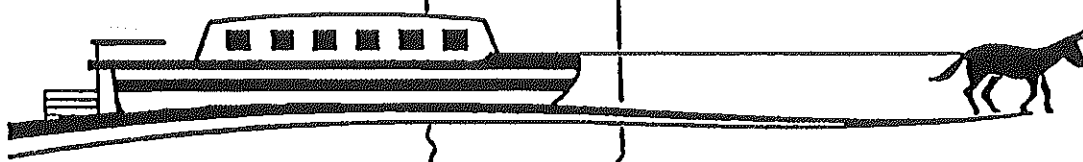


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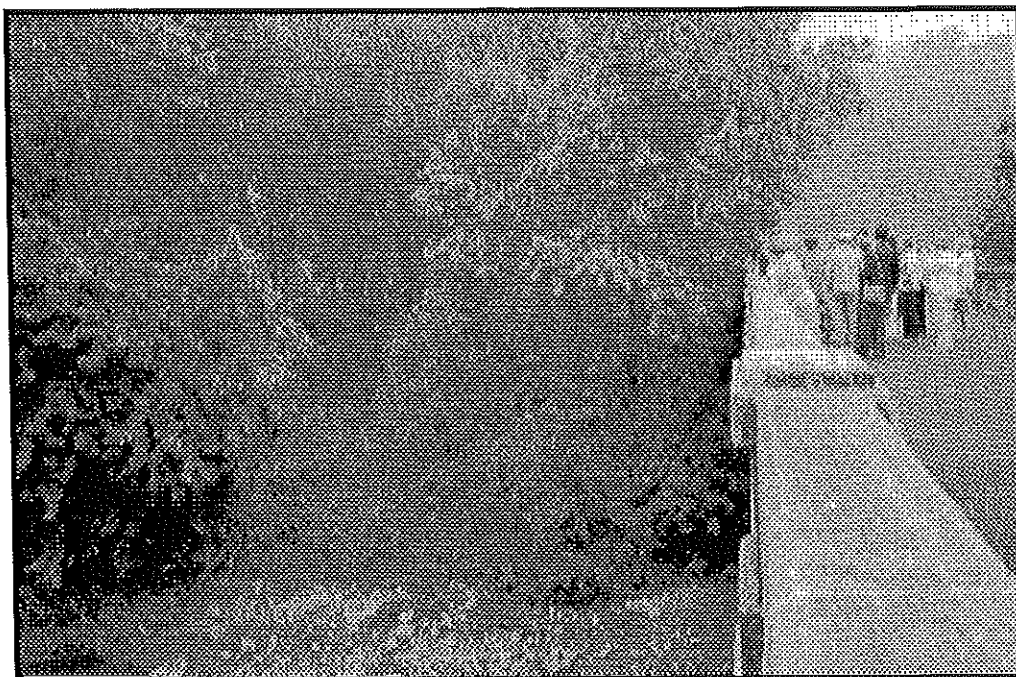
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 3 NO. 9

P.O. BOX 40087 FORT WAYNE, IN 46804

SEPTEMBER 2004

IS IT A CANAL BOAT ?



Canal Society of Indiana members view the site of Wabash & Erie Canal Locks No. 31 and 32 at the edge of the Wabash River from the Carrollton bridge during a canal tour of the area. Photo by Bob Schmidt

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CARROLLTON LOCK #31 YIELDS A SURPRISE

By Dan McCain

Recent underground investigation of Lock #31 of the old Wabash & Erie Canal north of Delphi, Indiana, has led to discovery of unusual artifacts. Dr. Wayne Bischoff, archaeologist, unearthed remains of wooden material that may be part of a canal boat left in the lock when the canal ceased operations in 1874. This find also confirms the exact location of the lock, which previously was not accurately located on the State DNR's records.

Among local canal buffs it has been known where the lock was located by its telltale "back berm and tumble" on the surface. Canawlers have toured the site.

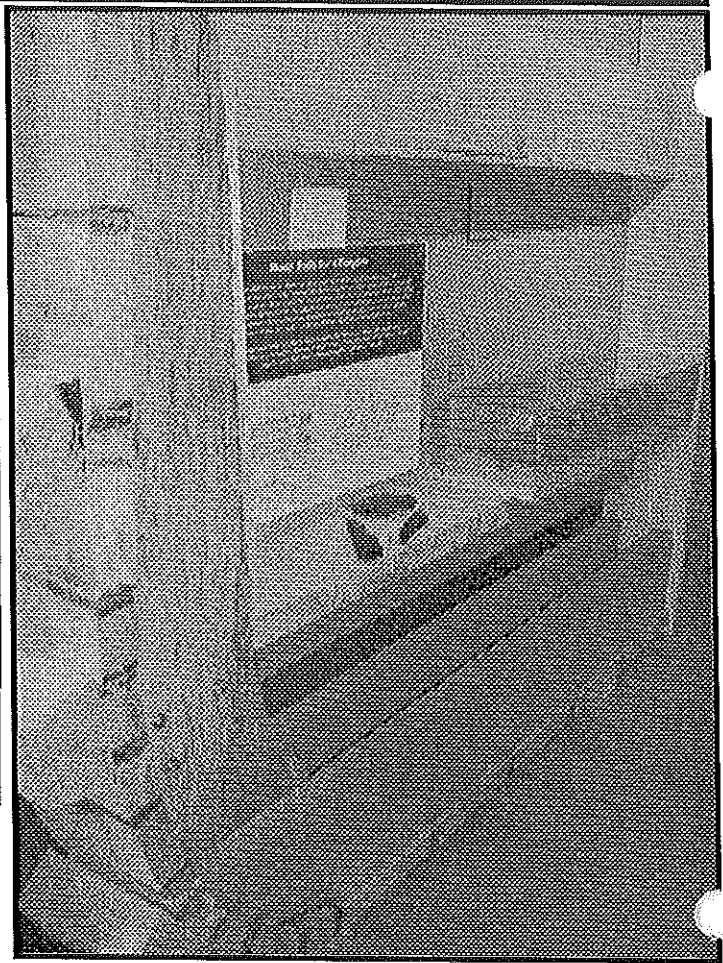


Dr. Wayne Bischoff, an archaeologist, has found wood in Lock No. 31 of the Wabash & Erie Canal at Carrollton that might be the remains of a canal boat. Photo by Teresa Maxwell

As a young boy my grandfather Luther played on the deck of a beached canal boat "up around the curve above Carrollton Bridge" 5 miles north of Delphi. Luther was born the same year the canal quit operating and his father's farm was south of the Carrollton Bridge. Perhaps he was enjoying the big toy he found beached in the lock chamber.

Serious need to know about the whereabouts of the lock started when a new bridge was being planned to replace historic Carrollton Bridge. The north approach to the new bridge as currently planned would impact the historic lock chamber. Now that artifacts have been confirmed, there is a desire by the Wabash & Erie Canal Association to mark and interpret this lock and Lock #32 at the rivers edge as well as the only section of the main line of the canal ever to cross the Wabash River. The Wabash & Erie Canal at 468 miles in length was the longest canal in the northern hemisphere and second longest in the world.

Dr. Bischoff is working for the Carroll County Commissioners and BLN bridge engineering firm in the details of this find. In the past decade Bischoff has worked many times along the canal nearer Delphi. He has discovered several areas related to digging the canal or associated with the canal and has found many important artifacts. Three local canal sites have been placed on the National Register of Historic Places. These viewable sites and their unusual artifacts are a special feature in the new Canal Interpretive Center at Delphi's Canal Park. Even a grave with two buried mules was



A display of a cross-section of a canal boat is nearing completion at the Canal Interpretive Center in Delphi. Photo by Dan McCain

found near the "cook shack" hearth where the Canal Construction Camp was once located. An interpretive sign now marks the site along the VanScoy Towpath Trail near Deer Creek. The skull of the mule is seen in the Canal Interpretive Center.

Wooden material and nails currently excavated are being compared to canal boat construction by Bischoff at his Michigan office. If my grandfather was right in saying there was a barge deck he played on in the 1880s, this deck and even roof, hull and paraphernalia decayed and sank into the watery tomb (lock chamber) long before I was born. Boats were commonly 80 feet long and 14 feet wide and could carry enormous loads for that time. Who knows if any cargo or other durable metal items remain in this historic grave.

Details of the canal boat structural design and of massive wooden locks themselves can be studied in life-size detail in the Delphi's Canal Interpretive Center. Open hours are Friday 1-4 p.m., Saturday 10-4 p.m. and Sunday 1-4 p.m. For further information on Canal and Trail events call CANAL HOTLINE at 765-564-6572 or check website: www.wabashanderiecanal.org

MONTEZUMA'S FAIRS

DURING THE WABASH & ERIE CANAL ERA

By Charles Davis

Governor Joseph A. Wright, first President of the Indiana Agricultural Society, is due credit for Parke County, Indiana fairs. He introduced the plan inaugurating the fair system in Indiana that grew into our great county and State expositions. The first stock show or fair held in Indiana was held in the court house yard at Rockville, Indiana in 1848, the year the Wabash & Erie Canal was opened up in Parke county. The first and second annual fairs of the "Parke and Vermillion Agricultural Society" were held at the Rockville fair grounds in September of 1853 and 1854. This Fair grounds was just east of the Beechwood Park and was owned by George K. Steele (Steele's Grove). Today it is all streets and homes. The Rockville True Republican newspaper on micro-film only goes back to Dec. 1853. The second annual fair of the Parke and Vermillion Agricultural Society was held in Rockville Sept. 21-23 of 1854. Three columns show the "List of Premiums." Many names listed are of Parke county pioneers. The Miscellaneous section particularly caught my eye. Miss Susan Lusk, daughter of Salmon Lusk (Turkey Run State Park) was one of the named ladies that appears on the Fair grounds, on horseback, "and displayed fine skill and ability as equestrienne, viz". Susan, as were the other ladies, was awarded a "diploma."

In 1855 the Parke and Vermillion Agricultural Society moved to Montezuma. The True Republican of August 23, 1855 ran this ad in its paper and listed all the classes that could be entered and the Fair's regulations.



**"AGRICULTURAL FAIR."
PARKE & VERMILLION COUNTY'S
AGRICULTURAL SOCIETY.**



Pursuant to notice the Directors of the Parke and Vermillion Agricultural Society, met at Montezuma, on the 21 day of June, 1855, all was called to order by the President, ROBERT KELLY.

Sundry bills were allowed, and Orders ordered to be drawn on the Treasure for the amounts.

The following members were appointed to serve as an Executive Committee, viz.:

ROBERT KELLY
O. J. INNIS

ELWOOD C. SILER
S. D. HILL

L.H. ADAMSON

It was agreed that the Fair be held on the 19th, 20th, 21st, and 22d days of September.

The following Premium List was then adopted by the Board:

It goes on and gives all the classes to enter. This ad takes up the whole front page. The results of the Fair were published in the True Republican Sept. 27, 1855.

"The Fair"

The third annual Fair of the Parke and Vermillion Agricultural Society closed on Saturday last. The two first days - Wednesday and Thursday - were wet and disagreeable, and not many in attendance. Friday was a beautiful day, and a very large number present. The array of articles for exhibition was little, if any better, than last year, which we cannot account for, unless it is that our farmers are losing their interest in the progress of the Society. There were some fine specimens of fruit and vegetables, and a few mechanical productions which did very well, on exhibition. The stock present was about the same that has been exhibited. We noticed several pairs of very pretty match-horses, which were more attractive than most anything else. The ladies riding match created considerable excitement, and was pretty warmly contested. There were only three lady equestrians, Miss Rose Meacham, of this place; Miss Evaline Baccus of Sugar Creek Township; and Mrs. Wm. Snyder, of Montezuma. The premium was awarded to Mrs. Snyder, who was escorted from the ring, her horse decorated with the badge of triumph.

On Saturday, the day was occupied in awarding premiums, E. C., and in the sale of a large and superior lot of blooded cattle and fine sheep, owned by Messrs. Urmston & Thompson, of Kentucky. They sold some twelve or fifteen head of cattle and a number of sheep at fair prices. Take it all together the Fair was about the same as formerly, but little improvement being made.

The time of holding, and the length of the Fair - four days- we think operates against the interest of the exhibition. Four days is too long for a County Fair. The State Fair only occupies three days, and we take it that two days is ample for county Fairs. It is to be hoped that the Executive committee will try and arrange things a little different next year. It is very important that the Fair should become more and more interesting, and unless our Farmers take more interest in the matter, it is useless to expect an increase in the progress of the Society.

Two years later the story 1857 read:
from the True Republican, Oct. 1,

"THE FAIR"

We attended the Fair, held at Montezuma, on Thursday and Friday last, and must say that it was so much better than formerly, that we were agreeably surprised. We believe that our Fairs will yet be what they ought. The weather was delightful, and the thousands assembled on the grounds, seemingly enjoyed themselves, highly. Men, women, children, and all, dressed in their best 'bib and tucker,' were rambling from one part of the enclosure to another, looking at the sights, greeting friends, listening to the music, and all were as happy as could be. The grounds of the Society are not surpassed in the State, and under the direction of the able Superintendent, Dr. S.B. Bushnell, every accommodation possible, was made for exhibitors, spectators, etc. Since the last exhibition the Trotting Track has been re-graded, and is very much improved. The usual accompaniment of such fairs, such as side-shows, drinking-booths, patent medicine venders, rotary swings, etc., were there, and all as a matter of course, received a full share of patronage - each one of them, if the stories of the door keepers were to be believed, was "the place to get your money back."

The most attractive feature, and one which gave more zest to the exhibition, was the presence of the Terre Haute Band, John Wachter, leader, which was employed by the Superintendent of the Fair. This is one of the best Bands in the state, and their music was of the latest issues and we have never heard better playing. We learn the Band gave a Concert to a full house on Thursday evening. We say a Fair is not complete without a good Band present.

The first day of the Fair was taken up principally in making entries. We have not yet learned the number, but it must be much larger than that of last. The receipts for the first day were over \$300. The second and third days were occupied by the committees in examining the articles assigned them, and in awarding premiums. The receipts for these two days, we learn from the Treasurer, James Jacobs, Esq., were upwards of \$800, making the amount taken in during the Fair, over \$1,100. Pretty good pile for a

County Fair.

We took much pains to examine nearly everything on the ground, and the increase in quantity and fineness of the different varieties of Stock exhibited indicate a very great improvement. There were numerous pens of fine hogs, sheep, etc., on exhibition, and we learn that a number of them were sold during the Fair.

The horses on exhibition were, most of them of first class stock and much competition exists between the owners. A number of fast trotters and pacers were on the course and all were anxious to see the 'go lang' powers of the different animals. We learn that a beautiful black mare owned by Mr. Alexander, of Montezuma, took the premium for trotting. She is a superb animal and travels like the wind. The owner we understand, was offered \$700 for her but refused it. In the pacing list, a fine grey, owned by Dr. Bushnell, called 'Shell Bark,' took the premium. There were many other "fast goers," but we did not learn who they belonged to. There was a large number of blooded cattle on the ground, but we refer our readers to the report (which will be published soon) for particulars.

In the large tent erected in the center of the ground, the specimens of grains, vegetables, etc. etc., and articles belonging to the ladies' department were exhibited. We noticed some fine specimens of painting by Miss Ada Terry, of this place, which were greatly admired. Also several pieces, one of them styled Chrystal Glass painting, by a little daughter of Dr. Bushnell, which was very pretty. Among the paintings and drawings was a pencil sketch of Patterson's Mill and the Ford across Big Raccoon, at Armiesburg, which was the truest and most perfect sketch we have ever seen. It was taken by Mrs. Flurey F. Keith, of Armiesburg. The sketch gives evidence of a fine talent for this branch, and it is to be hoped she will honor the Fair with many of her places.

"A HARD CASE"



During the Fair last week, Mr. John Hixon, of this county, and owner of the fine Stallion Champion had his horse on the Fair Grounds, and on Friday about noon, the horse died. We learn from Mr. Hixon that the

horse was perfectly well in the morning, showing no symptoms of sickness. The owner, and the public generally, think that some villain administered poison to the horse. He was opened after he died, and his stomach was found nearly totally eaten up. If this is true, the villain who did the deed deserves hanging, for there was not a finer or better horse in the county. The loss is a severe one upon Mr. Hixon, who is a poor man, and if it could be helped, he is not able to bear it. We give the facts as we learned them from several persons present.

The official name of these fairs was "The Parke and Vermillion Agricultural Society Fair" and was started in Montezuma in 1855 during the best years of the canal era there. The two days that were described in this fair was Sept. 25-26. The Fair of 1856 was not published in the newspaper.

The Third annual Parke and Vermillion Fair was held in Montezuma on September 21-24 in 1858. The Rockville Republican carried the following report on Thursday, September 30, 1858.



The Fair



Owing to business engagements, we were denied the pleasure of visiting the Fair except on the 4th and last day. We are therefore not able to do justice to the exhibitions for their several contributions to this annual festival, which should be interesting to every citizen of each county in the District. In regard to the exhibition of Stock (we speak from information) it is said to have been highly satisfactory. The number and quality of horses were greater and better than on any previous occasion. The cattle were also of good quality, though not so many in number as formerly. Hogs, sheep and poultry were only tolerable well represented.

The attendance was quite large and the receipts were something over \$1500, if we are correctly informed. We should like to notice somewhat particularly the articles of manufacture, etc., but we fear to attempt it with the meager data we were able to obtain, not having a regular reporter. We have been kindly furnished with a few items, which we hope none will except to though others equally meritorious may

be omitted.

Wm. Carty, of Annapolis, received a premium for the best shovel plow, and W.W. Coffin, of the same place, for the best cultivator. J. & C. Perrin of Vermillion county, received a silver cup for the best farm wagon. (This was a very neat, substantial wagon and we noticed some wagons from the shop of Mr. Epperson of Waveland of almost equal merit and we think one from Clinton also). James Elbertson, of Vermillion (Perrysville) exhibited some splendid carriages and open buggies which received premiums. Boulware & Wright of Rockville, and J. S. Layman of Montezuma (all our patrons) exhibited some A No. 1 chairs, the former split seat and the latter Windsor. Boulware & Wright receive the premium.

In the Manufactures department there were 41 entries. The best five yards flannel was awarded to Mrs. Martha J. Elder, of Vermillion county. The best woolen carpet to Alex. McCune (Mecca Mills), best rag carpet to Miss Margaret P. Alden. Wm. Kearns (Midway/Glendale) exhibited a beautiful pair of double coverlets of his own manufacture. There were a number of other articles in this department which deserved and received premiums, and others that were worthy of merit, of which we could obtain no information.

The Agriculture department was not as well represented as last year, but few of the products of the soil were on exhibition, and they mostly of an inferior quality.

We noticed some fine specimens of cabinet furniture, manufactured by M. Slbeitz, of Montezuma. He also had on exhibition some of the handsomest wood coffins (covered with black cloth) and metallic burial cases we have ever seen. Mr. Sewel of Montezuma, had also some fine specimens of grave stones manufactured and engraved at his marble works. Dr. C. R. Crane, resident dentist of Rockville, exhibited a piece of plate-work which for neatness and substantial utility we feel assured cannot be excelled by any dentist in the State. Seymour & Bro. and J. B. Chess of Montezuma exhibited some fine specimens of Ambrotypes. Mr. Chess also exhibited an oil colored landscape painting of his own execution of considerable merit. We believe, however it did not receive the premium, though in our

judgment it was entitled to it, the preference being given to a Crayon picture. There were several other paints and pictures also entitled to a meritorious notice which added much to the Ladies' Hall though we are unable to give the names of the artists.

Under the heading of Miscellaneous, there were 47 entries. We noticed in this department, some beautiful bonnets and head gear manufactured by Mrs. Lowry and Miss Spriggs of Montezuma.

We are unable to give the speed of the trotters, though there was some good trotting. We believe the time was less than 2 minutes 50 seconds. The riding match was contested by several ladies. Miss Mitchell got the first, Miss Hall the second and Miss Donaldson the third premium.

We are conscious that this sketch is imperfect, but it is the best report which the data in our possession will enable us to make. We ask therefore to be exonerated from all intentional partiality and conclude by expressing the hope that the next Fair will be more fully represented in all the departments of Industry and cultivated taste.

The Rockville Republican of Sept. 9, 1858 said the Fair grounds were enlarged that year. The 1859 issue of this paper did not review the Fair, but it carried the following article about the Fair held October 2-4, 1860 on Wednesday, October 31, 1860.

Parke and Vermillion Fair

Friends Magill & Keeney; — As the Fair of the Parke & Vermillion Counties' Agricultural Society lately held at Montezuma, is conceded by everybody who attend it, as being the best by far ever held on the grounds. I send you the number of entries as taken from the entry books, for each Department and Class — Last year the total number of entries were 566; this year they are nearly double —

In the live stock department the number of entries including poultry were 609, which exceeds by 43 the whole number last year. There were 108 horses entered for general purposes, 44 light harness horses, 33 heavy draft horses and 47 gaited horses - making in all 233 horses entered and on the grounds. In the sweepstakes class there were 63 entries - making the

total number of entries of horses 299. Of breeding cattle there were 69 entries, of oxen and steers 11; of fat cattle and sheep 6; making 86 in all. Sweepstakes on cattle 34 entries - total 120. Of fine woolled sheep there were 29 entries, of middle woolled sheep 26, of long woolled sheep 18 - in all 63. Sweepstakes 23 - total 86. Of jacks, jennets and mules, there were 20 entries and on sweepstakes 11 - total 31. On hogs there were 34 entries, on sweepstakes 14 - total 48. Of poultry 9 entries.

In the mechanical department there were 162 entries as follows: Of plows 3 entries, farming implements 9, harness leather, etc. 20, carriages and cabinet furniture 1, domestic manufactures 54, machine manufactures 6, needlework 36, horse shoes, nails and iron manufactures 21, mechanical and chemical products 12.

In the agricultural department there were 109 entries as follows: Of agricultural products 54, garden products 19, fruits and flowers 36.

In the miscellaneous department there were 114 entries as follows: Of bread, butter and cheese 101, of paintings and drawings 11, plowing match 2. There were also 75 entries of miscellaneous articles; whole number of entries 1059.

This I think will compare favorable with any county or district fair in the State, and although some classes were very poorly filled, especially those in which mechanics are interested; others were filled beyond anything heretofore known in the history of the society. The receipts of the fair will cover expenses, with probably something left.

Elwood C. Siler, Cor. Sec'y
Bloomington, 10th mo. 22, 1860

At the onset of the Civil War, most of the news of the day was about it and politics. There was a Fair in Montezuma, but it was not covered in the Republican. The paper did say on September 25, 1861, that Governor Wright would be at the Montezuma Fair (He was also present at the dedication of the Montezuma grade school on Wednesday, October 9, 1861 at 10 a.m. A.L Stears Principle, Clara Bennett Asst., L. C. Beckwith as music and vocal teacher. Hon. Wilson Hobbs delivered the dedication. Trustees of the school were James H. McMillen, William McMasters, John Arn Sr. The school

opened the 14th of that month.) The paper again on September 17, 1862 said the Fair would be held the 14th, 15th, 16th, 17th, 18th, 19th and 20th of October. Then on October 16, the paper said the Fair was rained out so badly, but it was a good fair and a new Hall was built for the ladies exhibits with attendance being fair.

The agricultural society was covered in the Rockville Republican of Wednesday, November 18, 1863 as follows:



**Parke and Vermillion Counties
Agricultural Society**



“The Parke and Vermillion Counties” Agricultural Society met in annual meeting at Montezuma, Nov. 7, 1863, the President, James Patterson, (Armiesburg Mills owner) in the chair. The minutes of the proceedings of the Society Board of Directors, and the Executive Committee for the past year were read and approved. The Society then proceeded to the election of officers for the ensuing year, which resulted as follows: For President - James Patterson, of Parke County. For Vice Presidents - Thomas Nelson of Parke county; Dr. J. C. Cook of Vermillion. For Secretary - Wm. McMasters, of Montezuma. Board of Directors - for Parke Co.—James Ward Beadle, of Adams township; John F. Carver, Green; Geo. Wilkins, Sugar Creek; Oliver P. Brown, Reserve; Ed. Barnes, Washington; Samuel Johnson, Jackson; Samuel Darroch, Union; Casper Budd, Howard; John Thompson, Liberty; Andrew Tenbrook, Penn; George Marks, Raccoon. For Vermillion—Wm. Wright, of Clinton township; R. H. Porter, Vermillion; Wm Docks, Highland; Jas. Rush, Helt; J. W. Porter, Eugene. The President was appointed Delegate to the State Board of Agriculture, and Walter C. Donaldson his alternate.

Then it goes on to give the society’s resolutions.

The Montezuma Fair held on September 13-16, 1864 received little mention in the Rockville Republican:

“Best It If You Can”

Brantley Swaim, of Liberty township in this county had on exhibition at the Montezuma Fair last week, six watermelons, the production of one vine

which weighed as follows; No. 1, 60 lbs.; No. 2, 45 lbs.; No. 3, 42 lbs.; No. 4, 35 lbs.; No. 5, 25 lbs.; No. 6, 22 lbs.; making a total of 229 lbs. The united length of all the branches of the vine on which these melons grew measured four hundred and forty yards (440). If any one has anything in the melon line which will compare with the above, we should be pleased to hear from them.

The Rockville Republican , Wednesday Sept. 20, 1865 once again reported the Montezuma Fair:

Montezuma Fair of 1865

The annual Exhibition of the Parke & Vermillion Agricultural Society passed of last week commencing with Tuesday and ending on Friday. We were only present a few hours on Thursday, and are therefore unable to speak of all on exhibition deserving of notice, but from what we saw during our short stay on the grounds we feel free to say that the exhibition was more attractive than any preceding Fair at that point for the last four years. The Hall for the exhibition of fruits and fancy articles was not so well filled as we had been led to expect, but in it were many articles of decided merit. Among these were two medley pictures which were indeed beautiful. The vegetables on exhibition we have rarely seen equalled. Especially is this true with regard to both sweet and Irish potatoes. Of the latter there were specimens well calculated to cause the heart of natives of the Emerald Isle to leap for joy if not to disclaim the place of their nativity. Of live stock there was not that amount on exhibition that should have been. In the main, however, it was superior to that usually exhibited. This is true alike of the horses, cattle and sheep.

In the ring for the exhibition of stallions for light harness there were but two entries. These two, however, were models of beauty. The first premium in this ring was awarded the American Tiger, owned by William Daniels, who was awarded the first premium in the same class at the Russellville Fair. The first premium on work oxen as well as the first on fatted cattle, was awarded to William Burnside, which were well worthy of the red ribbons.

All in all, the Fair was a success, and there was nothing to which we could seriously object, save the

operations of a corps of gamblers who spread their table and prosecuted their modest mode of stealing inside the enclosure. The proceeds of the Fair amount to \$1700, a sum sufficient, it is thought, to pay off the entire indebtedness of the Society together with the premiums in full.

The time having expired for which the present Fair grounds were leased, the Society Contemplates removing their place of exhibition, though the point to which it will be removed has not yet been decided upon. It is not designed however, to remove it any considerable distance.

At this time of recording these Fair events at Montezuma, the writer, Charles Davis, has not been able to find out the exact place in this town where the Fairs were held. No one of the older generation who I have talked to thus far can give any information about its location or, for that matter, none knew that there was ever a Fair in Montezuma.

In 1866, the Rockville Republican had an advertisement on Wednesday, September 5 that said the Fair would open Tuesday September 11, 1866. There was no coverage of the Fair, nor was there any mention of or ads for the Fair in 1867, 1868, 1869 or 1870. The last mention of the Montezuma Fairs was in the Rockville Republican on September 27, 1871.

Montezuma Correspondence

Ed. Republican:

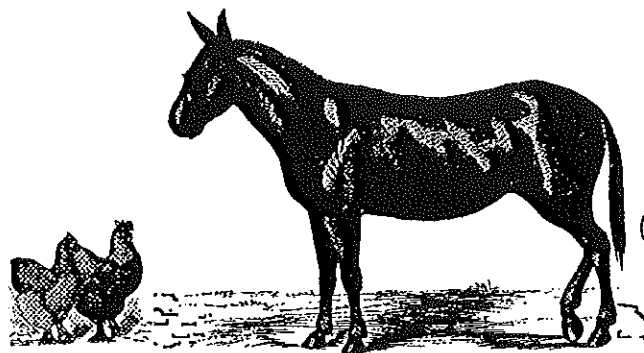
"Samivel" is at home again. Buoyant with hope I rashly exchange the "cant hook," "band-spike," "crow bar" and other implements of the saw-mill, where I have so peacefully squatted for the past three months, for the congenial precincts of my paint-shop. One evening last week, when the twilight shadows had about ceased to shade, "two solitary travelers" might have been seen slowly wending their way in a one-horse buggy, with a trunk, a jug of cider and two cigars, through the quiet village of Bloomingdale. A close observer would scarcely have recognized in the person of one of the occupants the once proud form of Samivel Veller, yet it was he. A glance at the other would have revealed the genial features of my friend Jesse McCoy, to whose generosity Samivel is indebted for said conveyance. An hour later the aforesaid rig entered the corporate limits on this peaceful spot in the Wabash valley. No cannons were fired, no bells were

rung on our approach, and the heart of Samivel was over-shadowed with gloom at the thought that he was forgotten.

Montezuma is "passin' away." The sad fact has forced itself upon my unwilling mind, as daily evidences are brought to bear in its support. The past week has been one of universal inaction with us. Many of the citizens being absent at the Fair. I did not go, being fearful that in the event of such desertion some one might step in and steal the town.

The marrying epidemic is in our midst. Two of our remaining young folks fell victims to its fatal power, Viz: Miss Bell Henderson and Mr. C.F. Chute, on the morning of the 14th inst., and on the 17th Mr. Abe Farner and Lizzie Cross were fatally attacked. 'Twas also reported that two others shared a similar fate, and strong symptoms have been observed in other localities of town. It may be gratifying to your readers to know that the unfortunates appeared cheerful under these trying misfortunes. — The first mentioned couple started to Baltimore on the afternoon of their wedding day. Therefore I say that our town is rapidly on the decline.—Years hence, when the East and West railroad is completed, the enquiring traveler will be shown the white-washed remains of a city on the Wabash, and wonder if it is poet Gray's "deserted village." Yours, S. S.

I did find an interesting piece in the Republican on August 12, 1874: "Fair bills are conspicuous town ornaments." I searched and searched for the location of the Montezuma Fair Grounds. The Court House records searched did not have a lease agreement for the Society (Misc. or Deeds), nor did anyone I asked know. I even looked for an old book called Montezuma: Its First 100 Years. I have found that the fair grounds were on Samuel Denny Hill land east of Montezuma on the now Strawberry Road. The fair's race track was a part of the Strawberry Road in the vicinity of the present school.



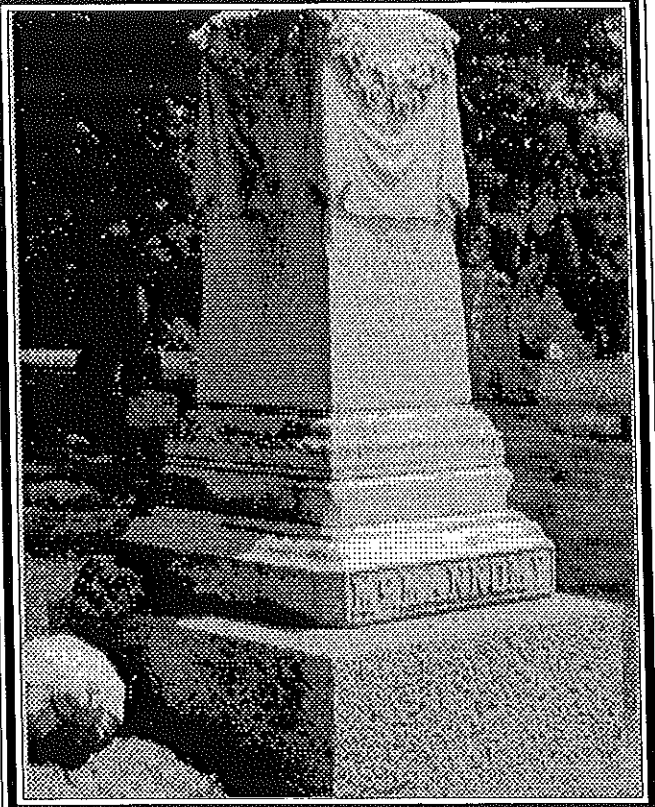
CANAWLIERS AT REST

THE McMANNOMY BROTHERS

JOHN COL. JAMES

By Carolyn I. Schmidt

Photos by Bob Schmidt



JOHN McMANNOMY

b. April 4, 1812

d. February 26, 1899

JOHN McMANNOMY

John McMannomy was born on April 4, 1812, in Philadelphia, PA to Patrick and Nancy (McDerit) McMannomy, who were originally from Donegal county, Ireland. He was the first of their six children. He and his family moved to Ross county, Ohio prior to 1825. He moved to Covington, IN in November 1830.

Eliza Van Dorn became John's wife in 1835. They had six children: Mary McMannomy Loeb, Isabella McMannomy Sangster, Nancy McMannomy Loeb, John Ross McMannomy, Frank McMannomy and William McMannomy.

Always engaging in large enterprises, John and John Bodley secured large contracts for building sections of the Wabash & Erie Canal in 1842. He was appointed state superintendent when the canal was completed and continued in this position until it was abandoned. He pushed some very large contracts to completion.

John's wife Eliza died in 1862. He later married Elizabeth Bodine. After she died he married Jane Davison, a sister of his second wife.

John took part in building the county jail, parts of the Big 4 railroad, and the branch of the C. & E. I. railroad from Bismark, IN to Coal Creek. He also built the tow path road to Attica.

In 1852, after catching the "Gold Fever," he went to California. There he was appointed by the governor to assist emigrants over the Alkali deserts. He was a soldier during the Black Hawk war.

In 1876, a new school house was erected on the site of the former school house in Covington, IN. John McMannomy and E. H. Nebeker were the contractors. The structure served as both a grade and high school building until the overflow made it necessary to erect another building for the four lower grades.

John was a democrat and, although he never sought an office for himself, he was very interested in politics. He recommended and endorsed his friends, Senator Daniel Voorhees, Thomas A Hendricks, and Joseph E. McDonald.

John McMannomy died at 8:30 p.m. on Sunday February 26, 1899 in Covington, at his home on Third

street following several instances of paralysis. He was 86 years, 10 months, and 22 days old. He was described in his obituary as a quiet, unassuming, perfect gentleman of the old school, who was a good citizen, an upright man and a loving, tender and true husband and father.

Funeral services for John were held at St. Joseph Catholic Church, where he was a member, on Wednesday morning at 10 a.m.. He is buried in Prescott Grove Cemetery.

John McMannomy has a large grave marker in Prescott Grove Cemetery. The stone basket of flowers at its top has been broken off and is in two pieces beside the main stone. When facing the marker, the front reads:

John McMannomy
Born Apr. 4, 1812
Died Feb. 26, 1899

The left side of the marker reads:

Eliza Wife of John McMannomy
Born Sept. 17, 1817
Died August 12, 1863

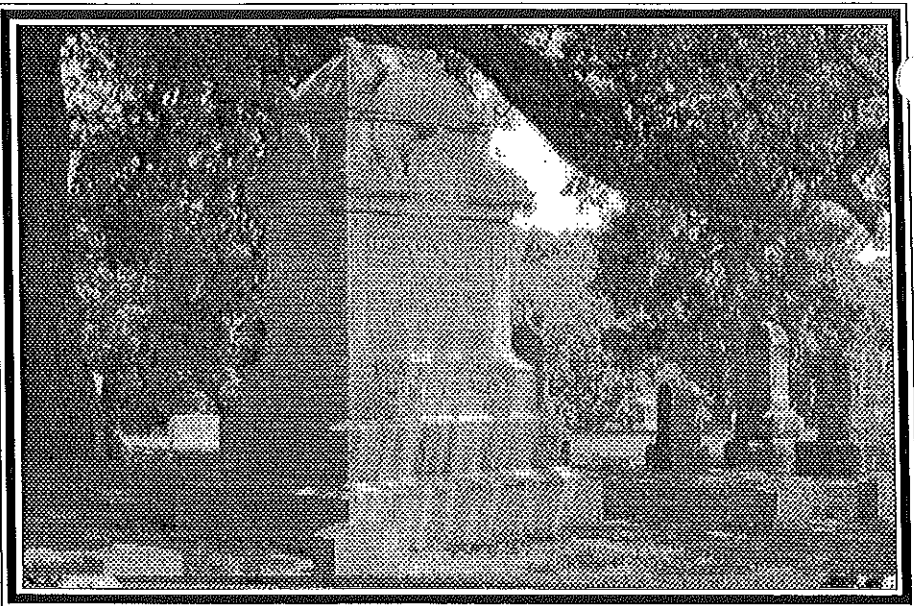
The right side of the marker reads:

J. Ross McMannomy
Nov. 8, 1849 Dec. 13, 1919
Frank McMannomy
Oct. 3, 1848 Jan. 11, 1920
William

Son of John & Eliza McMannomy
Born Mar. 9, 1854
Died July 25, 1859

The back of the marker reads:

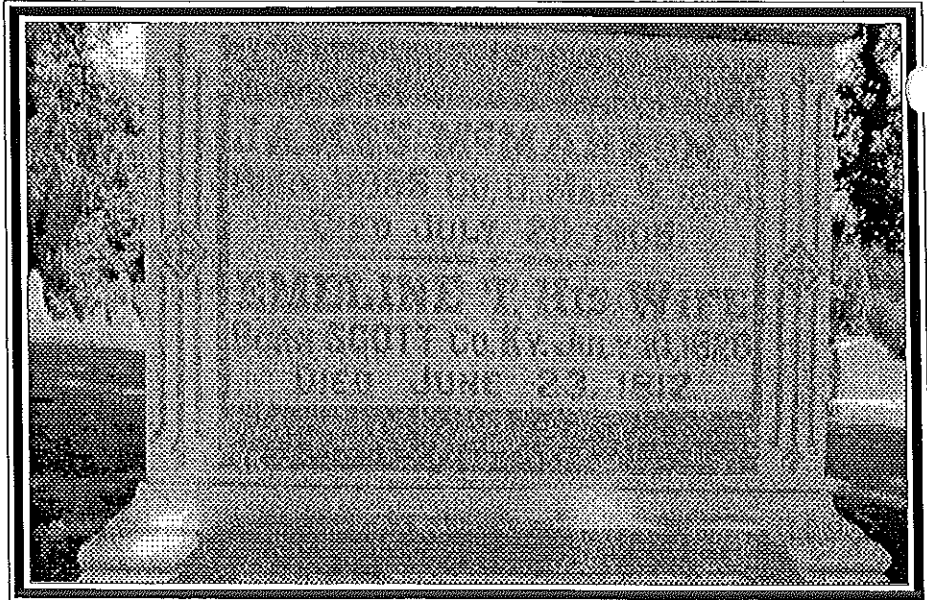
Elizabeth
Wife of John McMannomy
Born Aug. 16, 1816
Died Mar. 24, 1876



COL. JAMES McMANNOMY

b. March 5, 1824

d. July 20, 1906



Colonel James McMannomy

James McMannomy was born in Ross county, Ohio on March 5, 1824, to Patrick and Nancy (McDerit) McMannomy. He was the sixth of their six children. His brothers and sisters were John (previously mentioned), Elizabeth (1815-1856), William (1818-1846), Catherine (1822-1880), and Annie (?-1876). At the age of 14, in 1838, he moved to Covington, IN where he was employed by his brother John to work building the Wabash & Erie Canal.

Just below Attica the great gravel beds gave the canal builders a lot of trouble because they would not hold water. To put more water into the canal, a feeder dam was built at Shawnee creek and the entire volume of water from that creek was fed into the canal. James McMannomy of Covington and Douglas Trott were completing the approaches to the feeder dam and the waterway to the canal. On one Monday morning they found the Irish laborers coming late to work. A dispute arose. A huge Irishman, still tanked from the Sunday carousal, took a position on a scaffold on which they had been wheeling dirt. Mr. Trott wanted past the fellow and

struck him with his fist knocking him off. When he landed at the bottom he broke his neck.

The sad news was sent to his wife, who was a cook at the camp. She cried and cried. It was soon discovered that she was not grieving over her husband's death but the fact that he had nothing but a dirty shirt in which to be buried. James had on a new shirt, which he gave the crying widow. It was placed on the dead man and he was buried in a new shirt along the canal. The death of the Irishman was never investigated by the coroner or the grand jury. This is an example of how little value was placed on the lives of the Irish workers.

In 1842, James went to New Orleans on a flat boat. He returned to work on the canal and farm.

James enlisted in Company B 2nd Regiment in 1846 and left for the Mexican war on June 14th. His locally enlisted company was driven overland to Madison, IN by Lou Hetfield, James' close friend. From Madison they went by river boat to war. He was soon elected Second Lieutenant. After thirteen months of service, he returned to Franklin county, IN.

The "Raging Tads" was organized in Covington in 1847 and was made up of 20 men each about 20 years old. They met every Thanksgiving for an evening banquet. They sealed up a bottle of Port wine to be opened by the survivor. When James and Lou Hetfield became the last surviving members, they agreed that the members of both of their families would banquet and open the wine at the Thanksgiving following one of their deaths. James attended 59 banquets but died before the 60th.

In the 1850s he caught "Gold Fever" and traveled overland to the California gold fields. His quest for gold was successful. Upon his return he purchased Sec. 28 of Troy township. He still owned it at the time of his death.

Emaline Ward (July 10, 1826 - June 23, 1912), the daughter of John and Tamer Ward, married James on February 8 (another source says 11th), 1851. They had four children, but two twin daughters died in infancy. Their surviving children were: Divit (May 14, 1856-March 12, 1874) and Emma (November 8, 1867-?), who married William B. Coffing. Emma gave them four grandchildren.

James joined Fountain Lodge No. 63, F. & A.M. at Covington in 1851. He received his Master's degree on his wedding day.

James enlisted in Company H, 63rd Regiment for the Civil War in August, 1863. In received the title of

Sanford Gray, of Montgomery county, and James founded the Horse Thief Detective Association, which was probably his most notable act during his life. James was the Captain of the Fountain county company and held the office until his death. On October 2-3, 1899 when James attended the annual meeting at Crawsfordville, he was elected Grand Organizer of the Wabash Association.

He also was a founder of the Fountain-Warren and Vermillion Agricultural Association. He took an active part in its management.

Like his brother John, he was a democrat and ardent party supporter. He had no political aspirations for himself. Although he did not belong to a church, he lived a Christian life.

For several years prior to his death he resided on his farm that was then owned by his daughter Emma, Mrs. William B. Coffing. The floor of the large barn there was made of discarded three-inch-thick planks from the old plank road that ran between Covington and Crawfordsville that was built in 1851.

Colonel James McMannomy died on Friday morning July 20, 1906, in the home of his daughter Mrs. William B. Coffing. The following Monday morning funeral services conducted by Rev. J. P. Henson of the Masonic Lodge and attended by 40 mourners were held at the Coffing residence. He was laid to rest in Prescott Grove Cemetery where a large granite monument had been placed earlier. His eight pall bearers were Byron Russell, Mark Rogers, Lou Hetfield, Capt. LaTourette, John Bilsland, Jas. Everly, James Bodine and J. L. Allen.

James McMannomy has a large family plot marker in Prescott Grove Cemetery with four head stones in front of it that read from left to right:

Catherine, Father, Mother, Divit.

When facing the family marker the front side reads:

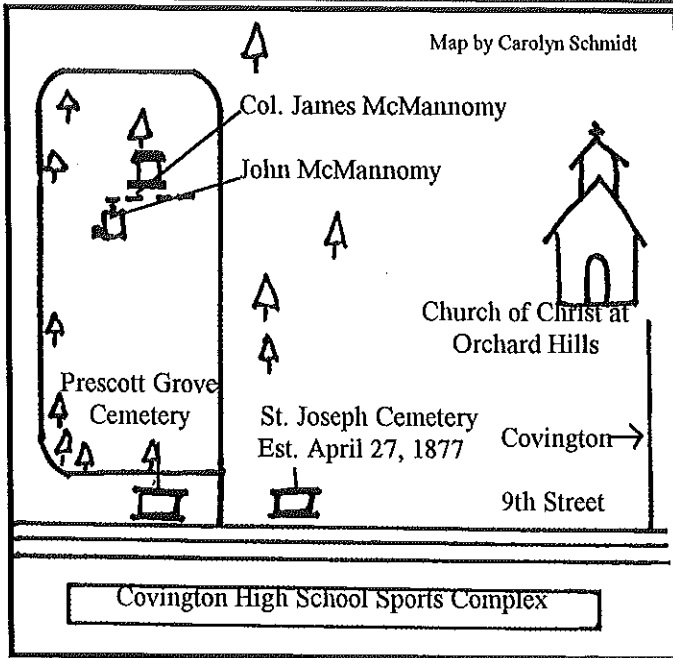
James McMannomy
Born Ross Co., O. March 5, 1824
Died July 20, 1906
Emeline T. His Wife
Born Scott Co., Ky. July 10, 1836
June 28, 1912

The marker's left side reads:

Catherina McMannomy
Born Sept. 9. 1818
Died Jan 14, 1888

The marker's right side reads:

Divit McMannomy
Born May 27, 1856
Died Mar. 25, 1875



Infant daughters Born & Died
June 10, 1852

There is no information on the back of the marker.

SOURCES:

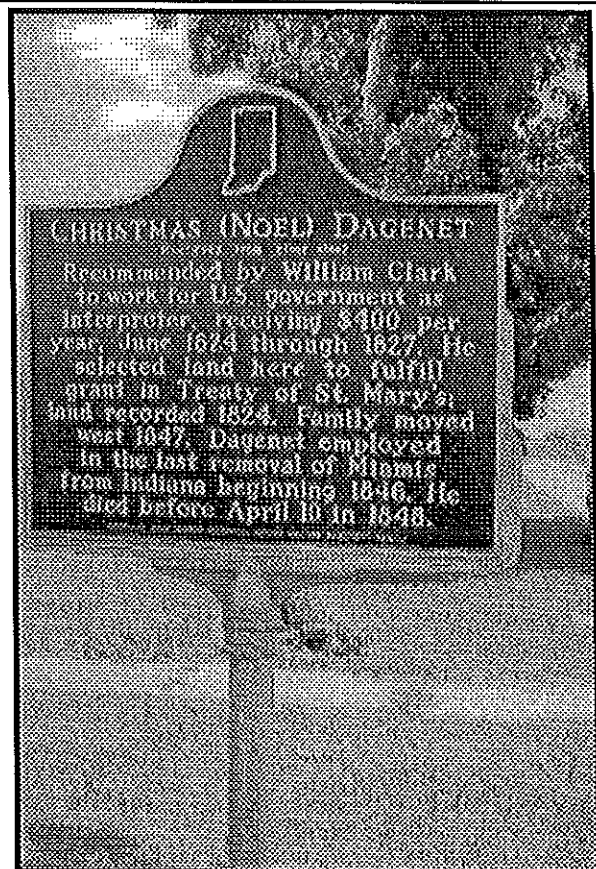
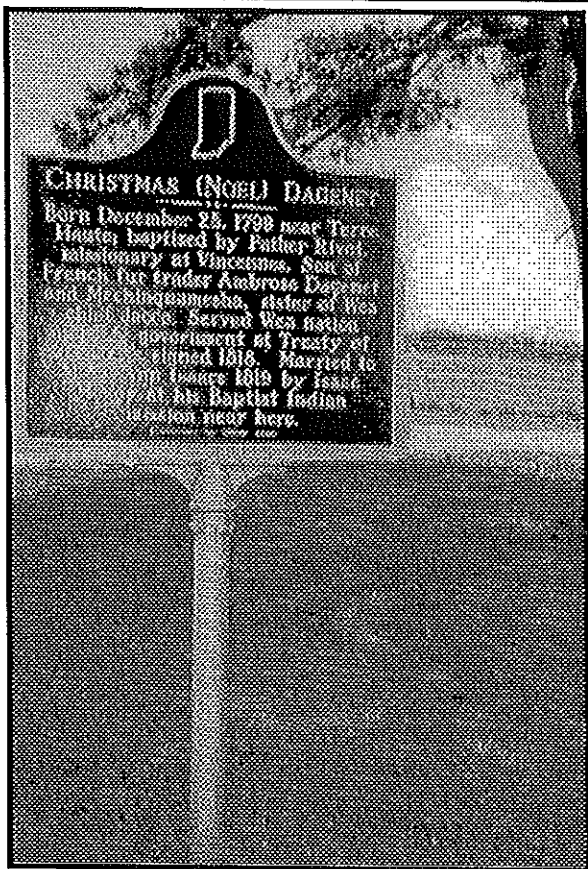
Immel, Mary Blair. "Family Records of Civil War Colonel, Gold Rusher, Horse Thief Detective, and Prosperous Farmer, James McMannomy." *The Hoosier Genealogist*. Indianapolis, IN: Indiana Historical Society. Vol. 44 No. 1, 2004.

The Centennial Book. Fountain County, IN.:DAR Richard Henry Lee Chapter, 1926.

Wabash & Erie Canal: Attica/Covington. Fort Wayne, IN: Canal Society of Indiana., 1995.

Grave Markers in Prescott Grove Cemetery, Covington, IN.

To reach Prescott Grove Cemetery from I-74 turn north at the Covington exit and proceed toward town. The road becomes 11th Street. Turn left on Liberty and go west 2 blocks. Turn right on 9th Street and go north. When you pass Peach Lane and the Church of Christ at Orchard Hills turn right between the pillars into Prescott Grove/St. Joseph Cemetery. Take an immediate left and go to the top of the long circular drive. The grave markers are on the right behind a large pin oak tree when facing 9th Street. Across the street from the cemetery are the Covington High School Sports Fields.



This Indiana State Format Marker for Christmas (Noel) Dagenet) was dedicated and erected in Armiesburg on June 12, 2004. CSI thanks Charles Davis, CSI member from Rockville, for his research and for applying for this marker. The Wabash & Erie Canal passed over Raccoon Creek via an aqueduct nearby.

Photos by Bob Schmidt

**NEWS FROM
DELPHI**

**NEW TOUR GUIDE,
NEW BOOKLET**

"Carroll County, Indiana: Your Journey Through Our Past," a colorful tour guide, has just been released by Carroll County Heritage Tourism, P.O. Box 83, Delphi, Indiana 46923. Maps of the Delphi area; downtown Delphi; Carroll County accommodations, attractions and services; driving routes for Wildcat Creek, Wabash River, and antique shops; canoe and bicycle routes; and pictures of the Wabash & Erie Canal Interpretive Center, the restored Paint Creek Bridge in Canal Park Annex, Burnett's Creek Arch from canal times, and other places are included along with a description of Carroll County.

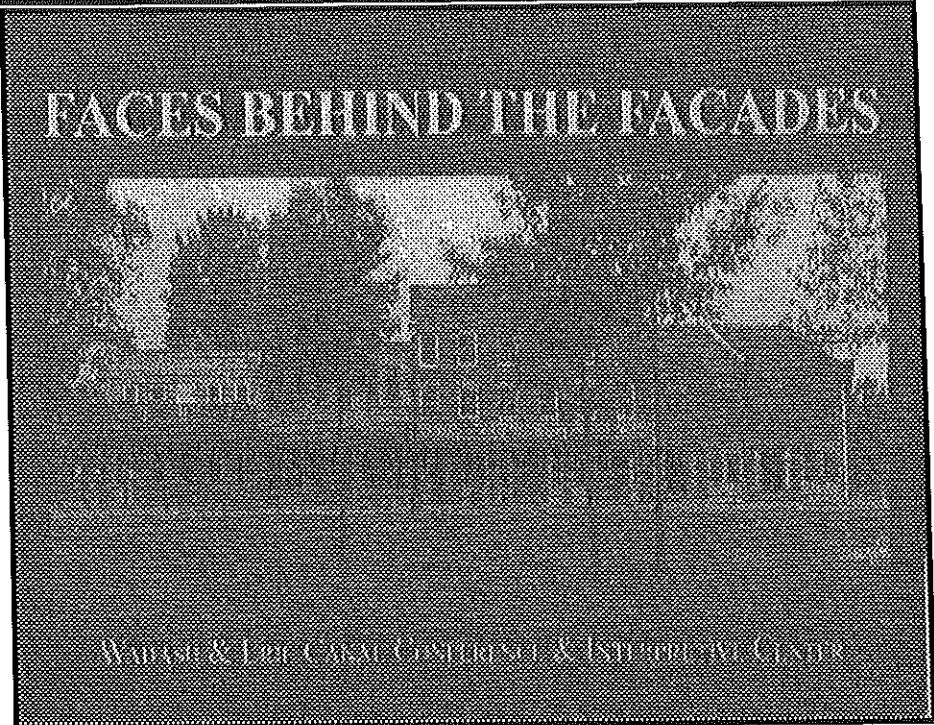
Carroll County Wabash & Erie Canal, Inc. has just completed a colorful 24 page booklet, "Faces Behind The Facades" that interprets the facades of the Wabash & Erie Canal Conference & Interpretive Center. It has sketches of the gentry engaged in Canal Era commerce around Carroll County, Indiana and Courthouse Square. \$8.00 at Center

CANAL DAYS FESTIVAL

By Dan. McCain

There were exciting things to do and see in Delphi, Indiana on July 3-4th. The free Canal Days Festival featured fun, food and family experiences in Canal Park, which is located a dozen blocks north of the Court House traffic light on Washington Street and was open 10 a.m. to 5 p.m. both Saturday July 3rd and 4th.

The BIG STREET PARADE at 10 am opened the festival on



Saturday and the quiet didn't come until the fireworks ended at Berto Field on Sunday night. Canal Park held most of the options but opportunities to hike the seven miles of Delphi Historic Trails or take in the small town flavor of Delphi downtown gave friends and family a real rural treat.

A headliner this year was the visual examination of the Interpretive Center's historic exterior. All four sides of the new building feature facades depicting downtown Delphi in the 1850s. Each storefront has a meaning and historian Charles Gerard offered easy to walk narrated talks five separate times in the two days. Each walk took approximately 30 minutes and was a "must do" for understanding the background of the businesses and families of that canal heyday era.

A new soft-cover, 24-page **FACES BEHIND THE FACADES** brochure was introduced. Copies were on sale in the Interpretive Center and Bowen Cabin Gift Shop.

Exciting games of the 1850s period were featured on the lawn in the canal village. Visitors tried their

luck at winning the "watermelon eating" contest, tug-o-war, or sack race. They watched talented craftsmen spin, weave, tat, paint, etc. Leisurely walks to the 1873 Bowstring Iron Bridge were featured in the daily schedule. Booths with information on tourism, history, canal lore, etc. were available.

After the annual Bean Supper, the comfortable conference area seating in the new building featured a 90 minute play "OUR TOWN" by the Delphi Library's Red Brick Theater Players at 6:30 p.m. on Saturday and as a 1:30 p.m. matinee on Sunday. The play was acted out by 24 talented local youth and adults. A special moveable stage was built that can be stored and used again.

Throughout the two days of this festival, attendees appreciated the spirit of small town volunteerism. This annual event and many other special days are put on with the pride of many that give of their time freely. The Center operates year around for receptions, retreats, reunions, etc. with an "all volunteer" staff. Exciting ideas like a horse drawn canal boat and expansion of the trails to the Monon High Bridge will become a

reality with continued community support.

NEW TRAIL ANNOUNCED

Delphi Trails has just received some donated land on the old Monon Railroad right-of-way about 1 mile from town near the site of the old Andersons' Farm Store. They plan to create a trail to the beautiful Monon "High Bridge." Most of the trail will pass through the new National Register "Rural Historic District" and connect to Delphi via the old Camden Road. Nearby is a potential parking area and trail head. The Hoosier Heartland Highway will intersect the old Monon Railroad in this area. This new trail will add another "gem" to the seven miles of trails in Delphi.

CANAL MURAL FOR LOBBY

By Dan McCain

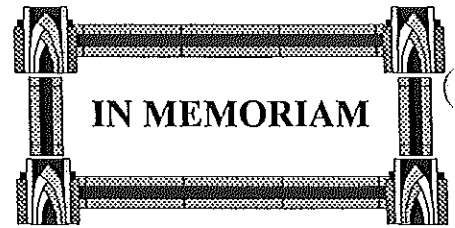
The Wabash & Erie Canal Conference and Interpretive Center in Delphi will soon be adorned with a new 3' by 9' mural. The project is being sponsored by the Psi Iota Xi Sorority and painted by renown artist Terry Lacy. The new artwork is the first in a future series of "canal era" scenes.

The Center has a grand main entry room. Upon entering the room, the wall opposite and above the moulding is currently blank. This blank wall offers great potential to present large and dramatic images of the canal from various points along its course from Toledo to Evansville.

The Speece canal boat, the only photo that we know was taken of a canal boat in Delphi, will be painted in oil in the center of this space. It will provide greater visual impact than the photo and will make the people standing on the roof clear and more precise.

As time and funds become available, images of canal boats from the closest towns nearby such as Attica or Wabash will be painted on either side of the Speece mural. Canal boats from farther away cities such as Evansville and Fort Wayne will be on the far ends of the wall.

Since Delphi has a big weekend (Old Settlers Celebration) the second week of August, the news media will be allowed to take pictures and help the public know when it will be unveiled.



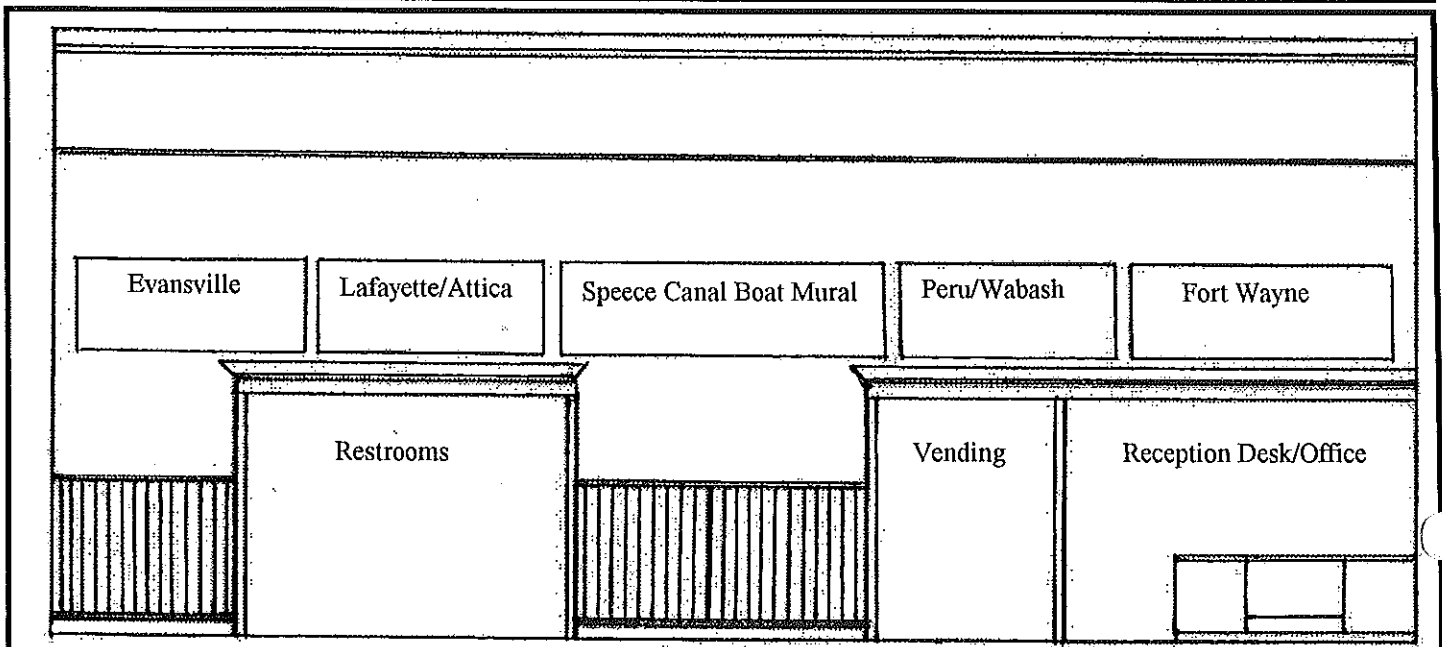
**George Watson Obear
1908-2004**

George W. Obear, a member of the Carroll County Wabash & Erie Canal, Inc., died at age 95 on June 29, 2004. Obear was extremely active in helping with land acquisition for Canal Park and the trail system in Delphi, IN. The Obear Millrace Trail by the Wabash & Erie Canal was named in his honor several years ago for the abstract work he did. He also was a past grand marshal for the Delphi Fourth of July parade.

A Delphi native, Obear graduated from Delphi High School in 1926, DePauw University in 1930, and the University of Iowa Law School in 1933. He served as a lieutenant in the Navy Reserves as part of the Fleet Air Wing 8 between 1944-1946.

Obear was very active with Delta Chi Fraternity serving as tutorial

The drawing below shows the proposed locations of the canal boat murals in the Canal Interpretive Center's lobby.



adviser to chapters at Iowa and Depauw, national president, and legal advisor. He was named to the Delta Chi Order of the White Carnation and was a national president emeritus and director emeritus of Delta Chi Educational Foundation.

A stockholder in the Carroll County Abstract and Title Co., Obear later served as the chairman of its board. He was the city attorney for Delphi from 1934-1939 and chairman of the Carroll County Republican Central Committee from 1950-1958. At the time of death he was serving as of-council with the law firm of Obear, Overholser, Huffer, Rider and Fouts.

As a member Delphi's First Presbyterian Church, Obear was a

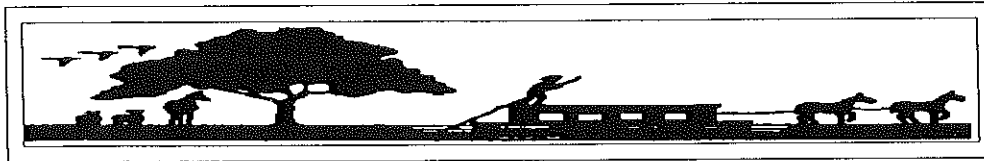
past deacon, trustee, elder and clerk of session. He was the American Legion's Citizen of the Year in 1970. He also was a past director and attorney for the Delphi Chamber of Commerce and received it's Samuel Milroy Award in 1997. In 1998 he was named a Sagamore of the Wabash. In 2003 he was inducted into the Carroll County Agriculture Hall of Fame. He was past president and last charter member of the Delphi Rotary Club, founded in 1939. There he received the Paul Harris Fellow several times.

Obear was recognized as a member of a Carroll County First Family. He was also a 50-year member of Delphi Masonic Lodge, Delphi Independent Order of Odd Fellows Lodge 28, Phi Alpha Delta

legal fraternity and the Indiana Bar Association.

After his first wife Margaret Fry (m. 1934) died in 1976, he married Louise Nichols in 1978. She died in 1993. He is survived by his two daughters and a stepson; five grandchildren; a step-grandchild; eight great-grandchildren; two nieces and a nephew

In his reflections at the funeral service, Dan McCain said that George Obear truly left a legacy of land, agreements, contracts, vision and inspiration. Interment was in the Masonic Cemetery in Delphi. Memorials were to Carroll County Wabash & Erie Canal, Inc., YMCA Camp Tecumseh, or Carroll County Historical Museum.



LOUISVILLE AND PORTLAND CANAL CONSTRUCTION BEGAN IN 1826

Famous Canal Allowed Boats To Bypass Falls Of The Ohio River; Many Ancient Artifacts Were Found During Its Construction
Louisville Directory - About 1835

In 1804 the legislature of Kentucky incorporated a company to cut a canal around the falls. Nothing effectual, however, beyond surveys, was done until 1825. On January 12th of that year, the Louisville and Portland Canal Company was incorporated by an act of the legislature, with a capital of \$600,000 in shares of \$100 each, with perpetual succession. 3,665 of the shares of the company are in the hands of individuals; about 70 in number, residing in the following states: New Hampshire, Massachusetts, New York, Pennsylvania, Maryland, Ohio, Kentucky and Missouri; and 2,335 shares belonging to the government of the United States.

In December 1825 contracts were entered into to complete the work of this canal within two years, for about \$387,000, and under these contracts the work was commenced in March 1826. Many unforeseen difficulties retarded the work until the close of the year 1828. When completed it cost about \$750,000. Owing to the advanced season at which it was opened, the deposits of alluvial earth at the lower extremity of the canal, or debouchure, could not be removed. Also from the action of the floods during the succeeding severe winter on the stones that had been temporarily deposit on the sides of the canal, causing them to be precipitated into the canal, it was not used to the extent that it otherwise would have been. During the year 1831, 406 steamboats, 46 keelboats, and 357 flatboats, measuring 76,323 tons, passed through the locks; which are about one-fourth the number that would have passed if all the obstructions had been removed.

The Louisville and Portland Canal is about two miles in length and is intended for steamboats of the largest class and to overcome a fall of 24 feet, occasioned by an irregular ledge of limerock; through which the entire bed of the canal is excavated. A part of it to the depth of 12 feet is overlaid with earth. There is one guard and three lift locks combined, all of which have their foundation on the rock. One bridge is of stone 240 feet long, with an elevation of 68 feet to the top of the parapet wall, and three arches, the center one of which is semi-elliptical, with a transverse diameter of 66 feet, and a semi-conjugate diameter of 22 feet. The two side arches are segments of a 40-foot span. The solid contents of this lock are equal to 15 common locks, such as are built on the Ohio and New York canals. The lift locks are of the same width with the guard lock, 20 feet long in the clear, and contain 12,300 perches of masonry-work. The entire length of the walls, from the head of the guard-lock to the

end of the outlet-lock is 912 feet. In addition to the amount of mason-work above, there are three culverts to drain off the water from the adjacent lands, the mason-work of which, when added to the locks and bridge, give the whole amount of mason-work 41,989 perches; equal to about 30 common canal locks. The cross section of the canal is 200 feet at top of banks, 50 feet at bottom, and 42 feet high, having a capacity equal to that of 25 common canals. If we keep in view the unequal quantity of mason-work compared to the length of the canal, the great difficulties of excavating earth and rock from so great a depth and width, together with the contingencies attending its construction from the fluctuation of the Ohio River, it may not be considered as extravagant in drawing the comparison between the work in this and in that of 70 or 75 miles of common canaling.

In the upper sections of the canal, the alluvial earth to the average depth of 20 feet being removed, trunks of trees were found more or less decayed, and so imbedded as indicate a powerful current toward the present shore, some of which were cedar, which are not now found in this region. Several fireplaces of a rude construction, with partially burnt wood were discovered near the rock, as well as the bones of a variety of small animals and several human skeletons. Rude implements formed of bone and stone were frequently seen, as also several well-wrought specimens of hematite or iron, in the shape of plummets or sinkers,

displaying a knowledge in the arts far in advance of the present race of Indians.

The first stratum or rock was a light, friable slate, in close contact with the limestone and difficult to disengage from it. This slate did not, however, extend over the whole surface of the rock, and was of various thicknesses, from three inches to four feet.

The stratum next to the slate was a close, compact limestone, in which petrified shells and an infinite varied of coralline formations were imbedded and frequent cavities of crystalline incrustation were seen. Many still contained petroleum of highly fetid smell, which gives the name to this description of limestone. This description of rock is on an average of five feet, covering a substratum of a species of cias limestone of a bluish color, imbedding modules of hornstone and organic remains. The fracture of this stone has in all instances been found to be irregularly conchoidal, and on exposure to the atmosphere and subjection to fire, it crumbles to pieces. When burnt, ground, and mixed with a due proportion of silicious sand, it has been found to make a most superior kind of hydraulic cement or water-lime.

The discovery of this valuable limestone has enabled the canal company to construct their masonry more solidly than any other known in the United States.

hydraulic cement or water-lime is now established on the bank of the canal, on a scale capable of supplying the United States with this much-valued material for all works in contract with water or exposed to moisture. The nature of this cement begins to harden in the water. The grout used on the locks of the canal is already harder than the stone used in their construction.

After passing through the stratum, which was commonly called the water-lime, about ten feet in thickness, the workmen came to a more compact mass of primitive gray limestone; which, however, was not penetrated to any great depth. In many parts of the excavation masses of a bluish-white flint and hornstone were found enclosed in, or incrusting the fetid limestone. From the large quantities of arrowheads, and other rude formations of this flintstone, it is evident that it was made much use of by the Indians in forming their weapons for war and hunting. In one place a magazine of arrowheads was discovered, containing many hundreds of these rude implements, carefully packed together, and buried below the surface of the ground.

The existence of iron ore in considerable quantities was exhibited in the progress of the excavation of the canal, by numerous highly-charged chalybeate springs that gushed out, and continued to flow during the time that the rock was exposed, chiefly in the upper strata of limestone.

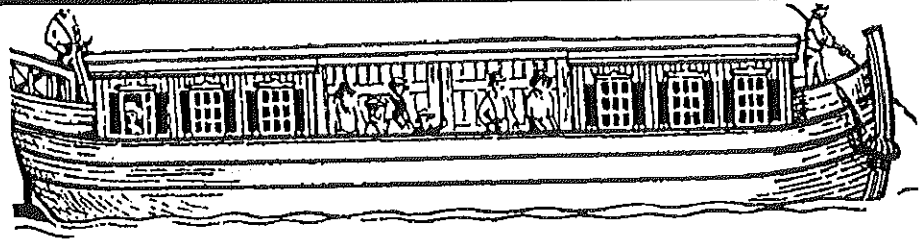
A manufactory of this Article sent to CSI headquarters by Jim Ellis

JOIN THE AMERICAN CANAL SOCIETY

I would like to encourage you to join the American Canal Society. It acts as a national clearing house of canal information and supports local and state canal societies and others by taking action on threatened canals and sites. It was instrumental in saving the Gronauer Lock. It helps to identify historic canal resources. It publicizes canal history in AMERICAN CANALS, its illustrated quarterly, that is internationally distributed. It works with and helps fund projects at the National Canal Museum and the Worlds Canal Conference. The enclosed brochure gives more details about the organization. CSI members on its board of directors are Dave Barber (MA), Bob & Linda Barth (NJ), John Lamb (IL), Dan McCain (IN) Mike Morthorst (OH), Bob Schmidt (IN), and Terry Woods (OH). **AMERICAN CANALS NEED YOU!** Bob Schmidt, CSI President

NEWS

from the
WHITewater
CANAL TRAIL



By Terry Duffy

A lot has been happening since we had the organizational meeting for the Whitewater Canal Committee (WCC) a few months ago. Here is a brief update.

- Ø The WCC is getting officially "organized";
- Ø We've started work on the trail;
- Ø We're making plans to publicize the trail at the 4-H fair.
- Ø Community support is growing, and fund-raising has been successfully started

We have a board of directors; we have held two board meetings; and we've set up committees to get the WCC's work done. Here are the board members and the committees they lead:

- President: Mick Wilz—
Work and Construction
- Vice-president: Terry Duffy—
Planning and Design
- Secretary: Charles Hynes—
Governance (bylaws, articles of incorporation, etc.)
- Treasurer: Fred Chappelow
- Directors:
 - David Mannix —
Finance
 - Karla Kemper-Austin
 - Paul Baudendistel
 - Lauren Hinderberger—
Outreach
 - Lowell Beneker—
Membership/
Volunteers

WCC also has an Executive Committee, consisting of the four officers. This committee will make needed decisions between board meetings and serve as the nominating committee

We've started work on the trail. The long-term goal of this project is to establish a trail that connects Metamora to Brookville in one direction, and Metamora to Laurel in the other direction. The first section of the trail will begin in Metamora and go several miles to the east—passing the aqueduct, a canal lock, some beautiful Whitewater valley scenery, and end at the "ruins" of two locks. We have started preparing this section by removing weeds and overgrown brush, and hauling out old railroad ties.

Let us know if you would like to help build the trail, and we will let you know when a work group is scheduled. Groups worked on the trail on Saturday morning, July 31, from 9AM to noon), and on Sunday afternoon, August 2, from noon to 3PM

WCC had a booth at the 4-H Fair from July 19-23. We shared a space with the Whitewater Environmental Council outside the concrete block building at the fairgrounds in Brookville. We publicized the trail project and looked for new members. Folks who joined at the 4-H Fair received a hardwood walking stick with their "charter" membership!

The number of individuals and groups who are supporting the trail project is growing every day; from the Chamber of Commerce, Canal Society of Indiana, Historic Metamora, Historic Connersville, Franklin County Historic Society, Whitewater Valley Railroad, Hoosier Rails to Trails, to the Whitewater Environmental Council. Several state legislators have also written letters of support for the project.

On the fund-raising front, WCC has received a number of donations from individuals and groups. The big fund-raising news is that VISTEON of Connersville awarded us an environmental grant for the sum of \$16,750.00.

The Whitewater Canal Trail is becoming a reality! If you would like to support this important community project—by helping to build the trail, by participating in the work of one of the committees, or by making a donation—please contact the Canal Committee..

Whitewater Canal Committee
P.O. Box 126
Brookville Indiana 47012
www.whitewatercanaltrail.com
email: canaltrail@brookville47012.com or
mick@sur-seal.com

LAWRENCEBURG'S WHITewater CANAL BASIN ALMOST OBLITERATED

Charles (Chuck) Whiting Jr. recently tried to locate the Whitewater Canal basins in Lawrenceburg. He found no sign of the old construction. Its on the river side of the levee and is flooded every year with the spring freshets. The city put two picnic benches in the area. They are still covered with mud from the last flood. He took a photograph that shows an indentation where the basin once was. He also superimposed the layout of the canal and basin on a modern map of the area. He says that the area should have been inspected prior to the excavation for the Argosy boat if anything was to be found.



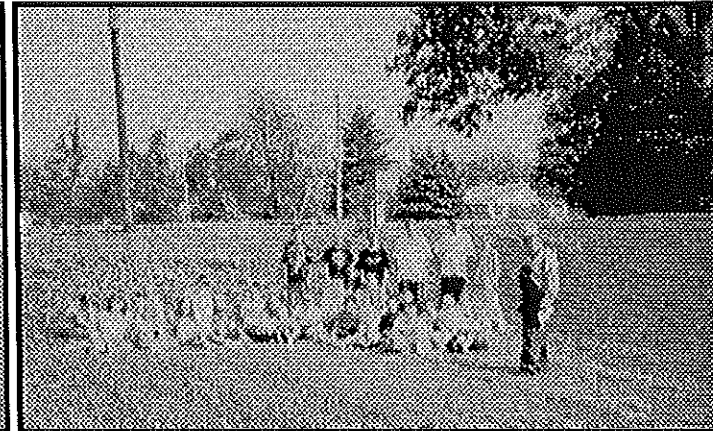
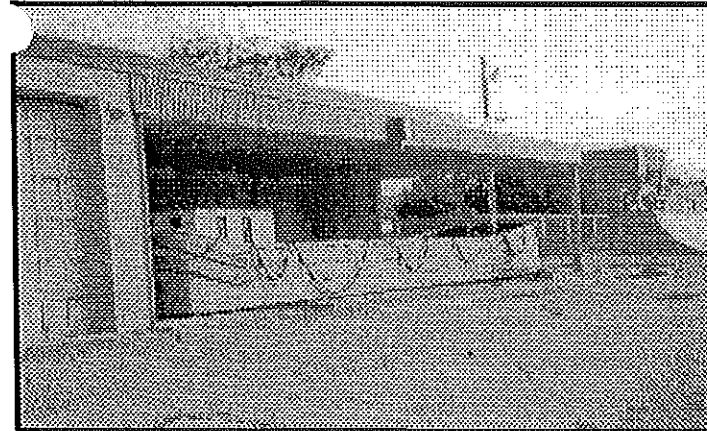
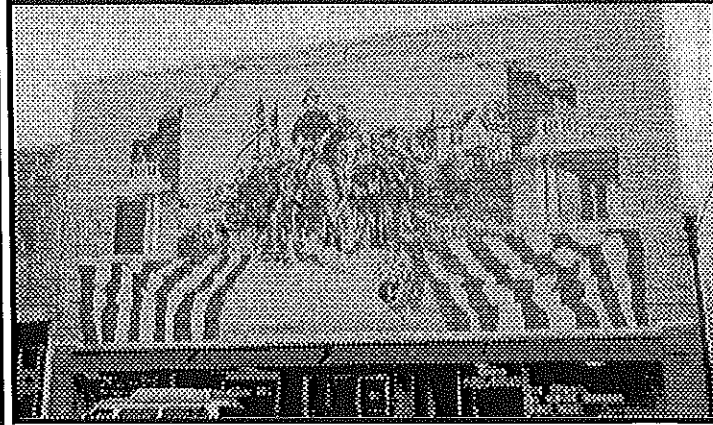
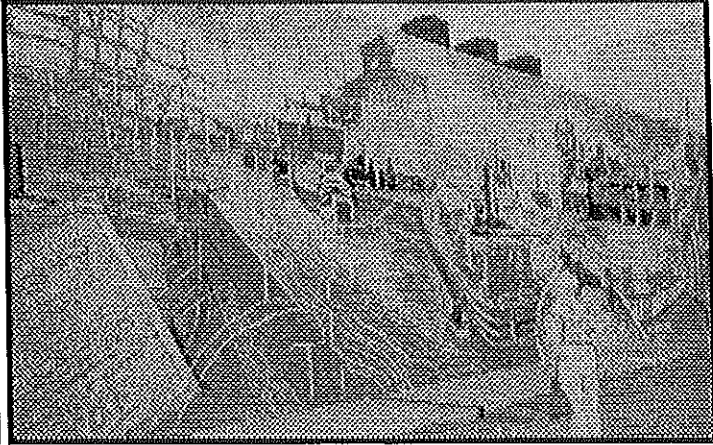
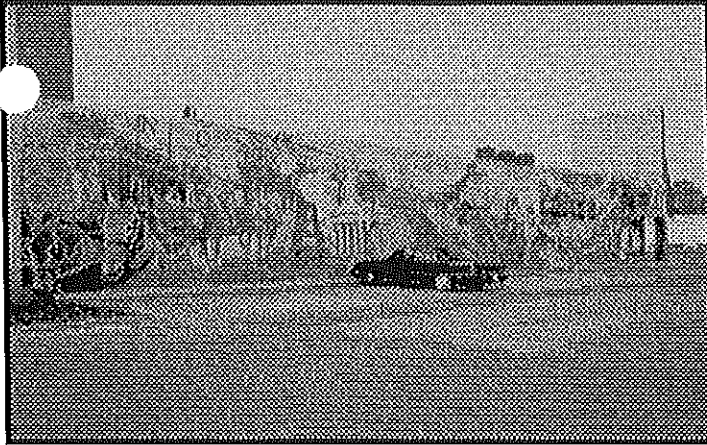
ARGOSY PKWY
UDDER DR
CANAL ST

OHIO RIVER
PICNIC TABLE
ONLY A SLIGHT INDICATION OF THE WHITEWATER CANAL BASIN LOCATION REMAINS

Photo by Chuck Whiting

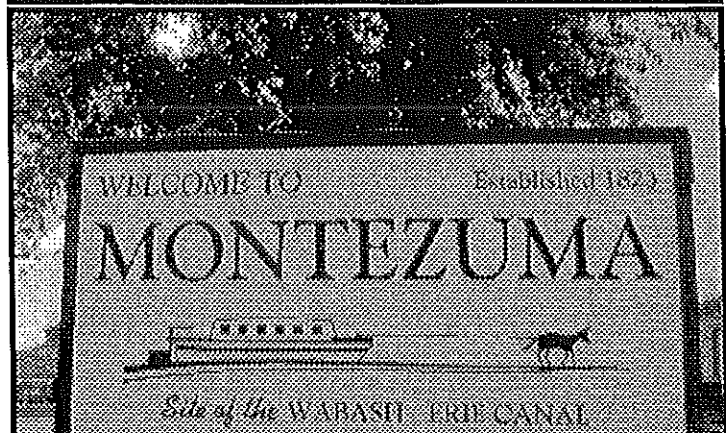


WHITEWATER CANAL BASINS IN RELATIONSHIP TO TODAY'S ARGOSY CASINO'S BUILDINGS AND BOAT IN LAWRENCEBURG, IN



MURAL PLANNING

C.S.I. has donated money toward a proposed mural to be painted near the Vinton House in Cambridge City, IN. Phyllis and Jerry Mattheis, CSI board member, have traveled to Ottawa, IL and to Portsmouth, OH to view their very impressive murals. They saw this 1/2 block long mural on the south side of an Ottawa business building that is painted on brick. Phyllis carefully inspects the canal portion of the mural. Another huge mural on the north side of a downtown building pictured the "History of Ottawa." On the east side of still another building was this Civil War mural. They hope to get ideas to help plan the Cambridge City mural about the Whitewater Canal. While in an Ottawa park they found a canal boat in storage. They are also active giving talks about canals. Seventh graders from Western Wayne learned about the Whitewater Canal from Jerry. Photos by Jerry & Phyllis Mattheis



Welcome signs on the west and east sides of Montezuma along U.S. 36 carry the logo created by Nate Tagmeyer for the Canal Society of Indiana, which granted use permission. Photo-B. Schmidt

**TRAVELING TO LOGANSPORT
VIA THE W & E CANAL IN
1846**

Samuel Auchy Custer wrote about his life from 1818-1901 and described the perils on the canal as follows:

In the spring of 1846 we returned to Pennsylvania on a visit. We went to Cincinnati by wagon, thence by steamboat to Wheeling, {W} Va., thence by stage to Trenton, a small town in Jefferson County, Ohio, where we had a number of relatives. We remained there a few days, thence to Washington and Fayette Counties in Pennsylvania where we visited more friends and relatives. On our return home we came to Cleveland, Ohio, then took a steamboat across Lake Erie to Toledo. We had a pleasant trip on the lake. From Toledo to Logansport we came on the raging "Erie and Wabash" canal, and on the boat came nearly being shipwrecked. On the Wabash River there are high dams built for feeders for the canal. At the head of the back water of these dams the boat had a towpath along the river bank. Soon after the boat got in the dam, there came a terrible rain and wind storm which blew the boat from the land and was about to pull the tow horses over a wall built along the river bank. The Captain of the boat, to save the horses, loosened the tow rope which left the boat to the mercy of the wind and waves but a few rods above the crest of the dam; several passengers on board all expected to be drowned, but by a change of wind and the mercy of God we all got back to shore. One man with a rope attempted to jump on the wall but not being close enough fell into the water but was got out safe except for a good wetting. The horses took fright and ran off quite out of sight, but the driver soon hunted them up and we resumed our journey, and safely arrived at Logansport, where we found one of our neighbors and

rode in his wagon to our home, glad to get home again.

We thank Samuel R. Ligget of Terre Haute, IN for submitting this account and gaining permission to reprint it. He found it in an article entitled "Samuel Auchy Custer 1818-1901" in the March 2004 issue of "The News Caster," a publication of The Caster Association of America, Vol XXII No. 2. The article was written by Donald M. Custer and taken from Samuel Auchy Custer's unpublished 1000 page manuscript.

CLEVES TUNNEL

Chuck Whiting found the following article in the September 8, 1887 issue of THE REGISTER of Lawrenceburgh, IN. It is about the Cincinnati & Whitewater Canal tunnel between North Bend and Cleves, OH

**THE TUNNEL AT NORTH BEND
NOW BEING CUT AWAY**

As is known to our readers the tunnel near North Bend is being cut down by the Big Four Railway authorities. The tunnel probably one-third of a mile in length was at one time the bed of the Whitewater canal—and during the Presidential campaign of 1856, while a party of Lawrenceburghers, who had been to Harrison [OH] attending a political meeting, were passing through the tunnel on a canal boat on their return home, there occurred an exciting episode, and which drew forth, from Dr. John G. Dunn that well remembered and satirical campaign song, "Fremonters Never Drink." But those days have long since passed away and when the might of mule heels was succeeded by the power of the cow-catcher, the ways of the old tunnel were changed, and ever since its archway of brick has echoed with the shriek of the locomotive whistle. The old tunnel has always been a mote in the eye of the railroad company, and its destruction was determined upon. The trains now glide slowly through the tunnel, and when the structure has been abandoned a place prolific of a volume of ludicrous incidents and opportunities on the part of

passengers will have gone at the same time.

Another trouble is the tunnel is easily reached by high water, and to avoid all difficulties and to get a bed for the double track, now being laid, the Big Four is pushing the extensive operations. The new track will be six feet above the old track [of] a few years back, while the old track, it is understood, will be raised four and a half feet higher to correspond with the new track. Material for this improvement is had in abundance from the big cut. The soil is still heavy clay, saturated with a layer of a sort of soapstone, making a solid road-bed. This soil is cut out in chunks and a pair of steam shovels are required to make any headway at all. Dynamite has been used, but since a charge blew off the business end of the shovel its use has been abandoned except where solid rock is found.

The ascent to the cut will begin about one mile east of North Bend and will rise gradually to the grade of the cut, which will be established about thirty feet above the present grade of the tunnel track. The cut will be about a third of a mile in length, three hundred feet wide at the top and in some places eighty-six feet deep. The average depth will be about eighty-four feet. The walls will slope gradually to the bottom, thirty feet wide. To remove the immense quantity of earth two steam shovels are in constant operation and two large trains of flat cars, twenty teams and fifty men are constantly employed. The contract calls for the completion of the work by the 1st of October 1888. The new track west of the tunnel will be laid on the east of the present track, and earth from the cut will be used to widen the roadbed to the west. Some idea of the cost of this tremendous undertaking may be inferred in the estimate that the cost of the cut alone will probably reach \$200,000.