athlete, in our city history — going back 150 years.

Since then there has been a long list of athletic figures in the city. Some have turned into legends, others remain among us very much alive and many passed this way via Purdue University.

It's impossible to separate the athletes from West Lafayette and Purdue from Lafayette — in this close-knit society.

Many people look upon baseball as "our national pastime," and the city's offerings to the sports have not been as large as cities of comparable size in warmer climates.

Undoubtedly the greatest major leaguer to make it big was Bob Friend, who signed right out of West Lafayette High with the Pittsburgh Pirates — the then struggling Pirates — and stayed around long enough as the ace of the pitching staff to see the Pirates win a World Series.

Other baseball names were, by way of Purdue, Bill Skowron (New York Yankees); Bernie Allen



Student demonstrators in 1925

Jefferson High School students demonstrated 50 years ago at the old baseball field on the Main Street Levee in West Lafayette. The cause was the resignation of coach

"Fritz" Grosshans during a dispute over athletic program finances. Most of the Jeff students stayed away from classes for several days in February, 1925.

the rupture between the school authorities until they reached the vicinity of the school about 8 o'clock (Thursday). There they met pickets who informed them a strike was on and not to go to school."

On Friday 23 more students were reported to have joined the striking ranks as students milled about the school but refused to go inside.

After deciding to hold a mass meeting at the old Lafayette baseball park on the Main Street levee, the group, numbering over 800, marched through town carrying banners reading "We want a new school board," "We want justice," and "We want Fritz."

At the ball park speeches were made demanding the retirement of E.W. Arnett as principal and the reinstatement of F.J. Grosshans as manual training instructor and athletic coach.

Stepping into the situation, the Kiwanis Club set up a meeting with students the following Monday morning

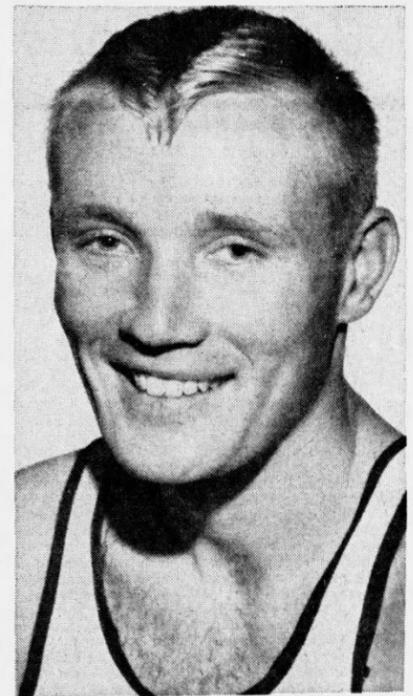
which was followed by a meeting of parents that evening. Finally after a second student meeting in the Mars Theater Tuesday morning, the group was persuaded to return to school that afternoon after three and a half days of protesting.

A committee of students and parents was set up to pursue the reinstatement of Grosshans.

But the reinstatement of the coach credited with starting the tradition of Jeff's Fighting Bronchos was never to come. Too much had been said and done.

But out of the fracas, the athletic association was reorganized and made stronger, and the school board agreed to build a gymnasium for athletics. Wheels were put in motion that year but it took until 1928 to complete the addition to the high school building.

Grosshans himself kind of faded out of the scene, going to Purdue for a while, then Dayton School and finally Elston School.



RICK MOUNT

and Sock and Davey Kurtz.

Purdue's list of football greats would make a pro coach drool. The Boilermakers produced some of the top quarterbacks in the game's history in Cecil Isbell, Len Dawson, Bob Griese, Mike Phipps, Dale Samuels and Bob DeMoss.

Other athletes from this area to compete in the Olympics include Jeanne (Wilson) Vaughan, swimming; Clifford C. Furnas, track. Orval Martin narrowly missed an Olympic berth as a half-miler.

George Souder was one of the few rookies ever to win the Indy 500, and he's a Lafayette native.

Top golfers with local ties include the late Burr Swezey, Jack Bixler, Loomis Heston, Dick Taylor, Joe Campbell, John Konsek and Brent Hartman. Add Mary Southworth to the list.

Bill Wallace currently is the karate heavyweight champion.

That isn't all of them, by any stretch of the mind, but that's a few.

If old Bill Smith knew what was ahead, back there in 1826, he'd have given that stumpy a triple-charge of powder to really get some attention.

the finals of the 1969 NCAA tourney and his successor, Fred Schaus, coached the 1974 squad to the NIT title.

Friend, the Pirate pitcher, was perhaps the best all-around athlete to come out of West Lafayette, and he played football and basketball well.

One of the early great ones to come out of Jeff High, in addition to the Dienharts and Crowes, was Chuck Newton. Jeff also boasted of Carl Verplank, Gordon DeVault, Jim Rush and the Heningers (Earl, Charles and Carl).

Dick ("The Bruiser") Afflis (of pro wrestling fame) is a Jeff product, as is Bruce Gunstra, Rick Murphy, Dick Lester and Randy Barrett.

West Lafayette also boasted of Gene Britt, Bill Kashner, Sam Lehman, Ray Abbott, Harry Hudson, Don Meyers, Tom Seeger, Bob Brady, Butch Roberts, Al Jamison, Ross Dean, Dale Snelling, Bill Canfield, Dick Bushnell

and his successor, Fred Schaus, coached the 1974 squad to the NIT title.

George King took the Purdue basketball team to

Red Sox

City had its very own ball club

By **DICK HAM**
Staff Writer

Locked in the almost forgotten lore of the city is the story of the Red Sox, Lafayette's semi-pro baseball team.

Born back in 1914, the Red Sox came to be an integral part of the city in the days before over-saturation of sports, television and X-rated movies.

Through the community success of the team, Lafayette first laid claim to a title that still rings true today — that Lafayette is a good baseball town. That fact is borne out by the numerous tournaments which the city hosts annually.

However, time took its toll as it usually does and the Red Sox faded into oblivion — except in the minds of a few oldtimers who still remember when they gather for a hand of cards or a couple of beers.

There was a deep love affair going on between the Red Sox and Lafayette residents and it bordered on the legendary until more affluent times forced the club to hang up its spikes following brief flings with organized baseball as Cleveland and Boston farm teams.

Many effort were made to revive such a feeling with other teams, but the charisma of the Red Sox just wouldn't wear off on its successors.

Who were they? What made them tick? For the answers to those questions, and a lot more, I went to Mr. Red Sox himself, John Rosser, who managed the team for 15 years.

The idea of the Red Sox was born with Skeet Hughes back in 1914 when he first formed a semi-pro club to compete in an Indiana league. In addition the team played many exhibition games with major league clubs at the old League Park in the West Lafayette levee river bottoms. The park was a class project, having fences around the outfield and a covered grandstand.

The original Red Sox halted activity in 1918 when the country was caught up in World War I and the team remained dormant until Rosser picked up the reins in 1935.

That first club was made up largely of community players, although Hughes did pick up some talented outside help in the likes of Hod Eller, Indianapolis, and Art Nehf, Terre Haute. Eller went on to pitch for the Cincinnati Reds and Nehf advanced to pitch for the New York Giants.

Some of the other personnel on that initial team were Jimmy Mead of Brook and Lafayette products Jess Holiday, Bill Nichols, Waxy McDonald and Bob Thoennes.

With Rosser at the helm, the Red Sox were active in the Indiana-Ohio semi-pro circuit until the league disbanded when the nation was again caught up in a war, this time World War II.

It was during those years that the Red Sox had what Rosser termed "the finest teams" as the played exhibition contests with major league teams and the outstanding clubs from the Negro League.

Among the teams coming to Lafayette in that span were the Kansas City Monarchs, with such stars as Jackie Robinson and Satchel Paige, the Chicago White Sox, Connie Mack's fabled Philadelphia Athletics, the Washington Senators, Lou Budreau's Cleveland Indians, Mickey Cochrane's Great Lakes Service team, Rogers Hornsby's St. Louis Browns and the Indianapolis Indians

of the American Association. "We started the Red Sox on a shoestring and it wasn't until the Lafayette businessmen formed the Columbian Park Recreation Corp. that we really began to get things done," said Rosser.

One of the first moves was to build a fence around the Columbian Park diamond — now known as Bert Loeb Stadium and still one of the finest facilities of its kind anywhere in the country and the site of both the state high school championships and Colt World Series.

The fence, as Rosser remembers, became a political issue in the mayoral race of 1936 — eventually won by William Teal — and Rosser actually went in "hock" for \$1,400 worth of canvas in order to get the fence up so the team could start charging admission. Before that, all of the Red Sox games were open to the public free of charge.

Rosser finally was paid off by the citizen's group and the team joined the Michigan-Indiana League in 1946. From that time until their final demise in 1950 the Red Sox, using no gimmicks, filled Columbian Park to capacity every time out.

The city had a fierce pride in its team as it competed against the great and near-great — on their way up and down the major league ladder — on such teams as Benton Harbor and St. Joseph, Mich., Muncie, Fort Wayne and Michigan City.

The end came for the Red Sox when the league began to fall apart — all, that is, except the Red Sox whose fans were still loyal and vocal in the first base stands at the park.

Among the names etched in Lafayette baseball memory are those of Pete Monohan, a Cincinnati native who played organized ball for 23 years, Slim DeLion, Lefty Davis, Jay Watson, John Cooper, Charles Dienhart, Felix Mackiewicz, Ownie (Cocky) Bush, Dutch Fehring, Bill Chase, Lefty Veller, Dale Crumly, Mike Kosman, Clyde Lyle, Guy Wellman, Maynard DeWitt and an almost endless list of others.

The average salary of these men ran \$130-140 a week, not a bad price in anybody's league in those days, but these were men who played because they loved the game and loved Lafayette's style of baseball.

Under Rosser's management the team won 75 per cent of its games and was strictly a class operation all the way.

One of the vignettes Rosser likes to recall is the time he inserted Paul (Spider) Fields, later the winningest high school baseball coach in Indiana and recently retired Jeff coach, into his lineup in a 1941 game at Fort Wayne. Fields, who spent eight seasons as the Red Sox batboy, filled in under an assumed name when the team came up a player short, came up with a base hit and then threw the tying run out at the plate to save a Red Sox victory.

"Everybody agreed to keep quiet about Spider playing," Rosser said, "everybody that is but Spider, who just couldn't hold it when we got back to town."

In another of the most-remembered moments, there was the match race between DeWitt, an Ambia speedster who made track history in the state meet, and a horse during the late 1940s. Yes, DeWitt beat the horse — those Red Sox were something else.



One of Red Sox best

This group of Lafayette Red Sox, taken around the 1945 season, has been tagged in history as one of the best in Manager John Rosser's long career. The team played its home games in Columbian Park Stadium (now Loeb Stadium) and always before a vocal and faithful following. Front row, from left, Ken Williams, George Keck, Gene Rardon and Joe Desiderato; second row: Coach Jack Courter, John Kosy, Pete Monahan, Ed Laske, Joe Cannizo and Ross VanAntwerp; back row: Joe Dooley, Dale Davis, Slim DeLion, Babe Lawrie and Rosser.

Local sports writer says: 'Thanks for the memory'

By **DICK HAM**
Staff Writer

The memories are faded and rusty now, but every now and then something comes up that starts me reflecting back on the days when I covered some of the Red Sox baseball games as a fledgling reporter.

One of the impressionable moments came on my first trip to Columbian Park Stadium (now Loeb Stadium) and a first look at the loyal — and extremely vocal — Red Sox fans who packed the stands along the first base foul line.

The noise and exuberance that came out of this group was almost unreal. No one was safe from barbs, but no one was overlooked in its cheers.

These were real baseball fans. Both men and women, the group defended its beloved Red Sox against all comers and never has a team had a more faithful group when it came to applying the needle to its opponents.

Except for rare occasions the taunts were all in fun and there was real meaning to the old phrase that "you can't beat fun at the old ball park."

These were people who developed a deep affection for the team as a whole and "adopted" favorite players to cheer or boo as the situation arose. They knew their baseball — far better than I did — and they let it be known. Woe to the umpire who "missed" a call. Not only was his eyesight questioned, but also his ancestry.

My first venture at taking to the road with the Red Sox brought another lasting impression.

This was a team that not only played the game for the love of it, but also lived life the same way. Although many of the players had to drive sev-

eral miles before and after a game, they always took time to relax and quaff a few "cold ones" once the game was over.

I still recall one night when we were heading home from Benton Harbor, Mich., in a convoy of cars when suddenly the lead cars' brakelights began blinking out the message.

Within a very short road space, the cars were all stopped, the trunk lids up and the beer passed around. While the players bantered about everything from the world situation, to the good looking blonde in the third row behind the plate, to Benton Harbor's nifty gadget that rose up out of the ground and blew the dust off home plate (a device soon put in at the White Sox' Comiskey Park), batboy Paul (Spider) Fields and I tried to catch a nap. I failed miserably, but Spider snoozed blissfully through it all and all the way back to Lafayette.

It didn't take long for me to realize that the Red Sox and their fans were winners on and off the field and that baseball held a very special place in their hearts.

Both the team and the citizens made the Red Sox something special, something Lafayette was rightfully proud of, something that would last in memory long after the colorful group was gone from the scene.

Had the other teams in the league been as successful, there is little doubt the Red Sox would still be in existence today, despite the ever-changing world situation and the over-crowded sports picture.

As another golden oldie used to say, "Thanks for the memory."

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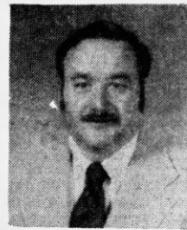
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Ancient Teays River

Buried valley city's water source

By JOAN BACKOFF
Staff Writer

A million years ago, before the glaciers covered the land, a master stream now called the Teays River flowed the Teays River valley across Tippecanoe County carving out a spectacular valley.

As mighty as the present-day Mississippi River, the ancient Teays was the principal drainage system for Central Indiana. Across most of the state the valley was a nearly vertically walled chasm about two miles wide. The valley widened as it approached Tippecanoe County where it joined a tributary, the Anderson Valley, a few miles west of Lafayette.

Water well records reveal that the Teays Valley was deeply entrenched and about seven miles wide in Tippecanoe County. Present bedrock relief ranges from 100 to 200 feet, giving a clue to the height of the valley walls.

Headwaters of the ancient river originated hundreds of miles away in the Appalachian highlands of West Virginia. The Teays snaked across West Virginia, entering Ohio at Portsmouth. There its course turned in a northwesterly

direction past Chillicothe, O., until it entered Indiana near Geneva in Adams County.

The Teays traveled west across Indiana through Jay, Blackford, Grant, Wabash, Miami, Cass, Carroll, White, Tippecanoe, Warren and Benton counties, where it entered Illinois. The river ultimately reached the Gulf of Mexico.

Teays was the name of a railroad siding between Huntington and Charleston, W. Va. A short section of a high-level valley between Huntington and the Kanawha River was studied and christened Teays back in 1890. Through the years other geologists have analyzed the valley in Ohio, Indiana and Illinois. Even though various names have been attributed to the valley system, most geological literature refers to the preglacial stream system as the Teays Valley.

The Teays disappeared after the invasion of the glaciers. Ice sheets crossed the Teays River in Indiana, burying its majestic valley under drift.

During the Pleistocene Epoch or the Great Ice Age mile-thick continental ice sheets crept down from Canada at least four times

to entomb temperate lands in their icy grip. Vestiges of three ice ages have been found in the rock debris in Lafayette.

The most recent ice age, the Wisconsin glacial, covered almost five-sixths of Indiana. The unglaciated area of the state forms a triangle with New Albany and Evansville in the south and Martinsville at the northern apex. Bloomington and most of Brown County were left uncovered and have land contours unsoftened by drift.

Lafayette's undulating landscape shows the effects of glaciation. Filled-in valleys mask the existence of ancient streams, moraines form a ridge-and-plain topography and depressions made by the weight of ice have filled with water to form lakes.

Bedrock in the county is buried under drift but outcrops can be seen in several places. Prophet's Rock and Black Rock are conspicuous examples of exposed bedrock. Outcrops can be spotted north of the Eli Lilly property near the railroad crossing in West Point and on the righthand side of Indiana 25 on the way to Delphi.

Dr. Robert H. L. Howe,

an engineer at Eli Lilly, wrote his doctoral thesis in 1955 at Purdue on "Prediction of Ground Water Conditions by Airphoto Interpretation."

According to Dr. Howe, filled valleys are the best source of underground water because of the granular nature of the drift — frequently porous and permeable. Gravel deposits are the best water producers and these are commonly found in stream valleys, lake beds, beaches and outwash plains.

Lafayette householders do not drink Teays River water, he said. They drink water contained in the water-bearing gravels which were left within the ancient Teays River formation.

About 80 square miles of the county is a Class A area considered to have good ground water possibilities, said Dr. Howe. Much of this area encompasses the present Wabash Valley and the midwestern part of the county known as the Wea Plain, a glacial sluiceway. Wea Plain covers the area from Wea Creek on the east to the county line on the west, from the Wabash River in the north to the town of West Point in the south.

"This area is our future," said Dr. Howe.

Dr. Howe predicts that by the year 2020 Tippecanoe County will need a total of 100 million gallons of water daily for industrial, domestic and agricultural purposes. Last year the county used 40 MGD and in 1945 usage was 10.5 MGD.

Local residents always have taken their water for granted. Often a house or factory is built before the water well is dug. Usually the drilling is successful.

When the Lafayette Waterworks was organized in 1875, the Columbian Park reservoir on Oakland Hill was built first. Then pipes were laid all over the city before land for the pumping station was even considered. The project engi-



Map shows pre-glacial route of ancient Teays River

neer pleaded with the city council to hurry and buy land for the pumping station because equipment was being delivered and he wanted it put on the permanent site. For \$1,000 the council purchased a parcel

of land near the foot of Salem Street, the front part facing the Wabash and Erie Canal and the back part the Wabash River.

Former Lafayette city councilman George Ellsberry, who worked for the waterworks from 1935 through 1941, said water was first taken directly from the Wabash River through a suction line. In 1891 a caisson was constructed in the bed of the river and wells were sunk there. In 1911 the caisson was abandoned and wells were dug on the river bank at the Canal Street property. Some of the wells are still in use.

"It was sheer luck that the water found on the city's wellfield was so good," said Ellsberry. "A few hundred feet either way and the water isn't fit to drink."

The Teays River is not flowing, said Dr. Wilton N. Melhorn of Purdue's geosciences department. The glaciers dumped water-bearing gravels into the ancient Teays valley which are constantly being recharged by the Wabash drainage system, rainfall and floods.

Whether the water source is inexhaustible here is an unanswerable question, he said.

Lafayette is unusually favored by geological circumstances. Glacial activity formed the rich soil and left sand and gravel beds used not only for the water source but also for the aggregate and construction industries.

Gravel roads have been a characteristic of Lafayette because of the availability of the road metal. A booklet published in 1981

by the Lafayette Belt Railway, said, "Running into the city and through the immediate country are 19 free gravel roads in the best of condition, affording the farmers admirable means for hauling their products to the city." It told of the 70 miles of streets in the city of Lafayette, most of them hard flint gravel. And everywhere, it said, were large gravel beds which keep the roads in good condition.

"Lafayette is exceptionally blessed with the Teays Valley," said Melhorn. "The glaciers brought in the right materials."

"Without the glacier, we'd be like Bloomington," he added. "We would be scenic but we would have no agriculture and no water."



Early license plate

Before license plates were made by the state, the motorist had to make his own license using the number assigned him. A West Lafayette dentist, the late Dr. W. S. Walters, had this license made in 1907 and installed it on his curved-dash Oldsmobile. It is in the collection of Marshall How-enstein. (Staff Photo)



1947



1951



1961



1975

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Train hits station; 10 die

By JACK ALKIRE
Staff Writer

Lafayette lay slumbering under a sky studded with millions of glimmering stars. It was an unusually warm spring night.

The solitude of the city was broken only by the lonely, night-time sounds — the occasional clatter of horses' hoofs on brick streets, the squeak of a wagon wheel, and far in the distance, the faint, mournful wail of a train whistle.

Union station at South and First streets (now the Penn Central depot) was a bright island of human activity in a dark network of streets and buildings.

The sleepy hum of voices from the station came from a dozen or so railroad employees, express workers, hack drivers and passengers. They were waiting for the arrival of the Big Four Vestibule Express due in at 1:15 a.m. on its passenger run from Chicago to Cincinnati.

The train was about 10 minutes late on this particular run — Sunday, May 7, 1893.

Inside the building, men waiting for the arrival of the train talked over the events of the day and made idle jokes about a sensational court trial in progress at Fowler. A woman was accused of shooting her husband because he objected too strongly to her flirtations with other men.

As 1:15 a.m. passed and no train arrived, four men broke impatiently from the station waiting room and moved out on the platform. Two were local men and two had been in town several days on business. They were Charles Meyers, a hack driver who was expecting to provide taxi service for some of the incoming passengers; John Lennan, driver of a mail wagon; Charles Schahill, a foundry worker from Portsmouth, Ohio, and Otto Jesselsen of Toronto, Canada, an actor and theatrical agent who had been living in Chicago.

The four had only one thing in common — they would be dead within minutes.

Out in the railroad yard, inside a mail car on a siding about 100 feet away, two mail clerks were industriously working over their collection of parcels and letters prior to loading them on the Vestibule Express.

The clerks were Jesse H. Long of Lebanon and E. D.

Meyers of Cincinnati. They, too, were about to die.

As the four men on the platform moved uneasily about, smoking and carrying on a desultory conversation, rails of the main track beside the platform began to set up a musical hum — a sound that announced the approach of a train to the practiced ears of railroadmen.

As the hum grew louder, the eyes of the four men swept up the track and out across the twin ribbon of steel that spanned the Wabash River railroad bridge. In the distance, starting on the downgrade toward the river, the Vestibule Express engine shattered the night with a long blast of its whistle.

As the yellow eye of the engine appeared at the bottom of the downgrade and the entrance of the bridge, its whistle again let go with a long, piercing blast — a sound that heralded the opening of what was to be one of the worst catastrophes in Lafayette history.

The Vestibule Express entered the railroad bridge traveling an estimated 60 miles an hour. And it was still traveling 60 miles an hour when the engine and nine cars smashed head-long into the Union station platform.

"Several wild shrieks came from the approaching engine, a great rushing noise, the roaring of a mighty giant, and past the very door (of the station) flew the expected engine, a perfect gust of fire tearing from its wheels," an eyewitness, who may have been an actor, reported.

What only moments before had been a peaceful railroad station scene now was a miasma of ripped steel, smashed wood and mutilated bodies.

Seconds after the thunderous crash and foundation-shaking impact, a moment of complete silence enveloped the twisted scene. It didn't last long. It was shattered by the groans and shrieks of passengers trapped inside the wrecked cars.

To add a final touch of horror, angry flames spurted from the wreckage and threatened to cremate the living and dead alike.

The platform had been sheared from the station as if struck by a huge scythe. Before the station lay the smashed engine. Portions of the tender, express car and mail car had been tossed 100 feet from the station, smashing into cars on sidings. The passenger cars were overturned, lying at crazy angles across the tracks. Strangely, three cars had withstood the force of the crash and stood upright on the tracks.

"Women rushed from the sleepers half crazed; men lost their heads, and the scene was simply frightful in the black night," said a reporter for the Lafayette Courier the next day.

But not everyone was hysterical. Survivors inside the station, shaken but unhurt, rushed into action. While several dashed to summon firemen and police, others crawled into the shattered cars to free trapped men and women and carry the unconscious from the path of the creeping flames.

Their actions were credited with saving an untold number of lives. And, almost unbelievably, they found that not a passenger had been killed.

While the rescue work progressed, firemen from the Columbia Street Station arrived and brought the fire under control.

Police and volunteers, working in shirt sleeves, grabbed every available wagon and buggy to move the injured to hospital quarters.

Then came the gruesome job of counting the dead. When the work was completed, "10 bloody corpses covered the station floor," one witness reported.

Of the four men standing on the platform, Meyers, Lennan and Schahill were killed instantly. Jesselsen, the Canadian, lay crushed and mangled about 40 feet from where he had stood. He lived about 20 minutes following the crash.

Long and E. D. Meyers, the two mail clerks in the car on the siding, lay broken and dying inside the crushed mail car. The Vestibule Express' tender had been hurled 100 feet into the mail car.

Taken from the smashed engine and express cars were the bodies of Michael Welch of Indianapolis, the engineer; Sterling McInnis of Urbana, Ill., the fireman; Thomas McMahan of Bellview, Ohio, an expressman, and A. R. Chadwick of Shelbyville, a mail clerk.

Twelve passengers had been badly injured and another 30 suffered less serious injuries. All of them recovered.

Train service through Union Station was halted for 24 hours while railroad crews from all parts of the state worked to clear the yard of the remains of the ill-fated Vestibule Express.

A railroad investigation revealed the air brakes on the engine had failed when the train was on the downgrade on the approach to the bridge. A portion of a brake cylinder was found the next day on the west side of the river where it was blown off when the engine's brakes were first applied.

The sheet of fire witnesses said spurted from the engine's wheels as it hurtled into the station was caused by the wheels being in reverse. A study of the tracks showed that Welch, the engineer, had thrown the engine into reverse as it entered the bridge. But the speed was too great to slow the train more than fractions of seconds, investigators said.

It all happened 82 years ago, but when historians talk about great Hoosier railroad wrecks, they include the last run of the Big Four Vestibule Express.

The Express ended her career in a sensational disaster, taking 10 men with her.



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Cover charges outwit the 'foxy'

Cover charges aren't new. Officials of the Wabash and Erie Canal, when it was in its heyday about 125 years ago, adopted the 1850s version of the cover charge.

The luxury liners, writes George DeLong, retired Lafayette banker, included food and lodging in fares on the faster packets, which towed along at about 5 miles an hour.

It wasn't long until the foxy settlers along the waterway figured mealtimes on the boats.

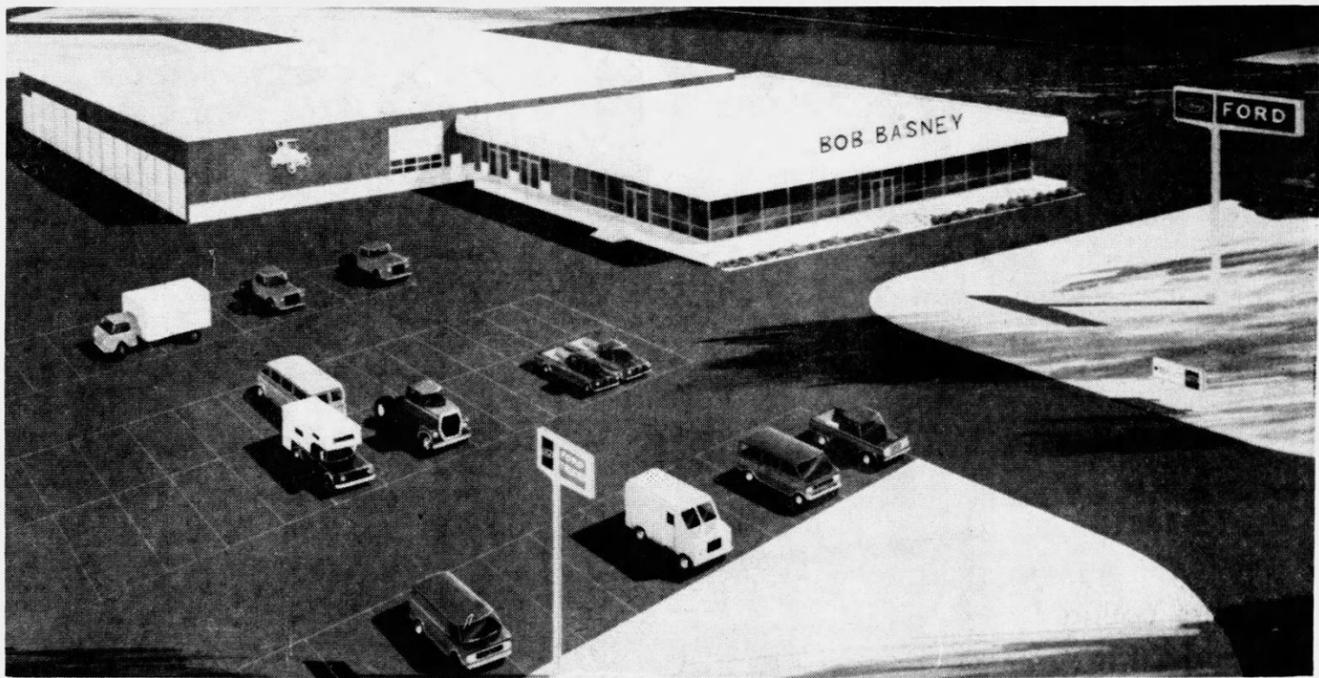
Parking along the bank at mealtime, they'd flag the craft and hop on when the steersman guided it near the bank.

For a fare of about a nickel a mile, the hungry connover could gobble down a meal, tell the crew to let him off and go about his well-fed way.

To quell such dodges, canal officials adopted a minimum fare of a quarter or so that would cover such capers.

DeLong, former Bank and Trust vice president, is the author of "Canalling on the Wabash and Erie — 1832-1875."

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Writer recalls trolley ride

(Editor's note: Dave Chambers grew up in West Lafayette to the clang of street cars running through the city. He later wrote a history of Lafayette's street railway system, published in 1959)

By DAVE CHAMBERS
Those of us who lived close to the end of a street car line had a more than ordinary opportunity to observe the details of electric street car operation.

So it was with me, because the Salisbury line ended near our home in West Lafayette. Here the trolleys would "lay over" or wait between their out-bound and inbound trips, at Thornell and North Grant Streets.

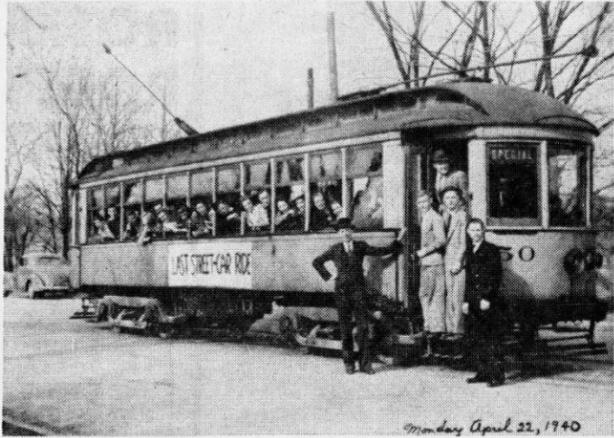
As a small child I was very timid, and my mother would talk up big to me our street car journeys together in the 1920s. A beautiful vision returns to me, recalling hot summer Sunday mornings when we would ride a colorful little Lafayette street car from West Lafayette, across town to Central Presbyterian Sunday School.

How fresh and clean the newly painted street car would smell, and what a colorful sight to behold. The lower car body was bright yellow, the upper portion was cream, the roof and window sashes were in cherry red.

At the end of the line, the motorman would disembark to turn the trolley pole around for the return trip to town. Indeed his dark and light blue uniform would contrast with the bright yellow street car.

Next the motorman would gather up his three control levers (power, air-brake and reverse), along with his cigar box of transfers, and the pillow for his stool. These he would take to the opposite end of the car. Again he would walk the length of the car, reversing the seat backs and moving the farebox to what was being established as the front end of the car for the return trip to town.

Meanwhile the throbbing air compressor under the floor would activate intermittently and suggest a



Last ride on trolley

As electric street cars were phased out in the spring of 1940, the Hi-Y Club at West Lafayette High School sponsored this excursion between Lafayette and West Lafayette. Here the group poses for photographer at Grant and Meridian

Streets near the present high school site. The date was April 22, 1940. Nineteen days later the street car era in Lafayette came to an end. (Photograph by Jack Sweezy)

tone of impatience. As the motorman took his position at the controls, he would hike his shirt sleeves above his arm bands, look at his pocket watch and take one last look back for possible tardy passengers.

The motorman would move the air brake lever to the left, and a terrific hiss would announce our departure. A low guttural sound suddenly made us aware that the street car was in motion.

As our Salisbury car would round the sharp curve from Stadium Avenue (then called Thornell Street) to Salisbury, one would hear an ear-piercing squeal of the wheels in the track flange groove. Occasionally these grooves were greased.

Street cars had their own distinctive odors, which besides fresh paint in the summer included hot brake shoes, oiled wooden floors, wicker seats and the ozone from hot electric motors. The State Street Levee until 1929 was paved with wooden creosote

blocks. Every window in the street car would be open in summer, including the center windshield section, and this would admit a steady stream of blistering hot air and an assortment of hay seeds and straw from the John Martin Feed Store.

Once we arrived on the Levee, the motorman inevitably would stand up to operate the car. This gave the impression of making the car go faster.

At the Courthouse Square on Main Street there was a cross-over switch where the large Soldiers Home street car ended its run into town. I'll always remember the elderly motorman on the Soldiers Home car, who seemed as old as the Civil War veterans he was hauling as passengers. Slowly and deliberately he would disembark and get a drink of artesian well water before preparing his car for the return trip up North River Road.

At Ninth and Main I could view a lengthy inter-

urban just arriving from Indianapolis. These were magnificent traveling parlors, over 50 feet long. But they were formidable-looking, with big sweeping cow-catchers and projecting headlights.

Cautiously these interurbans would round the sharp curve at Ninth and Main, their green bodies coming precariously close to the wooden sidewalk awning in front of Heinmiller's Grocery. If an interurban had weak right springs, the body would rub the awning boards loose, and repairmen from the car barn would do some prompt re-nailing.

As the interurban negotiated the corner, the heavy electric motors would arc, flash and pop — suggesting lightning.

Nearly 45 years have elapsed since the last interurban came down East Main Street hill in 1930, and 35 years ago saw the last electric street cars, in 1940. But the memory lingers brightly on.

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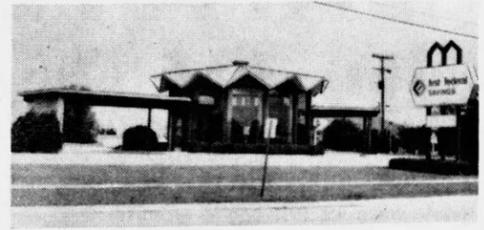
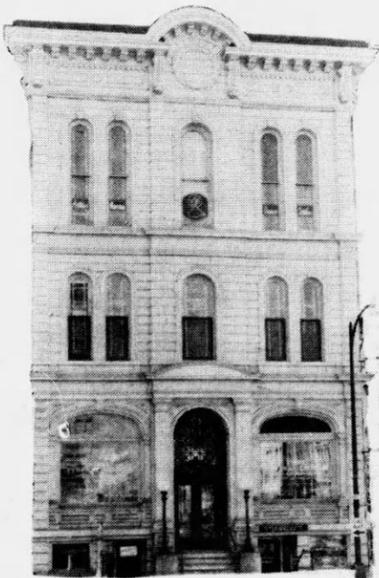
The secretary of state's office shows there were only three associations formed during the early years of Lafayette. The Hand in Hand Building Loan Association was started in 1877, Lafayette Building Association No. 1 in 1873 and Lafayette Building, Loan & Savings Association in 1869. First Federal's predecessor then known as Citizen Building and Loan Association "B" was founded November 20, 1892.

The Building and Loan was converted into a federally chartered savings and loan institution in 1936. On January 8, 1937 the Federal Charter was approved by the Federal Home Loan Bank Board in Washington, D.C. We thus became First Federal Savings and Loan Association of Lafayette.

From 1937 until 1962 the offices of First Federal were located in the Old Farmer's and Trader's Building at Third and Columbia. In the spring of 1962 First Federal moved into their spacious new offices at 4th and Columbia Sts.

A new West Lafayette branch office was completed in 1963.

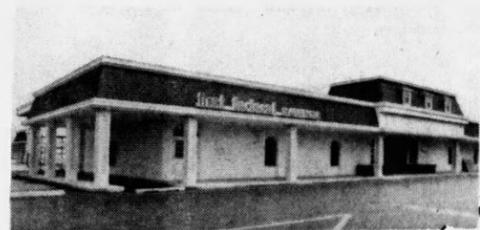
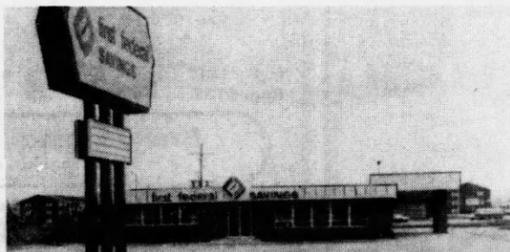
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HAPPY 150th BIRTHDAY LAFAYETTE

Lafayette site of 2nd state fair

By BYRON PARVIS
Farm Editor

Agriculture has always been one of the bulwarks of the economy in Tippecanoe County and the pioneers, realizing its significance, promoted and achieved a real coup in 1853.

They brought the second Indiana State Fair to Lafayette and, if records are to be believed, it was a success.

Having the state fair in Lafayette wasn't any small chore. It took a lot of work, but the committee, encouraged by the success of the first county agricultural fair the year before, believed it would be a success.

Some 60,000 people paid their fee and visited the fairgrounds from Oct. 10-14, 1853. That was 30,000 more than visited the first Indiana State Fair in Indianapolis the year before.

The first state fair was an outgrowth of a meeting held May 27, 1851 in Indianapolis. On that day 17 men convened to organize the Indiana State Board of Agriculture as provided by the General Assembly.

Gov. Joseph Wright was elected president of the board and plans were made for a state agricultural fair in the fall of 1851, but the fair wasn't held until the fall of 1852.

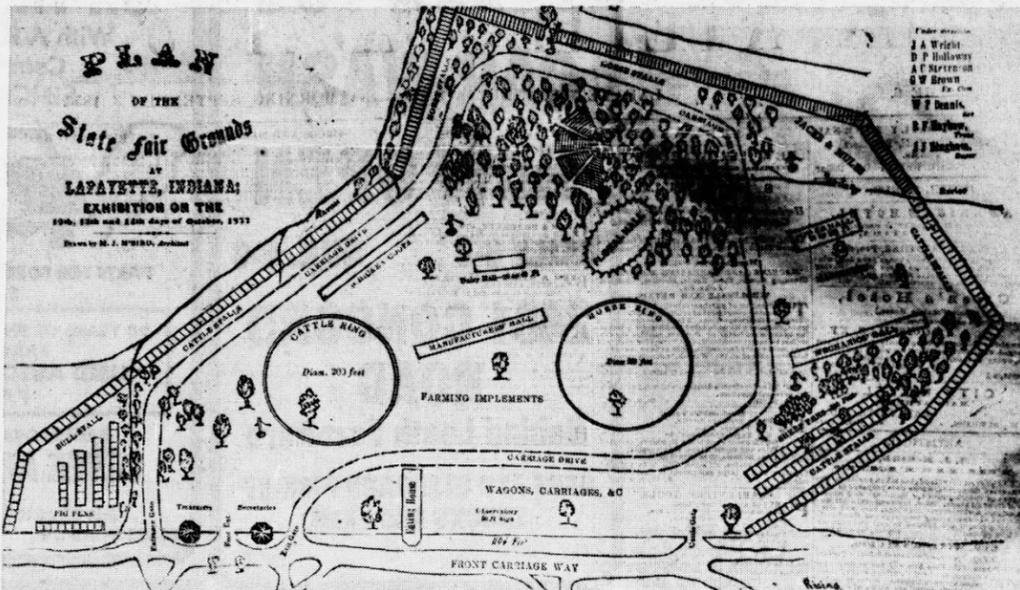
The site chosen was an area now known as Military Park on West Street in downtown Indianapolis.

It was decided that other cities should be permitted to host the fair and Lafayette was chosen in 1853. Completion of the railroad linking Lafayette and the north with Indianapolis and steamboat traffic on the Wabash River made it natural that Lafayette would be selected.

But more important, the dedication of the men who formed the first Tippecanoe County Agricultural Society made the fair a success.

That society was formed in April, 1851 with Henry L. Ellsworth as president. The society gained the attention of farmers throughout the state and their first fair in 1852 was a success.

The site chosen for the fairgrounds was an ele-



Indiana State Fair site -1853

This sketch of the site of the 1853 Indiana State Fair at Lafayette was drawn by M. J. McBird, a Lafayette architect. The sketch was used in the old Lafayette Courier, the first engraving in a Lafayette

paper. The site was bounded by a ravine on the south, Washington Street on the west, Kossuth Street on the north and the 'circle' of Highland Park addition on the east.

ivated table land of approximately 35 acres, including the 20-acre fairground, atop what is now Fourth Street Hill.

The Lafayette Courier described it this way: "The Fair Grounds, consisting of 20 acres, are located upon a beautiful eminence, in the south part of Lafayette, and command a fine view of the city and surrounding country. The free use of the grounds was generously given to the committee by the proprietor, W. K. Rochester, Esq. Ample accommodations have been provided for stock, and all articles of exhibition. There are two large halls, 60 by 200 feet each, for mechanical and manufactured articles.

"There will be an ample supply of water upon the grounds. An observatory,

30 feet high, is erected, which presents an unexcelled prospect in extent and beauty of the city, the neighboring prairies and surrounding country..."

Some 1,500, entries competed for \$3,000 in premiums. \$1,800 in silver plate and subscriptions to various farm journals and merit certificates.

About 5,000 persons came by railroad and many came by boat the first day. The town grew considerably during the running of the fair.

The highlight of the fair was the visit of Horace Greeley, widely known editor of the New York Tribune. He spoke to the throng on Oct. 13. The crowd was estimated at between 20,000 and 40,000.

Greeley's speech was entitled "What The Sister Arts Teach As to Farm-

ing." His chief plea was that farmers should be educated in the science of their calling. With perhaps ironic prophecy, he told the crowd: "If they were to turn on me with the inquiry, 'where shall we study? how and where are we to learn how to analyze soils and make out ourselves familiar with all the science which lies at the base of agriculture?' I would only reply, 'there is no such institution in America!'"

Greeley's speech was more prophetic than he knew. The Morrill land-grant act was passed in 1862. That made possible the founding of Purdue University in 1869.

Though Greeley could not know it, he probably looked several times at the hill across the Wabash River where Purdue eventual-

ly was to be established.

Greeley pronounced the fair "good, bad and indifferent." The apples were good, the sheep and swine poor, the birds were splendid, the grapes mediocre. There was a spectacular squash that weighed 185 pounds. In all, Greeley praised the fair as "interesting, should have been magnificent."

If the fair wasn't all that to him, his return trip to New York must go down in history as quite an experience and one he probably wanted to forget.

Greeley, who had a speech to make in LaPorte before returning to New York, boarded the New Albany and Salem train after the fair, but the engine sputtered and gave out at Brookston.

The marooned Greeley, undismayed, hopped a

handcar powered by six men and rode through the night, arriving in Westville at 4 a.m. He completed the final 11 miles of the 90-mile trip to LaPorte by wagon.

Although not a financially successful event, the state fair did draw a large crowd and Lafayette was remembered by those early fairgoers for some time.

The state fair moved to Madison the following year, where heavy rains cut attendance. For the next few years the fair was staged in Indianapolis until 1859, when it was moved to New Albany.

By 1860 the board was nearly bankrupt and decided to hold the fair in Indianapolis. The fair was canceled in 1861 because of the war. It moved to Fort Wayne in 1865 and then returned to Indianapolis where it has remained.

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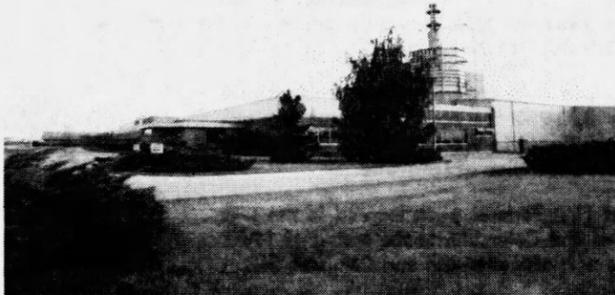
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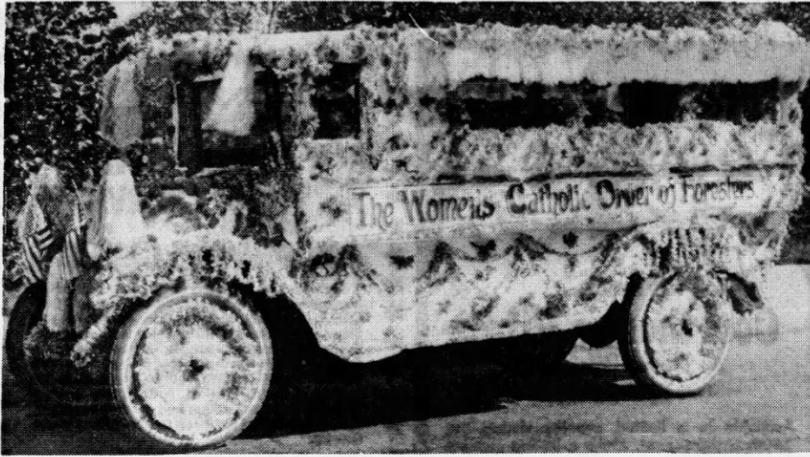
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1925 Centennial celebration float

The four parades that marked Lafayette's celebration of its Centennial in 1925 featured numerous, elaborate

floats. This one was entered by the Women's Catholic Order of Foresters.

100th year feted

By JOAN BACKOFF
Staff Writer

Lafayette's 100th birthday party was quite a shindig — four parades, a pageant with 3,000 performers, four commemorative exercises, nine band concerts, 14 free vaudeville shows, a band contest, five speeches, a fashion show, a community sing, two queen contests, an exhibition of relics and 40 concession stands.

All this and more was crammed into the last four days of September in 1925, the dates settled upon after a check of the almanac and weather records as the most auspicious for clear skies. It also was midway between the centennial of the founding of the city of Lafayette on May 27, 1825, and the establishment of Tippecanoe County on March 1, 1826.

Right from the beginning the members of Lafayette-Tippecanoe Centennial Celebration Council were determined to have the biggest and best celebration the mid-west had ever seen or heard of. The council had been given \$5,000 seed money, \$2,500 from the Tippecanoe County Council and \$2,500 from the Lafayette City Council, with the understanding the celebration would be free of charge.

The Lafayette Merchants and Manufacturers Association was the convener of the centennial council, made up of delegates from every club in the county.

The first thing the council decided was that \$5,000 wasn't enough money for the celebration it had in mind.

The committee headed by Prof. Oakel F. Hall of Purdue proposed an elaborate pageant to be financed by admission charges and announced it was in correspondence with Miss Esther Janett Simon of Winchester, a pageant directress.

That spring the Journal and Courier related in a front page story that the centennial council unanimously voted to put on "a big and pretentious pageant" provided the council would suffer no financial loss or liability. It was decided the pageant would charge admission to make it self-supporting.

The committee found 34 local businessmen to underwrite a \$10,000 pageant and the show went on. Any profit from the show, the underwriters said, should be given toward construction of a coliseum.

On April 16, 1925, it was announced that Miss Simon had signed a contract to write, direct and produce the pageant.

The pageant, in pantomime, was held at the Tippecanoe County Fairgrounds. The committee had asked to use the then-new Ross-Ade Stadium but was turned down.

Athletic director N. A. Kellogg wrote in a letter Feb. 26, 1925, "We plan to spend a good deal of money this summer on the football field proper, and should not care to have anything go on there which would injure it in any way."

Miss Simon must have been a remarkable woman. According to newspaper reports, she wrote the history, came to town a month before the celebration and visited community organizations both in Tippecanoe County and surrounding counties to recruit 3,000 performers for the pageant. She was generally cited for her enthusiasm and show business genius.

"No effort or expense has been spared in arranging an authentic presentation of local history during 250 years. Every event portrayed in 17 episodes and 23 scenes will be enacted, as much like the original event as it is possible to make it," said the Journal and Courier.

The outdoor stage was the center of the fairgrounds racetrack oval. Three special bleachers were constructed, seating 8,500 persons, and there was standing room available for another 3,500.

The pageant was presented on two nights, September 29 and 30. General admission was 50 cents for adults and 25 cents for children.

Rodney Macdonald, a famous Chicago artist, designed

(Continued on Page F8)



Rotary Club of Lafayette, Indiana

Lafayette Rotary Club held its first meeting on May 1, 1916 in the Blue Room of the Lant Hotel. The first Rotary Club was founded by Paul Harris, a Chicago lawyer, in February, 1905. Rotary came to Indiana in 1913.

The first officers of Lafayette Rotary were Thomas F. Moran, President; William A. Shipley, Vice President; Karl R. Backman, Secretary; and James C. Farrington, Treasurer. In addition to the above officers the charter members were Dr. Arett C. Arnett, Frank M. Best, Dr. Lewis M. Ellis, William D. Foresman, Orin L. Foster, Charles Radersdorf, Moses Schultz, Christian G. Stocker, Frank B. Timberlake and Abner E. Werkhoff. The first Board of Directors was Moses Schultz, Abner E. Werkhoff, Lewis M. Ellis, Orin L. Foster and Charles Radersdorf.

Twenty two new members were added during the first year. Allen D. Albert of Paris, Illinois was International President and Herbert C. Angster of Chicago was the Governor of District No. 8 at the time Lafayette Rotary was founded.

President Thomas Moran was the official delegate to the Cincinnati International Convention. The Club issued a monthly publication named "THE ACORN, from which a mighty oak will grow."

Looking back to those first fourteen months of Lafayette Rotary it seems far away and long ago. Yet these "pioneers" from Lafayette and West Lafayette laid a firm foundation for the Rotary Four-Way Test of the things we think, say or do:

1. Is it the TRUTH?
2. Is it FAIR to all concerned?
3. Will it build GOOD WILL and BETTER FRIENDSHIPS?
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100th anniversary marked

(Continued from Page F-7)

and directed the making of the scenery. Macdonald for four years had been in charge of property and stage settings for Jesse L. Lasky moving picture studios in Los Angeles.

Costumes were rented from a firm in Haverhill, Mass., and authentic dress was provided for the 400 girls in the opening ballet, as well as Indians, soldiers, French Jesuits, explorers and traders. "The costumes will be a feast for the eye and will outclass anything ever seen in Lafayette," said Miss Simon.

Floods and spotlights were operated from a specially built tower and mammoth footlights were placed in trenches. Elaborate fireworks were used to give further effects.

The combined Purdue and Lafayette bands, numbering 150 pieces under direction of Purdue band director Paul Sports Emrick, played a special score throughout the pageant. There was a chorus of 60 mixed voices.

The battle scenes were portrayed with lights, fireworks and 10,000 rounds of ammunition. According to the newspaper clippings, however, the finale was probably the most impressive scene of the entire pageant.

In the final episode, titled "Victory and Peace," trumpeters sounded a call and a chariot carrying "Victory" escorted by Grecian soldiers came into the spotlight. Then followed "Eternal Peace," also in a chariot, carrying white doves which she released.

While the 150-piece band played "America" and "Indiana," Miss Centennial and her court, riding on a float, appeared. The entire cast of 3,000 joined in singing "The Star Spangled Banner" during which a 60-foot American flag in fireworks was set off in the background. At the conclusion of the anthem, the band played Sousa's "Stars and Stripes Forever."

The city put on its best bib and tucker for centennial visitors. For months residents had been urged to up tidy their yards and put in plantings. The League of Women Voters and the Garden Club took on the project of beautifying the riverfront. A piece of city property between Main and Ferry streets, between the river and the Monon railway tracks, was cleared and about 600 trees and shrubs planted.

A Purdue horticulturist drew up plans for the small park, including steps down from the Main Street Bridge, leading to a winding pathway along the river's edge.

Family heirlooms and old relics were displayed in hundreds of downtown store windows. The window that attracted most attention was at the Smith-Alsop Paint Co., 610 Main St., where the saddle bags and rifle of Peter Weaver, the first settler in Lafayette, were displayed. The reproduction of a bedroom suite in vogue about the time of William Digby was in the show window of Reifers Furniture store. Wells-Yeager-Best drug store displayed the hat worn by General Harrison during the Battle of Tippecanoe and old-fashioned dresses were shown in the windows at Loeb and Hene's and the Palais Royal.

Old residents and pioneer descendants were honored in one of the parades. A contest was held to find the oldest native son and daughter, who were named king and queen of the parade. Its slogan was "age before beauty." Frank Parvis, 92 years old, of Lauramie township, and Mrs. Nancy Jakes, 90, of Wabash township, were "First Pioneers."

There had always been dispute about the correct way to spell the name of Lafayette. Early in the planning stages of the centennial council, the publicity committee headed by Herbert H. Heimlich was charged with settling the argument.

The committee had written to the French government and received a letter from the French ambassador to the United States, who wrote, "During his much active life, General Lafayette himself altered the spelling of his name." Early in his life he used his estate name, de la

Fayette, the letter said, but "the entire correspondence of his middle and end of his life is signed in a single word."

The centennial council voted unanimously to spell the city as one word with a small "f."

All schools were given a three-day holiday and Purdue closed at 2 p.m. so students and faculty could participate in the parades. The railroads and interurbans offered special fares for persons who wanted to travel to Lafayette to see the \$10,000 pageant.

Monon Railroad promised to route all freight trains so that none would pass through the city during the parades. In an understatement the newspaper commented, "This arrangement was welcomed by Centennial Council."

By the first day of the festivities the city was thronged with people. Nearly every seat in the Fairground bleachers was sold, parking was at a premium and downtown streets were lined with people.

There were four big parades that marched down Main Street, each for a different group. Monday afternoon the historical and native sons and daughters parade depicted local history, and that evening there was a second parade of government, fraternal orders and clubs. The education parade on Tuesday afternoon had all public and parochial schools and Purdue in procession. Wednesday afternoon was the labor, agricultural, commerce and manufacturing parade.

At other times free music and entertainment was presented on two stages, one at the corner of the Courthouse yard and another at Eighth and Main Streets. Vaudeville acts featured acrobats, Japanese jugglers, hand balancers and contortionists. There was a one-hour band concert by Tempo Novelty Band, a popular band from Gary that boasted the largest drum major in the world.

An arch designed by Walter Scholer was built over the statue of General de Lafayette at the northeast corner of the Courthouse yard. Twinkling red, white and blue lights were strung down Main street from the Wabash railroad to the Wabash River and around the square.

After the festivities were over, the centennial council was delighted to discover the pageant had made a profit of \$13,531.95. The council met and decided the profit should be spent for a planning commission which would map the future growth and development of the city and county.

The coliseum idea was dropped because the council didn't know where the rest of the money to finance the building would come from. "We will be well on our way toward the next centennial before we get a coliseum, if this money is voted for this purpose," said one member.

A deciding factor in favor of the planning commission seemed to be the fact that Lafayette was in danger of losing the new state road No. 6 from Indianapolis unless traffic congestion was relieved. One speaker said traffic on No. 6 was worth two coliseums.

Following the route of present day U. S. 52, Indiana No. 6 was a newly paved road from Indianapolis through Lebanon to Lafayette, and plans were to continue the road to Chicago.

By 1930 the first city plan was published, which recommended among other things that a civic center be built on the Main Street Levee in West Lafayette, at the side of a lagoon on what "will become the geographical center of the community." Sears and Roebuck now occupies the site.

The poet Edwin Beard wrote a Centennial Ode - One Hundred Lines to a Hundred Years. Beard was a former local resident who attended Purdue and worked for a time on the Lafayette Journal. The Ode ends:

"All hail, Star City, and those that there abide!
May future cycles bring abundant growth and pride.
And history repeat this bright Centennial Day
On the Banks of the Wabash, Far Away!"



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Under direction from the National Office, local Clubs carry on activities such as: Youth programs for both the underprivileged and for the talented as exemplified by the Sunshine Special, by Youth-of-the-Year programs, and by various scholarships; the Book of Golden Deeds program to provide recognition of persons who have served their communities in extraordinary and unselfish ways; the Freedom Shrine program wherein photographic copies of 28 historic American documents such as the Declaration of Independence and the Constitution are placed in schools and other public places; the One Nation Under God program stressing the religious heritage and background of our Country; Crime Prevention Week sponsored annually to honor our law-enforcement officers and bring about a greater awareness of the problems created by crime. Many other programs are originated from time to time to meet current needs.

The Lafayette Exchange Club, chartered in 1926, presently has 65 members and meets Wednesday noons at Morris Bryant. Its foremost project is the annual Sportsmanship Awards Banquet for local high school basketball players, held annually for the past 31 years. The Club also has made a Book of Golden Deeds award annually for over twenty years. Support is given to the YWCA, the YMCA, Boy Scouts, Girl Scouts, and the Speech and Hearing Foundation to provide scholarships to young people studying speech and hearing therapy at the four State Universities of Indiana. Crime Prevention Week is observed with a Policeman-of-the-Year awards program. Freedom Shrines have been presented to seven local schools. Assistance is given to the Rally for Old Tippecanoe and to the Feast of the Hunters Moon activities of the local Historical Societies, and a booth is sponsored at the Home Hospital Fair.

The Tippecanoe Exchange Club, chartered in 1966, presently has 25 members and meets Friday mornings at 7 a.m. at Campus Inn. Among its projects are the Policeman-of-the-Year program and the Youth-of-the-Month program. Also supported are the Speech and Hearing Foundation, the YWCA, and Boy State. Five Freedom Shrines have been placed in local schools, plus one in the Court House. Assistance is given to the Salvation Army at Christmas time, and a booth at the Home Hospital Fair is sponsored. In furtherance of the patriotic objectives of Exchange, some 200 outdoor flag poles with flags have been sold.

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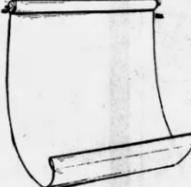


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Gougar early leader in women's suffrage

(Editor's note: Mary E. Anthrop, a volunteer with the Tippecanoe County Historical Association, is a reference assistant at Purdue University General Library. She has done extensive research on Helen Gougar.)

By MARY E. ANTHROP and DEBORAH SEDERS
Staff Writer

At a time when women's politics seemed to belong in the parlor, Helen Mar Jackson Gougar stepped out in front.

A leader in the woman's suffrage and temperance movements in the second half of the 19th century, Helen Gougar lived most of her 63 years in Lafayette.

She came here from Litchfield, Mich., in 1859 when she was nearly 16 to take a job as an assistant teacher to help pay for her younger sisters' education.

Although her formal education stopped before she came here, she was appointed teacher and principal of Jenks Public School, the first woman principal in Lafayette, in 1864. Hillsdale (Mich.) College, where she completed three years in the preparatory department, later awarded her an honorary M.A. degree in 1892.

Some say that Helen Gougar's temperance crusade was inspired by a scene she may have witnessed early in life — a neighbor murdered by her husband "while he was insane through strong drink," the terrified children, the bleary-eyed husband. At that point it's believed Mrs. Gougar saw that women were the greatest victims of liquor. The vote, she realized, was the key to combatting the saloon.

But the vote wasn't easy to acquire. It wasn't until 1920, after Helen Gougar had been dead 13 years, that Indiana and the country passed suffrage amendments and the federal constitution added its prohibition amendment.

Helen Gougar, considered an excellent speaker and writer, set upon her career as a suffrage and temperance reformer by the late 1870s. In the following 20 years she criss-crossed the state and nation on lecture tours, testified before state legislatures and congressional committees, edited her own weekly temperance and suffrage paper, "Our Herald," and became the first woman to argue before the Indiana Supreme Court.

Ten years before she argued a test case on women's suffrage in the Indiana Supreme Court, she found herself in court for another reason: Defending her honor.

Her involvement in temperance and suffrage reform had made her politically active on a wide scale. Her vocal and printed support of long-time family friend W.D. Wallace, who was running for state senator in 1882 on the Republican ticket, stirred the ire of opposing Democrats, the liquor interests (Wallace, too, was a prohibitionist) and even some Republicans.

Mrs. Gougar's character was attacked viciously in the 1882 campaign, and she demanded justice. She filed a slander suit against Henry Mandler, police chief and ex-saloon keeper, for alleging she and Wallace committed adultery the night of Nov. 19, 1882, in Wallace's law office.

The three-month trial centered on the adultery charge, but other witnesses hinted at numerous secret rendezvous at temperance conventions to discredit Mrs. Gougar's character. Tempers flared, and at times orderly court procedure was ignored.

Mrs. Gougar won the suit and was awarded \$5,000 in damages. Our Herald, the paper Mrs. Gougar edited from 1881 to 1885, reprinted an editorial from another publication Mrs. Gougar contributed to, saying the verdict had more than local significance.



HELEN GOUGAR

"It means that women who choose to enter public or political life are not to be lightly or wantonly assailed by those who disagree with them, or by those who cannot answer their arguments," read the editorial.

"It means that no one class of men, be they blackguards or reputable citizens, are to fix the standards of womanly character and to speak contemptuously and insulting of all who do not happen to be of their way of thinking."

The Lafayette Daily Journal urged the community to put the case to rest, but took one last chance to comment in the April 12, 1883, edition: "Consequently a woman cannot be too careful in her daily walk among men. She should 'avoid even the appearance of evil.' To fly in the face of public opinion and bid defiance to the long established rules of intercourse between men and women is as unwise as it is dangerous.

"Modesty and delicate reserve are the bright jewels in the crown of womanhood."

The ordeal turned Mrs. Gougar's hair prematurely white by the time she was 40, but it didn't stop her public campaign.

She based her political alliance on issues, not party lines. Disillusioned with the Republicans in 1884 for their turn against prohibition and for failing to get the vote for women, she joined the Prohibition Party, working diligently for it in the next eight years. She then supported the National Party and its free-silver, woman suffrage and temperance platform, and then leaned toward the Democrats, although politics played a lesser part in her later years.

Issues were still uppermost in her mind. Encouraged by a recent Indiana supreme court decision permitting women to practice law, she appeared at the polls at the November, 1894, election. She was denied ballots for the state, county and township elections, even after she presented an affidavit of her citizenship.

She then sued the election board. Decades of reading law books and legal documents to her husband, whose sight was failing, paid off for Helen Gougar. She was admitted to the Indiana bar on Jan. 10, 1895, and she argued her case eloquently. She lost and appealed to the state supreme court, which upheld the lower court's decision.

Her suit against the election board marked her last major public effort to see that women had the right to vote.

Earlier she had organized a suffrage club in Tippecanoe County in August, 1883, and four years after that joined Indiana suffrage backers May Wright Sewall and Ida H. Harper in forming a state suffrage organization. She served as president of the state organization for 23 years, working Susan B. Anthony and Elizabeth Cady Stanton. In her monthly-turned-weekly paper, Mrs. Gougar introduced prominent reform leaders through biographical sketches. Elizabeth Cady Stanton gave a short talk before approximately 150 guests in the Gougar home.

At Mrs. Gougar's last public prohibition speech, she urged passage of the amendment before the 1906-07 state legislature. She continued to submit social and political articles to local newspapers, and had turned in an article on the woman's vote to the Lafayette Leader several weeks before her death. She was considering writing a history of woman's suffrage, but her plans were stopped by a heart attack the morning of June 6, 1907, in her home on Columbia Street.

Medal of Honor winner enlists here

Tippecanoe County had a Congressional Medal of Honor winner during the American Civil War.

He was Sgt. William P. Thompson who, according to the National Archives in Washington, enlisted in Lafayette in the 20th Indiana Infantry Regiment.

Because he was a sergeant by the time he won the medal, it is likely he also served at Gettysburg with the rest of the unit. However, records do not make this clear.

The U. S. Army Historical Department, Washington, said Thompson was awarded the medal for "capturing the battle flag of the 55th Virginia Volunteers May 6, 1864 in the Wilderness." Thompson, who had reenlisted for his second three-year hitch, was wounded in action May 10, 1864, according to records in Washington.

Again, according to National Archives, he was born in Brooklyn, N. Y., with the family later moving to Tippecanoe County.

The archives spokesman said records showed he was only 19 in 1864. He said the record reported Thompson (by then promoted to lieutenant) was killed on picket duty in Virginia Oct. 7, 1864.

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Old laws tell much about city's lifestyle

By JOHN NORBURG
Staff Writer

Any of you people planning to use the banks of the Wabash for "a common necessity," as they say, had better watch it.

The Town of Lafayette will fine you one to three dollars if you get caught.

While use of the Wabash as a public bathroom facility is not much of a problem today, it must have been in 1833 because the town board that year passed an ordinance making such action illegal.

That was an effort on the part of city fathers to put some common decency into the eight-year-old town. And it wasn't the only effort.

The same year the board ruled "that if any person or persons shall put or let any stud, horse or ass to any mare" he was going to face another \$3 fine.

At least he would if it happened in public view within the corporate limits.

Just like today, the government officials in early Lafayette kept busy cranking out ordinances, and they give us an interesting look at what the city was like back then.

Ordinances are passed to solve a problem, right?

Well, in 1853 one of the problems must have been the councilmen themselves. They voted on Oct. 19 that year to pay themselves \$1 for every meeting they attended.

And they decided to fine themselves \$1.50 for every meeting they missed, without just cause.

There must have been a lot of councilmen coming out in the red because of that one. A number of meetings were canceled for lack of a quorum.

The main thing occupying the council's time in the 1850s was streets — improvement thereof.

But in 1854 the council became concerned with all-night carousers. A proposal was brought up to set closing hours for taverns to keep them from staying open all night.

There is no record the proposal was ever acted upon.

Taverns were a problem again three years later when a councilman moved they be closed on Sunday.

"Such establishments excepted," the ordinance read, "where ale or lager beer are sold."

That wasn't enough for one councilman, who immediately tried to attach an amendment closing all tobacco and cigar stores on the Sabbath. His effort failed.

The following week the council met to consider the ordinance on final reading. Immediately an amendment came from the floor to get rid of that special deal for beer halls. It passed easily.

And the entire ordinance was then promptly defeated.

As time went on, alcohol was no less a concern to government officials. And apparently they remained very concerned about themselves.

In June of 1873 they declared that "it shall be and hereby is declared to be a high offense" for any councilman or any elected or appointed government official to be caught drunk within the corporate limits.

The penalty — expulsion by a 2/3 vote of the council. That meant if the mayor got a little tipsy some night, the council could throw him out of office.

But then, he could always go outside the corporate limits.

If you think the noise of train whistles and bells is strictly a problem of the 1970s, you're wrong.

In December of 1873 the council made it illegal for train engineers to blow their whistles, except in an

emergency. And the following month they put a nix on the constant ringing of train bells.

The fine for both was \$10 to \$50 and costs.

Kids must have been knocking out a lot of street gas lights in 1877, because that year the council set a maximum \$10 fine for shooting a slingshot within the city limits.

And it was equally offensive that year to be caught playing "cricket, bandey, cat, ball or pitching coins" on the Sabbath.

If you planned to shop downtown that year and wanted to bring your cow or sheep or pig along, you could have gotten socked with a 50-cent fine for each animal.

It seems the council didn't want animals running around in the street. Except, of course, between the approved hours of 8 p.m. and 6 a.m.

Bathrooms must have been in short supply in the early days, because it came to the attention of the council one year that boys and men were using the Wabash River for bathing.

They couldn't have in their town. So, for the sake of common decency, they made such action illegal — except from one half-hour after sunset until one half-hour before sunrise.

But in 1879 the city fathers drew the line at bathing in any city drinking water supply. That was just too much.

As far as trains were concerned, you couldn't blow them up in the early days of Lafayette. Such action would carry a fine equal to that of bringing a cap pistol within the corporate limits.

In 1885 the city didn't want anyone defacing the new courthouse, so it passed a \$50 penalty for such action.

But the fathers didn't stop there. They also set a fine not to exceed \$25 for loafing inside the courthouse.

You hear that, commissioners?

In 1887 the council authorized police "to seize at any time with or without a warrant" any gambling devices. They were ordered to bring such items to the mayor, who must have liked to wager.

Then there were those privies.

First of all, the council did not appreciate any citizens moving their privy without first removing anything that might be inside. That apparently included people. Fine not to exceed \$50 and costs.

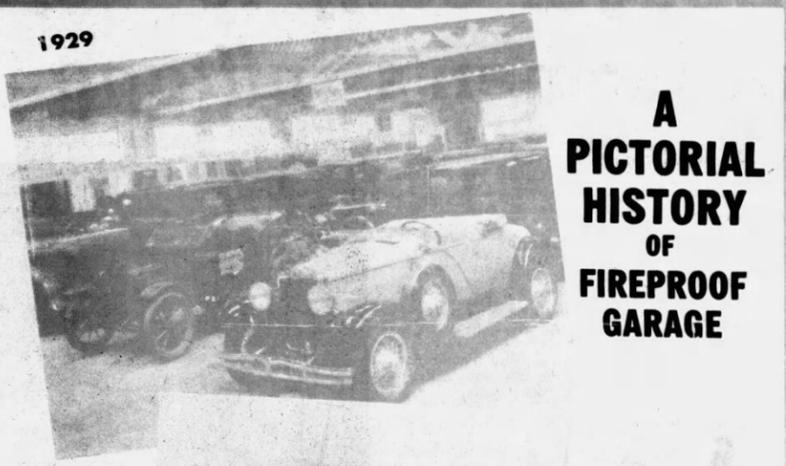
But they didn't stop there. On July 25, 1885, it was declared "unlawful" and carried a \$20 fine for anyone "to remove the contents of any privy vault within the city or haul or otherwise convey any foul, nauseous offensive or obnoxious substance of any kind through the streets or highways..."

This was because "the same becomes offensive to the senses of the inhabitants."

There was an exception of course. You could haul it through town between 11 p.m. and 5 a.m.

Bars open all night. Cows, sheep, hogs running through the street. People taking baths in the river, hauling offensive substances through the streets...

Nighttime Lafayette in those days must have been quite an experience.



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Lafayette Morning Journal.

EIGHTY-FOURTH YEAR

LAFAYETTE, INDIANA, WEDNESDAY, MARCH 26, 1913.

PAGES.

TWO CENTS A COPY

CENTRAL STATES IN FLOOD'S GRIP

INDIANA SUFFERS HEAVY LOSS FROM FLOODS THAT TRAGEDY IN ENTIRE STATE

Lives Sacrificed to Raging Torrents Which Sweep Many Cities and Inundate Streets and Buildings and Drive Residents Into the Higher Lands.

THE MONETARY LOSS WILL AGGREGATE MILLIONS OF DOLLARS.

Indianapolis Without Water or Light—State Militia Patrol Streets of Kokomo and Notify People Whose Homes Are Endangered to Move to Safer Ground.

BULLETIN.

INDIANAPOLIS, March 25.—Two hundred or more are drowned at Peru, Ind., according to a message received by Governor Ralston from that place tonight.

The governor's informant named Baker asked that two hundred coffins and clothing be sent to Peru at once. "This probably will be the last message you will get from Peru," said the man. "Two hundred or more are drowned and the remainder of the residents are grouped on a hill waiting for daylight."

Governor Ralston immediately communicated with State Senator Fleming at Fort Wayne and asked him to forward the coffins and other supplies as requested. While the governor was talking the wire to Peru failed.

"From what my informant said there may be as many as five hundred drowned in Peru," said Governor Ralston tonight. "I requested Senator Fleming to get the coffins and learned there were only fifty in Fort Wayne but we hope to get sufficient number in Richmond and Wabash."

Tens of Thousands Homeless.

INDIANAPOLIS, March 25.—With tens of thousands of homeless persons and a property loss of several million dollars Indiana tonight is experiencing the worst flood in its history. The entire state is practically one huge sea and every brook, creek and river is taking its toll of damage.

Public service corporations of the entire state are helpless, railroads and traction lines have cancelled nearly all trains. Many cities are without fire protection and without light.

Dwellers along streams today devoted their labors to rescuing those trapped in their homes and to removing furniture and merchandise to higher ground.

During the day many reports of loss of life were received but none of these have been verified because wire service is paralyzed. Several are known to have been drowned, two at Lafayette, three at Newcastle, one at Frankfort and one at Rushville.

The appalling swiftness with which the waters have arisen caught the entire state unprepared. Streams that were brooks Easter morning have become raging torrents during the last twenty-four hours. Persons who retired in apparently safe homes last night, this morning were rescued from second story windows by boats, and lowlands free from flood water yesterday, tonight are vast lakes.

Conservative estimates tonight place the number driven from their homes at near 100,000 and the property loss at twenty million mark. These figures are made up from reports received from towns and villages and do not include the probable great loss to the farmers of the state.

No hope for relief to the stricken state is held out by the government weather bureau. "Rain and colder" is the forecast for tonight and tomorrow. Besides higher water, untold suffering to the homeless will come with the drop in temperature.

Rescue work is being carried on by volunteers, police, firemen and the state militia and every place where there is a dry home. It has been thrown open to the flood refugees.

Indianapolis is in the grip of its worst flood. Street cars stopped running at noon, at which time the water and gas plants were forced to suspend. To electric light plants are operating but may be compelled to close down.

Five thousand persons were driven from their homes here by the overflow of White river, Eagle creek and Pleasant Run. They are being cared for by charitable institutions, the city, and in private homes. The state militia is patrolling the flooded district, aiding the police.

The city authorities late today called for volunteers to aid in protecting the threatened levees. Mayor Shank asked the board of public safety to appropriate \$2,000 for the relief of flood sufferers. Parts of Fort Wayne, Lafayette, Richmond, Marion, Terre Haute, Muncie, Rushville, Kokomo, Peru, Connersville, Petersburg, Newcastle, Frankfort, Anderson, Tipton, Noblesville, Hartford City, Elwood, Bloomington, Shelbyville, Logansport, Fortland and Brookville and innumerable small towns are under water with many of the residents driven from their homes and others living on upper floors, dreading the prospect brought by each succeeding hour. From these places frantic appeals for aid have been received by the state officials, but lack of all means of transportation and crippled telephone and telegraph services, forced the submerged places to rely entirely upon their own resources.

(Continued on Page Seven.)

HOMELESS PEOPLE OF TERRE HAUTE IN NEED OF SHELTER

Real Needs of the Tornado Sufferers Who Lost Everything Beginning to Be Manifested.

DESTITUTE BESIEGE THE RELIEF STATIONS

Efforts of Workers Hindered by Downpour of Rain That Has Been Falling for Thirty-Six Hours.

(By the Associated Press.) TERRE HAUTE, March 25.—The real needs of the homeless people in south Terre Haute, who lost everything in the tornado of Easter night are just beginning to be manifested. Applications for aid are being received from scores of homeless families. Three relief stations established in the storm swept district being besieged by the destitute. The death list stands at twenty.

Efforts of the relief workers are being hindered by the constant downpour of rain that has been falling almost uninterruptedly for the last 36 hours. It is believed that cases of destitution will become more numerous with the passing of another day, as hundreds of people whose homes were wrecked by the tornado were taken in by sympathetic neighbors outside the storm district.

As these houses of refuge become overcrowded and the homeless people begin to realize their true position, hundreds of applicants will reach the relief stations it is believed.

Members of the city relief commission in charge of the storm situation here declared this afternoon that first estimates of the amount needed for relief work were entirely inadequate and that \$30,000 will be needed to take care of all the sufferers.

Street Commissioner Stokes with a large force of men worked all day clearing away the debris from the streets in the storm swept district and by dint of extraordinary effort succeeded in opening for traffic about four streets. Building contractors

(Continued on Page Three.)

PEOPLE OF OMAHA COUNT STORM COST

Not Less Than Two Hundred Lives Lost and Nearly Five Hundred Injured.

(By the Associated Press.) OMAHA, Neb., March 25.—For the first time since the disastrous tornado of Easter Sunday, the people of Omaha today began to count the cost in lives and dollars. When a resume was made it was apparently more appalling than those who had studied the result were willing to admit. Not less than two hundred lives were snuffed out within the vicinity of the city proper and not less than fifty persons in surrounding towns lost their lives. Nearly 500 were injured and eight of these have died in local hospitals during the day.

This edition of the Journal goes to press at At that hour it was thought that the light and power of the Indiana Lighting company would not last much longer.

SCORES REPORTED KILLED WHEN DAM BREAKS AT DAYTON

Traction Employee at Stricken City Tells of Heavy Loss of Life in Flood Which Stands Twenty to Forty Feet Deep in the Streets—Communications Broken in Few Minutes.

LIBERTY, OHIO, OPERATOR REITERATES STORY OF CATASTROPHE.

"Dying Like Rats in Their Homes, Bodies Are Washing Around the Streets and There Is No Relief in Sight"—Caused by Breaking of Lewiston Reservoir Dam.

BULLETIN.

SPRINGFIELD, O., March 25.—The mayor of Dayton in an appeal made to the mayor of this city reported there tonight that the water is thirteen feet deep in the union station at Dayton and that according to unconfirmed reports five thousands lives have been lost and fully 30,000 are homeless. The dam at Piqua has gone out and reports, unconfirmed, say that 540 lives have been lost.

The mayor of Dayton in his appeal asked for food for the stricken people of his city.

Xenia has already sent three cars of food to that city. The Springfield officials are now in session and plan to take action for the relief of flood sufferers.

There is considerable suffering in this city, there being fully 500 families driven out of their homes. Rumors have been received of loss of life in the villages but those lack confirmation.

BULLETIN.

CINCINNATI, March 25.—A message from Hamilton said that a report was received there that the reservoir at Hamilton broke at 8:10 o'clock tonight and that 1,000 persons were drowned.

A newspaperman who is a refugee in the office of the telephone company in Hamilton, admitted this might be true, but that owing to darkness of the city he was unable to confirm it.

DAYTON, O., March 25.—No one can tell the number of dead claimed by the terrific storm that swept away the levees of this city today, nor can the amount of damage be estimated, except that it will run into the millions.

Crowded in the upper stories of tall office buildings and residences, two miles each way from the center of the town, are hundreds of persons whom it is impossible to approach. At Wyoming street, three miles from which has heretofore been considered the danger line, water is running eight feet deep.

Hundreds of fires which are impossible to fight are burning. The rescue boats are unable to get farther from the shore than the town line will permit. They cannot live in the current.

The Lewistown reservoir broke at 7 o'clock this morning, hurling millions of gallons of water into the swollen Miami. The crest is expected to reach here at 7 o'clock tonight and will send the waters several feet higher.

John Harkins and James Hovey, privates of the Ohio National guard, were drowned while in acts of rescue. The body of an elderly woman floated down near Wyoming street this afternoon but the current was so swift that it could not be recognized. Unconfirmed reports say that sixty were drowned along the levees today.

(Continued on Page Six.)

LAFAYETTE FACES THE WORST FLOOD FOR THIRTY YEARS

Leland Woolery, Student at Purdue, Lost His Life in Heroic Effort to Save Two Men Who Had Been Placed in Peril by Brown Street Bridge Giving Way.

WATER STILL RISING AND DANGER INCREASES EACH MOMENT.

People Have Been Driven from Home, Factories Have Been Closed, Houses Have Been Swept Away; Tracks Have Been Washed Out, Light Plants Shut Down.

With the city pumping station shut down, with the street lights out, with two spans of the Brown street bridge gone, with West Lafayette isolated from the city, and with the river rising at the rate of six inches an hour, the water filling a number of basements in the lower part of the business portion of the city, Lafayette faces the worst flood in its history and it is impossible to estimate the amount of damage that will be done before the tide turns and the river begins to subside. Water has already reached the high water mark that was established by the great flood in February, 1883, and the indications are that it will rise considerably beyond that point. The rain that has been falling since last Saturday evening almost without cessation has given the unprecedented precipitation of four and six-tenths inches and has produced a tremendous volume of water. The flood began to assume serious proportions Monday night, and the situation did not become dangerous until yesterday morning.

When daylight came and the people saw the great expanse of water on the west side of the river and found that it was still rising they became exceedingly anxious and it was not long until their anxiety turned to fear. Buildings on the west side of the river along the levees were flooded and the Electric and other plants were compelled to close. On this side of the river the Lafayette Boxboard mill had to shut down. Before night the Thome & Wagner brewery, the plant of the Merchants' Electric Lighting association and other industries were compelled to close. People assembled in groups on the bridges, levees and along the river bank to watch the river as it rose and wonder at the great amount of debris that was coming down the stream. It was a sight that many had never seen before and many will never see a repetition. Everybody was anxious about the flood and there were countless injuries. Many rumors were started, some false and some true, and the public was kept in a state of agitation all day long. It was a new situation and was appalling to many.

Brown Street Bridge Collapsed.

Miraculous escapes from death and spectacular rescues were features of the flood. The most serious loss sustained as a result of the flood that has been reported falls upon Tippecanoe county. After standing for more than sixty years, a pier that had supported the first wooden bridge that spanned the river, the old toll bridge that stood at Brown street, gave way beneath the powerful current and sank beneath the water, carrying with it two spans of the steel structure that had replaced the old wooden bridge. When it fell, the bridge almost carried Paul Wangerin, cashier of the Hart-Haywood company, and Charles Burkhouse, of West Lafayette, with it. The gentlemen had gone to the river to see the flood and were near the west end of the bridge when they heard the pier give way and the two spans break from their fastenings. They did not lose their presence of mind. Realizing their danger, they ran toward the levee, reaching the ground a moment before the bridge dropped into the water and disappeared. The escape of the two men was witnessed by a number of people and it was reported that several men had gone down with the bridge.

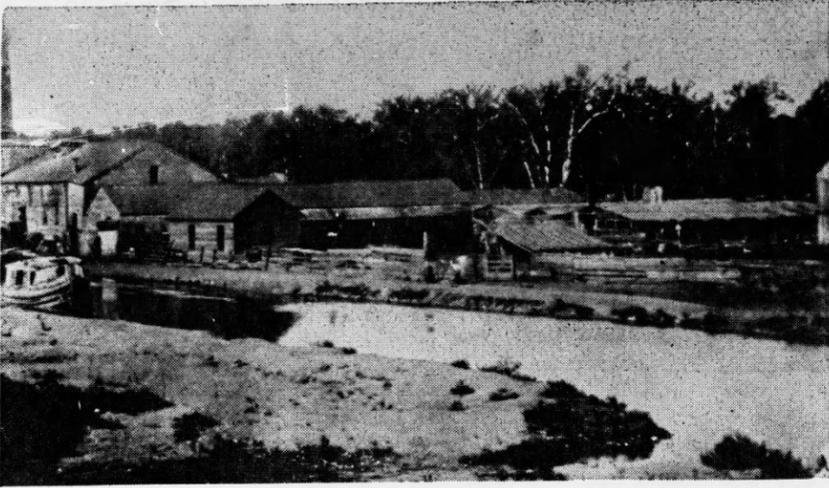
Ran for Their Lives.

Mr. Wangerin was accompanied to the bridge by Arnold Herbert, junior member of the firm of Kimmel & Herbert, and William L. Ollar, advertising manager of the Journal. The three men stopped at the east end of the bridge and talked for a few minutes. Mr. Wangerin suggested that they cross the bridge and look at the water on the other side, but his companions did not care to venture. Leaving them, he started across the bridge and was followed by Mr. Burkhouse, who had gone to the bridge to look at the river. While they were crossing the bridge, Messrs. Ollar and Herbert were joined by William F. Stillwell, of the Henry Taylor Lumber company, and the gentlemen engaged in conversation about the manner in which the river was cutting out the bank on this side. They were watching the earth as it crumbled and fell into the water and were noting the effort being made by rats and mice, who had burrowed into the ground, to get away. Mr. Stillwell had left the bridge when Messrs. Ollar and Herbert felt the structure quiver as if shaken by an earthquake. A moment later they heard a crash, caused by the sinking of the pier, and this was followed by the noise of breaking of iron. At that instant the gentlemen glanced across the bridge and saw Messrs. Wangerin and Burkhouse near the west end. Then they turned and ran, reaching the street on this side of the bridge just as the collapse came. They could see two men on the river at the west end of the bridge, but could not tell whether or not they were the two men who had been on the bridge and Burkhouse had escaped with several hours later.

Sacrificed His Life.

In a heroic effort to rescue the two gentlemen who had escaped death when the bridge fell, Leland P. Woolery, of Indianapolis, a freshman at Purdue university, lost his life, adding tragedy and pathos to the thrilling events that preceded his death. After Messrs. Wangerin and Burkhouse escaped from the bridge, they were shut off from the city and tried to reach West Lafayette. The ground between the two levees was completely flooded and their only chance was to make their way through the water that flooded the west end of the Brown street levee. They waded into this water until it was almost waist deep. They were afraid to go any farther and stopped, waiting for some one to come to their rescue. Mr. Woolery saw their plight from the Main street levee and, although he did not know them, decided to go to their relief. He was accompanied by George B. Ely, a junior at Purdue university, and the two men started out in a canoe. As they were paddling through the yard of the West Lafayette Coal company, the swift current struck their frail craft and turned it over like an egg shell.

(Continued on Page Two.)



Canal ran through city

A section of the Wabash and Erie Canal as it came through Lafayette in the mid-19th Century. Here it passed the H. T. Sample and Sons packing house, on the left, near what is today Green Street west of Wabash Avenue. (Photograph by P. W. Wolever)

World's second longest

Few reminders left of once-famed canal

By FRANK KEEGAN
Staff Writer

Not much is left of the mighty Wabash and Erie Canal.

In Attica you can find old-timers who say a wide, shallow depression, covered with neatly mown grass, was once part of the second longest canal in the world. And the trough, extending through yards, planted with gardens, and finally disappearing in thick brush, is about the same size as the ditch that remains of the canal at Delphi.

There stagnant, green slime-covered water is all that's left of the man-made river connecting Toledo, Ohio, and Evansville.

Just looking for some vestige of the great canal is enough to make you wonder that it was built at all.

Swarms of voracious mosquitoes remain, although the hornets are gone and there are no wolves, wildcats or rattlesnakes. Cholera, dysentery, milk fever and malaria are no longer threats.

But the country is still rough, with briars and underbrush to push through and among the timber an occasional massive oak, sycamore or beech bars the way.

For 21 years a grain-fueled, muscle-powered machine labored through the wilderness, digging a river with shovels, axes, hemp rope, barrows and horse carts.

Thousands of immigrant laborers, predominantly Irish, suffered and died in the process.

Six feet deep and 30 feet wide, the canal was supported by a series of reservoirs to provide enough water to keep boats afloat in the dry seasons.

Locks built of stone and huge hardwood timbers gently lowered and raised canal boats when the grade became a little too steep for the unnatural river.

Aqueducts or impoundments carried the canal across creeks and rivers such as the Wabash near Delphi and the Wildcat north of Lafayette.

When the engineering marvel was started in 1832 at Fort Wayne, proponents believed it would be a major artery of commerce for centuries.

Instead, the locks, dams and aqueducts are gone and the ditch is mostly filled, now that 100 years have passed since it was last used.

The Wabash and Erie Canal was part of a master plan for connecting the frontier with eastern markets through publicly financed "internal improvement" projects.

In the 1820's Indiana joined her sister western states in the clamor for internal improvements, which meant cheap, relatively reliable transportation. At the time, that meant canals.

A commission was formed to get things going and the federal government assisted the projects by granting hundreds of thousands of acres along canal routes.

The plan also called for a Central Canal that would leave the Wabash and Erie at Peru, pass through Indianapolis, and join it again about 40 miles south and east of Terre Haute. The White Water Canal, serving the far southeastern corner of the state, would join the Central north of Noblesville between Peru and Indianapolis.

Only the Wabash and Erie was ever completed. An even though a short section of the Central and about 100 miles of the White Water were built, the canals were never linked.

The Wabash and Erie Canal generally followed the ancient water-based exploration and trade route from the Great Lakes to the Ohio River. As such it was the most logical route for a canal, but every section of the state wanted to be on a navigable waterway, and the years spent hammering out compromise legislation resulted in scattered simultaneous efforts.

At the time Wabash River settlements were locked in the midst of a great wilderness. The river was the only means of transport, and even with steam-powered boats it was an unreliable street.

Even so, sour-smelling, primitive little settlements like Attica, Lafayette, Delphi and Logansport claimed to be at the terminus of Wabash navigation. The claims, however, did little to move agricultural bounty out of the area or bring manufactured goods to it.

In fact one problem facing "internal improvements" was a lack of cash anywhere in the state. Localized markets resulted in trade that generated little in the way of reliable specie or scrip. So the state decided to pay for internal improvements by borrowing.

Using the canal experience of New York State as a guide, waterway proponents calculated that receipts from the canal system could pay the annual interest and retire the initial \$10 million principal in 25 years.

At first the optimism seemed justified. As the Wabash and Erie inched south and west from the Ohio state line prosperity followed. Wild celebrations greeted the first packets to reach a town and trade flourished.

Packing plants, warehouses and grain terminals mushroomed in frontier canal towns and waves of settlers floated in to farm land that sold for as little as \$1.50 an acre.

But by 1839 the internal improvements plan was in deep trouble. All work was stopped except for completion of the Wabash and Erie to Lafayette. Receipts from the canals could not even pay for repairs, much

less the interest on the debt that had grown to \$15 million. Facing the problem not too squarely, the state decided to go deeper into debt.

There was some talk of shifting the internal improvements emphasis to railroads, but rail proponents were generally considered to be of unsound mind. Anyway the federal government granted the state another 260,000 acres of Indian land to push the canal from Lafayette to Terre Haute, and Indiana forged ahead with the waterway.

In 1843 Ohio completed its canal obligation and the first boat from Lafayette reached Toledo on Lake Erie. Another federal land grant seemed to insure digging to Evansville and the completed Wabash and Erie section started showing a profit.

But the public debt, aggravated by naive and unscrupulous dealing that left Indiana owing not only on money spent for public works, but also on \$4 million never received, had reached a critical state.

By 1849 the ditch reached Terre Haute with great fanfare, but four years later, when it was finally completed to Evansville at a total cost of almost \$6.5 million, the event was greeted with general apathy.

The southern end of the canal was never successful and soon began to collapse like a diseased vein. The northern section functioned until about 1875 under various trustee and lease arrangements, but the Wabash and Erie Canal was a financial failure. The entire public improvements program left Indiana saddled with a debt of \$16 million.

The Wabash and Erie Canal had about 15 good years. In that time primitive, brawling settlements became towns and the wilderness was transformed into agricultural splendor nourished by the great waterway. The sparse frontier population of 1830 increased five-fold and there was no shortage of cash in the area when the Wabash and Erie finally died. Indiana also benefited from an aversion to public indebtedness that resulted in a prohibitive constitutional amendment in 1850.

But the places that had clamored and even battled for the canal in the early decades were quick to obliterate any sign of it. The great waterway became a stinking slough, considered a threat to health and an impediment to modern lines of commerce.

However the canal was not forgotten. Delphi periodically attempts to push restoration and preservation of the few miles left there, but nobody else seems interested. And there is a wealth of history stimulated over the years by the canal's short, fascinating life.

A book by West Lafayette resident Paul Fatout entitled "Indiana Canals," details the entire internal improvements fiasco, and the Tippecanoe County Historical Association has published material by George E. DeLong and Mary Blair Immel.

A little information coupled with a short drive can still put you in the places where bits of the great Wabash and Erie Canal remain.

Unfortunately there isn't much to see.



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