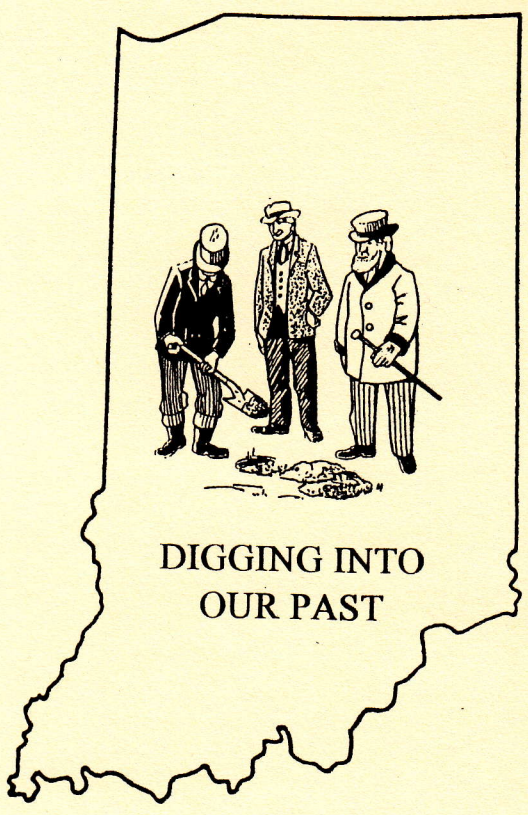


INDIANA CANALS



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INDIANA CANALS

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PRESIDENT
Robert F. Schmidt
(219) 432-0279

VICE PRESIDENT
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TREASURER
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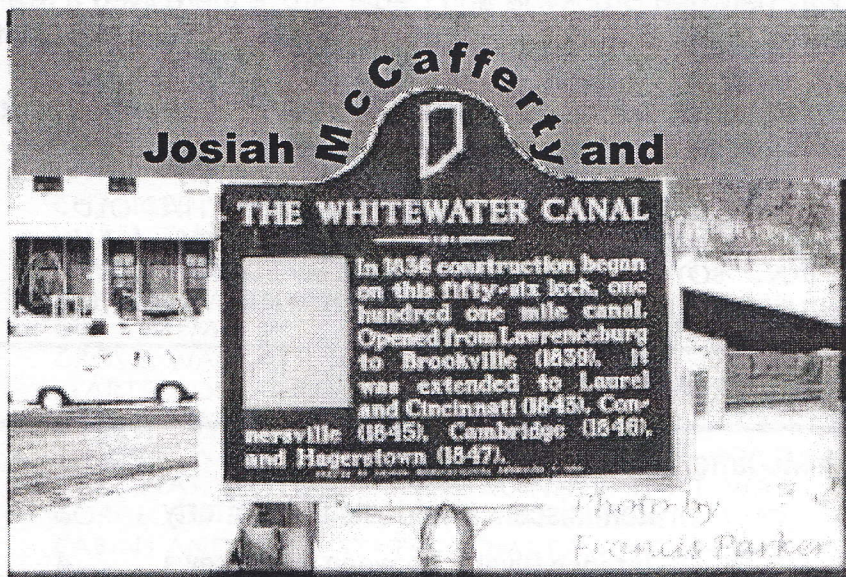
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Indiana Canals

The Journal of the Canal Society of Indiana

Volume 12, Number 1

Winter 2001



Chuck Whiting, CSI board member from Lawrenceburg, Indiana, has been doing a great deal of research on the Whitewater and Cincinnati & Whitewater Canals ever since he was in charge of getting a canal marker placed at the junction of the two canals. Much of his research has been done at the Ohio Historical Society; however, he has also spoken to people living along the canals asking for additional information. He received the following reminiscences from William Viel of West Harrison, Indiana from a book "an old lady had." The top of the pages said Franklin County,

Indiana, but we do not know the date or publisher. This led to further research being done on McCafferty at the Indiana State Library by Carolyn Schmidt. There she found a newspaper article on microfiche about McCafferty's son and two other men. This article sheds more light on McCafferty's life and personality as well as giving us more information on the canals. Both the reminiscences and the newspaper article are quoted in their entirety.

REMINISCENCES OF JOSIAH MCCAFFERTY

Half way between Brookville and Cedar Grove there lived a few years ago, Joseph McCafferty, one of the last captains to operate a boat on the White Water canal. Some years before his death he reminisced about the days when thousands of tons of produce were hauled up and down the canal.

"WELL, I KNOW A FEW THINGS ABOUT THAT OLD CANAL," SAID CAPTAIN MCCAFFERTY, "FOR, MAN AND BOY, I HAVE BEEN NEAR IT ALL MY LIFE. I USED TO HIDE BEHIND TREES AND THROW STONES

Inside this issue:

Josiah McCafferty & Whitewater Canal	1
Reminiscences of Josiah McCafferty	2
Intense Rivalry Between Boat Crews	4
Greetings At Cambridge City	7
Memories of Indiana Canal Days	9
Who Was Erasmus Gest?	15
The Railroad and Street Railroad Years	17
Numa Update	21
Helped Move Riley Lock	23
Canawler's Quiz	24

AT THE IRISH LABORERS WHO WERE BROUGHT HERE TO DIG IT. THE DIGGING BEGAN, I THINK, IN 1836; IT WAS ALONG SOME TIME IN 1839 THAT THE WATER WAS LET INTO IT FROM LAWRENCEBURG TO BROOKVILLE, AND, IF I REMEMBER RIGHT, IT WAS OPEN TO CINCINNATI ALONG ABOUT 1848. (1843) THE CANAL BROKE IN 1847 AND AGAIN IN 1852, AND CAUSED CONSIDERABLE DAMAGE, BUT WAS BUILT UP AGAIN AND BUSINESS INCREASED FOR A WHILE AND THEN BEGAN TO LET DOWN.

"THE FIRST BOAT WAS THE 'BEN FRANKLIN.' SHE HAD BEEN RUNNING ON THE MIAMI CANAL FOR A NUMBER OF YEARS, AND IT WAS DECIDED TO BRING HER OVER HERE. SHE WAS DROPPED DOWN FROM THE MIAMI CANAL TO THE OHIO RIVER AND FLOATED TO LAWRENCEBURG AND PUT INTO THE WHITE WATER CANAL. I BOUGHT HER AND CHANGED THE NAME TO 'HENRY CLAY' AND THERE WEREN'T ANY BOATS ON THE CANAL THAT COULD MAKE ANY BETTER TIME. I BUILT A NUMBER OF BOATS TO SELL, AND ALWAYS GOT GOOD PRICES FOR THEM. THE FIRST BOAT BUILT AT CEDAR GROVE, WAS CALLED THE 'NATIVE,' AND WHEN SHE STARTED ON HER FIRST TRIP THERE WAS A GOOD DEAL OF EXCITEMENT ALL ALONG THE CANAL. THE 'NATIVE' WAS A PASSENGER AND FREIGHT BOAT AND WAS FITTED UP IN A MANNER THAT WAS GORGEOUS FOR THOSE DAYS. THERE WERE TWO CABINS AND LARGE STATE ROOMS RANGED ON THE SIDE, THE SAME AS IS NOW SEEN ON PASSENGER STEAMERS. STEPHEN COFFIN WAS THE BUILDER AND CAPTAIN, AND WHEN HE STARTED OUT ON A TRIP HE ALWAYS MADE A GOOD DEAL OF FUSS ABOUT IT.

"FINALLY I BUILT A BOAT CALLED THE 'BELLE OF INDIANA,' AND THERE WAS NOTHING ON THE CANAL THAT TOUCHED HER ANYWHERE. THE SWAN LINE OF PACKETS WAS PUT ON ABOUT THAT TIME. THEY DID NOT CARRY ANYTHING BUT LIGHT FREIGHT AND PASSENGERS, AND IT WAS EXPECTED

THEN THEY WOULD MAKE A FORTUNE FOR THEIR OWNERS. BUT THEY DID NOT PAY, AND AFTER A SEASON OR TWO THEY WERE WITHDRAWN. I CARRIED PASSENGERS ON THE 'BELLE OF INDIANA' AND SOME OF THE MOST FAMOUS MEN OF THE DAY USED TO RIDE WITH ME, BUT I DID NOT PAY A GREAT DEAL OF ATTENTION TO THEM, FOR GENERALLY I WAS TOO BUSY."

INTENSE RIVALRY BETWEEN BOAT CREWS.

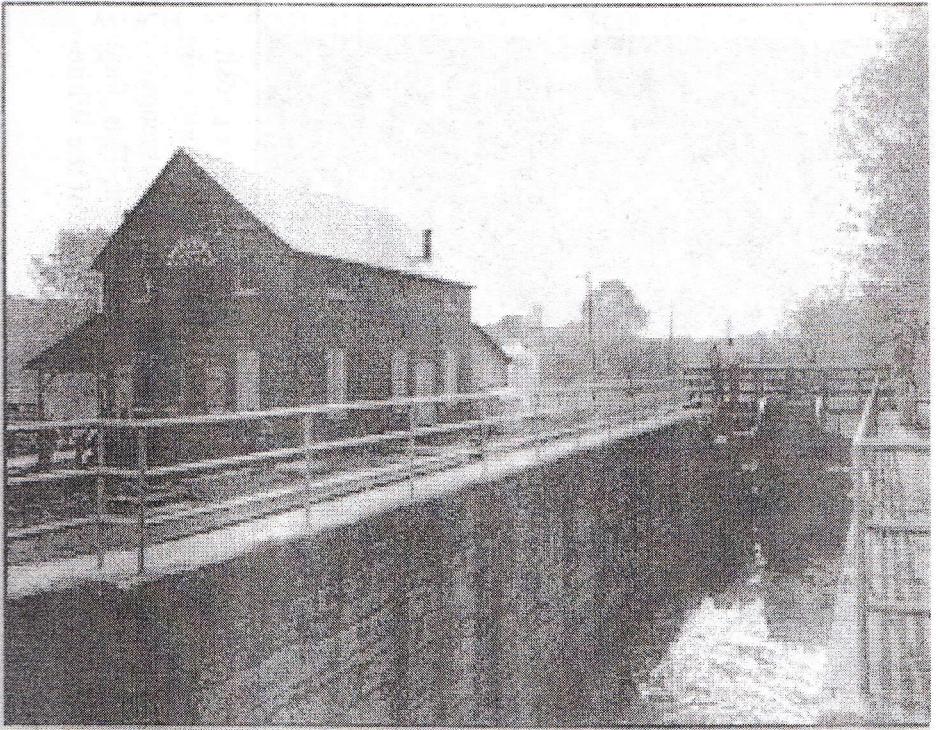
"There used to be some lively times on the canal, no doubt?"

"LIVELY ISN'T THE WORD FOR IT," CHUCKLED THE OLD CAPTAIN. "THERE WAS AN INTENSE RIVALRY BETWEEN THE BOATS, AND THE WAY THEY USED TO RACE WAS A CAUTION, AND WHEN ONE BOAT TRIED TO PASS ANOTHER IT WAS ABOUT SURE TO END IN A FIGHT. THE CREW OF A BOAT WAS THE CAPTAIN, TWO STEERSMEN, COOK AND DRIVER, AND SOMETIMES THEY ALL GOT INTO IT. DOWN NEAR CLEAVES (CLEVES), OHIO, ONE TIME, TWO BOAT CREWS GOT INTO A FIGHT AND ONE OF THE MEN WAS KILLED- THAT WAS THE ONLY KILLING I EVER KNEW OF, BUT I SAW A WHOLE LOT OF THEM BEAT UP."

"...that was the only killing I ever knew of, but I saw a whole lot of them beat up."

"Ever get into a scrap yourself?"

"OH, I GUESS I HAD MY SHARE." AND HE PULLED HIS TALL ATHLETIC FORM UP TO ITS HEIGHT, "BUT NONE OF THEM WAS EVER SERIOUS. YOU SEE, I HAD ONE OF THE FASTEST BOATS ON THE CANAL, AND WHEN I CAME 'ROUND THE BEND, THE OTHER FELLOW JUST TOOK IT FOR GRANTED THAT I

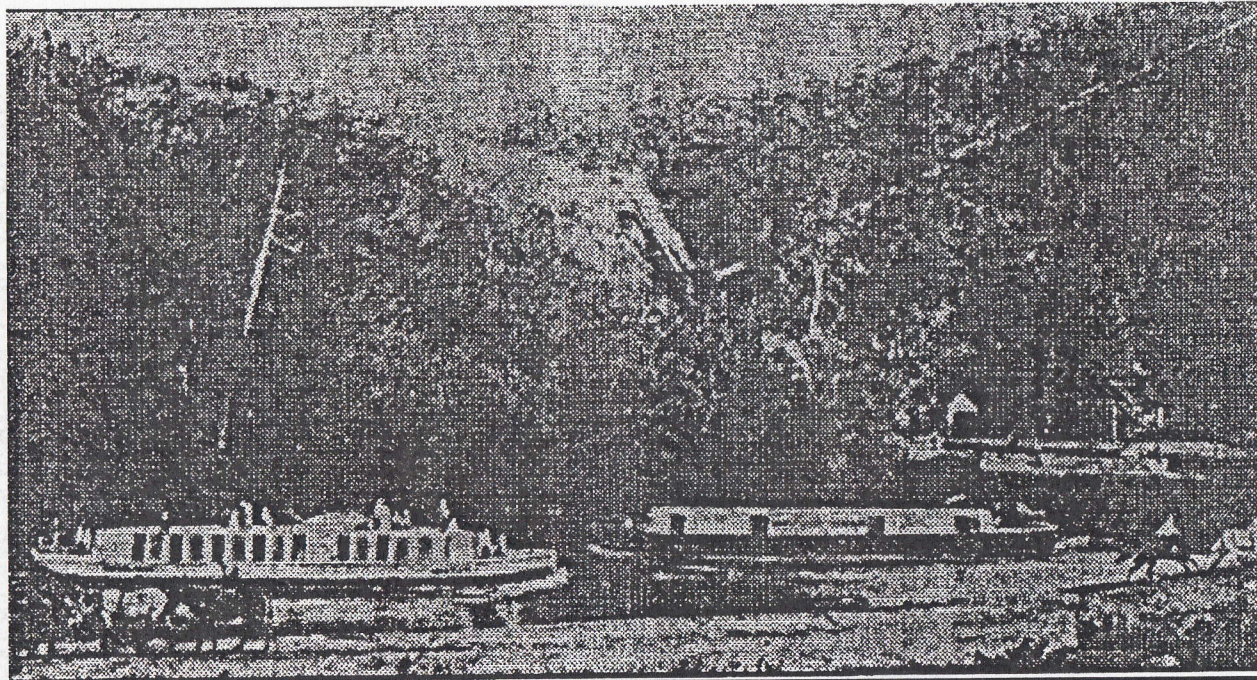


This is a modern day view of the mill on the Whitewater Canal in Metamora, Indiana. This view is looking toward the west; to the east are the aqueduct over Duck Creek and the lock just beyond.

WOULD GO BY, SO HE HUGGED THE SHORE AND LET ME PASS."

"What was the most exciting time you ever had on the canal?"

"WELL, I HAD A RIGHT SMART EXCITEMENT, BUT THE GREATEST TIME WAS WHEN THEY OPENED THE CANAL TO CAMBRIDGE CITY. WE KNEW FOR A LONG TIME THAT THE CANAL WAS TO BE OPENED UP TO THAT PLACE, BUT WE DID NOT KNOW JUST WHEN IT WOULD BE, SO WE ALL LAID AWAY AS



The passenger boat on the left is turning to the right so as to pass another boat going in the opposite direction. Note that the horses are pulling the towline tight as the passenger boat proceeds upstream. The mules of the other boat are resting and the towline is down in the water so that the passenger boat may pass over it. The other boat will continue to drift downstream with the current. This photo was supposedly taken in 1845 along the Whitewater Canal towpath. It is the courtesy of the Whitewater Valley Market Guide of March 17, 1982.

MUCH AS POSSIBLE AND WAITED FOR THE WORD. SEVERAL TIMES IT WAS REPORTED THE WATER WAS COMING DOWN, AND WE WOULD EDGE UP CLOSE AND GET READY FOR THE RUSH. IT WAS JUST LIKE THE RUSHES THEY MADE DOWN IN THE INDIANA TERRITORY, EXCEPT WE HAVE CANAL BOATS INSTEAD OF HORSES. AT LAST THE WORD CAME THAT THE WATER WAS IN THE CANAL AT CAMBRIDGE CITY, AND WE STARTED.

"THERE WERE TWENTY BOATS, AND EVERY ONE TRIED TO GET BY THE OTHER, AND WHEN WE HAD TO MAKE THE LOCKS I TELL YOU THERE WAS SOME TALL SWEARING AND NOT A LITTLE FIGHTING, BUT NO ONE WAS HURT. MY BOAT AND ALL THE OTHER PACKETS WERE CROWDED WITH PASSENGERS. I HAD THE 'BELLE OF INDIANA' THEN, AND THERE WAS SUCH A CROWD ON THE DECK THAT I HAD TO SEPARATE THEM SO THE STEERSMAN COULD SEE THE BOW OF THE BOAT. WHEN WE GOT IN SIGHT OF MILTON IT SEEMED AS IF THE WHOLE UNITED STATES WAS THERE. THERE WERE TWO OR THREE CANNONS FIRED AND THE PEOPLE WERE SHOUTING AND YELLING LIKE INDIANS. JOHN LEMON WAS CAPTAIN OF THE 'BELLE OF THE WEST,' AND I WAS PUSHING HIM MIGHTY HARD, FOR HE WAS IN THE LEAD. BUT THE WATER WAS NOT DEEP ENOUGH FOR A GOOD RACE AND HE BEAT ME INTO CAMBRIDGE CITY; BUT I WAS RIGHT BEHIND HIM.

“ . . . there was some tall swearing and not a little fighting.”

GREETINGS AT CAMBRIDGE CITY.

"THE CROWD AT MILTON WAS NOT A PATCHING TO THE CROWD AT CAMBRIDGE CITY. THERE WERE CANNONS, MORE BANDS, THE STATE OFFICERS

WERE THERE AND EVERYONE HAD A GREAT JUBILEE. THEY KEPT IT UP ALL NIGHT AND MOST OF NEXT DAY, AND EVERYONE HAD ANY KIND OF FUN HE WANTED, AND DID NOT HAVE TO PAY FOR IT. I TELL YOU, THERE IS A BIG DIFFERENCE NOW AND THEN. WHY, WE WENT THROUGH THE STRETCHES OF WOODS FOUR AND FIVE MILES LONG THEN TO GET TO CAMBRIDGE, AND IT WOULD BE HARD TO FIND A STRETCH NOW HALF A MILE LONG. THOSE WERE GREAT DAYS, THOUGH, AND EVERYBODY MADE MONEY, BUT MIGHTY FEW KEPT IT. IT WAS COME EASY AND GO EASY.

"OF COURSE, I WAS AROUND THE CANAL ABOUT ALL MY LIFE, BUT I RAN A BOAT ABOUT SEVEN YEARS, AND GOOD YEARS THEY WERE TOO. BUT I SAW THAT THE BUSINESS ON THE CANAL WAS FALLING OFF AND SO I SOLD ALL MY BOATS, CLOSED OUT MY BUSINESS, BOUGHT A FARM AND HAVE BEEN A FARMER EVER SINCE. I'M GETTING TO BE A PRETTY OLD MAN, AND WANT A REST. I GUESS THAT I AM ABOUT THE ONLY ONE OF THE BOYS WHO USED TO RUN ON THE CANAL THAT IS LEFT, AND IT WON'T BE VERY LONG UNTIL I TIE UP FOREVER."

(Continued from page 14)

A popular sport of boys in those days was to drop from a foot bridge to the boat deck and ride to the landing. Bridges were just high enough for a boat to clear. This meant passengers must go down into the cabin or lie flat on deck when the boat went under.

BOATS were not

large, 60 feet being an average length. Horses or mules were hitched tandem. They were changed every 10 miles, an extra pair being carried on the boat. A large door opened down from the side and horses were brought onto or taken from the tow-path. Boats could make a landing almost any

(Continued on page 23)

Tuesday June 18, 1946 The Indianapolis Times 1

**OLDSTERS REVIVE
MEMORIES
OF INDIANA CANAL DAYS**

Recall 81 Years
Of Progress

Morristown, June 18--
Eighty-one years of
change and progress
have come and gone in
the Whitewater valley
since the last boats
moved along the nar-
row-lane of the old
canal. Yet there are
living today in Frank-
lin county, Indiana,
three men who rode on
the boats and who have
vivid recollections of
those long ago days.

The three, all in
their late 80's, and
who have been friends
since boyhood days in
Cedar Grove, are Ar-
thur H. Rockafeller of
Brookville, Walter
McCafferty of near Mt.
Carmel, and George
Moore of Mt. Carmel,

Since 1941 there has

been considerable in-
terest in restoring
the old canal and mak-
ing a state park in
the historic and beau-
tiful region of South-
eastern Indiana. And
these men who remember
the days when travel
and shipping by canal
boat was an important
method of transporta-
tion, are very much
interested in seeing
the canal restored.

"I REMEMBER the
boats and riding on
them as well as if it
was yesterday. I hope
they restore the canal
before long. I would
like to see that
done," Mr. (Walter)
McCafferty said. He
will be 87 in August
and is very active for
his age.

His father was
Josiah McCafferty,
well-known boat cap-
tain of his day and
one of the last cap-
tains to make trips on
the canal.

Tuesday June 18, 1946 The Indianapolis Times 2

Born in 1859, Mr. (Walter) McCafferty said his father Josiah was 14 when work was begun on the canal and he helped in its construction. He later owned and operated boats for about seven years, and also built boats.

"When my father sold his packet he bought a freight boat and hauled wood to Cincinnati," Walter McCafferty said. "There was a lot of produce hauled on the canal and also a lot of wood.

THE COMFORTABLE brick farmhouse built by Josiah McCafferty still stands southwest of Cedar Grove, on US 52, and it was to this farm that he retired from the canal.

Walter McCafferty told of the long tunnel between Cleves and North Bend, Ohio,

through which the Cincinnati branch of the Whitewater canal ran.

"The horses were unhitched from the tow-rope and led across the top of the tunnel while the boat was pushed through."

This branch of the canal from Harrison to Cincinnati was opened in November, 1843.

Boats were built at Rochester, (now Cedar Grove.) The "Native" was the first boat built there. It was a packet, or passenger boat, one of the finest on the canal in those days.

Boats were built at Cambridge City, also, Mr. McCafferty said.

Mr. Rockefeller is very interested in current events. He often walks the two miles from his home to Brookville. He lives along at "Rocky Rip-

Tuesday June 18, 1946 **The Indianapolis Times** 3

ple," his picturesque cottage on the east fork of the Whitewater river, in a beautiful tree-shaded setting with a view of low, wooded hills.

HIS FATHER owned a tanyard and general store in Cedar Grove and it was there he spent his boyhood. He rode on the canal boats to Brookville, many times. One of the boats he remembers was the "Favorite No. 2."

George Moore, youngest of the three friends, was 86 last February. He and his daughter, Miss Nell Moore, live in Mt. Carmel.

"I was just a little fellow, about five years old, when the boats stopped running, but I remember them quite well. And I remember playing in the boat yards. The boats were set on

scaffolding while they were being caulked. We liked to play under them and chew the pitch, used in caulking," he smiles nostalgically.

HE REMEMBERS two carpenters, Allen McAfee and George Dent, who worked on the boats. As late as 1865 boats were repaired there.

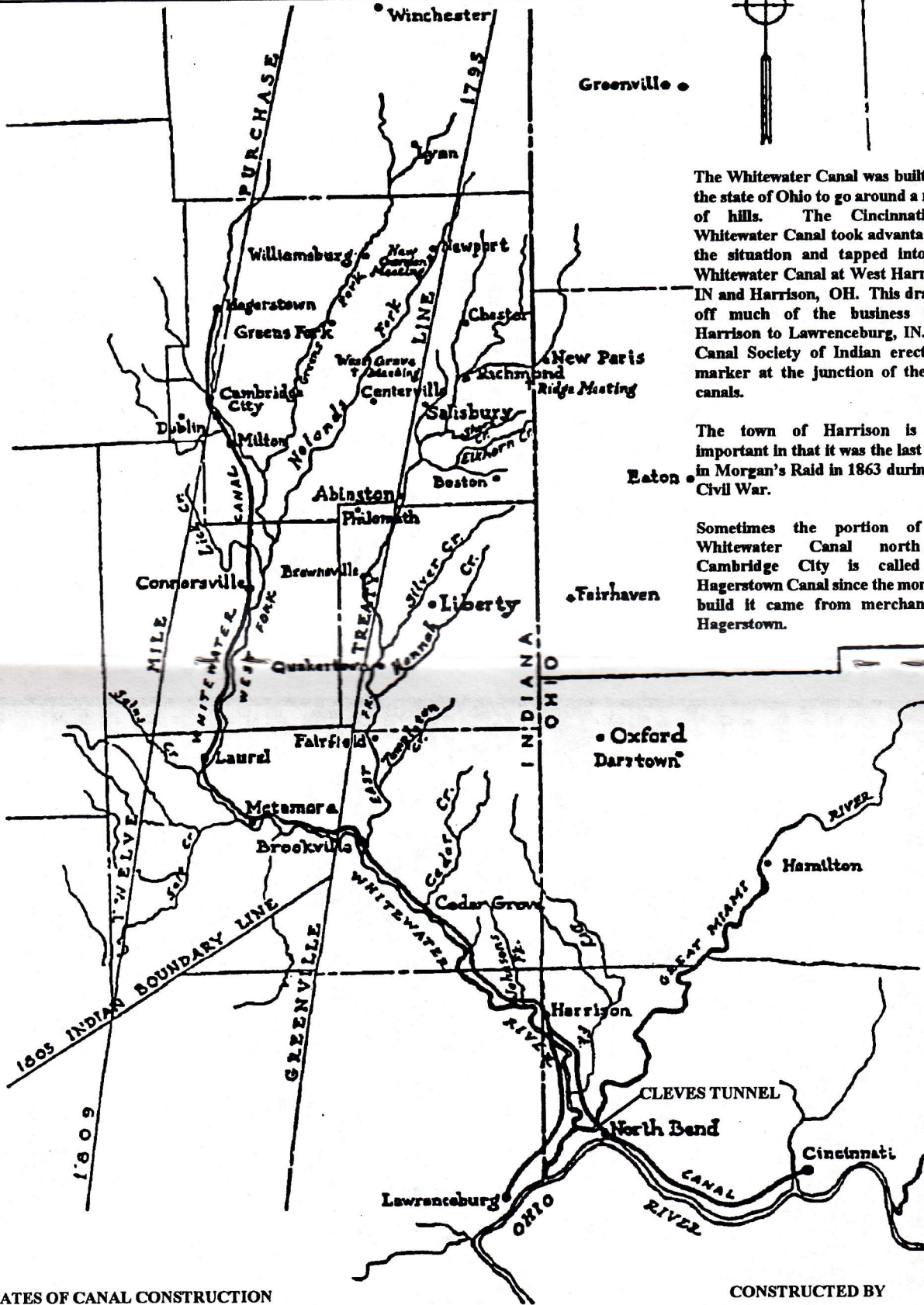
Mr. Moore's father was a cooper and barrels he made were used to ship produce on the canal.

Mr. Moore and Mr. (Walter) McCafferty enjoy reminiscing about their early years and recall many interesting experiences.

"I ran from John Morgan, the raider," Mr. Moore said. When Morgan came every one was excited. Walter's (McCafferty) folks and my mother and aunt and their families, ran up

WHITEWATER VALLEY

WHITEWATER AND CINCINNATI & WHITEWATER CANALS



The town of Harrison is also important in that it was the last town in Morgan's Raid in 1863 during the Civil War.

Sometimes the portion of the Whitewater Canal north of Cambridge City is called the Hagerstown Canal since the money to build it came from merchants in Hagerstown.

DATES OF CANAL CONSTRUCTION

Brookville to Lawrenceburg 1836-39
 To Laurel 1843, To Cincinnati 1843
 To Cambridge City 1846
 To Hagerstown 1847

CONSTRUCTED BY

1836-39 State of Indiana
 1836-43 Cincinnati Whitewater Canal Co.
 1842-45 Whitewater Valley Canal Co.
 1846-47 Hagerstown Canal Co.



Tuesday June 18, 1946 **The Indianapolis Times** 4

the creek to hide. We were afraid we weren't far enough away for safety, so went on farther and spent the night with some friends."

The Whitewater canal was built to meet the need for transporting the rapidly increasing farm produce of the fertile valley. Produce was brought many miles by wagon to be loaded on the boats. The canal was completed in 1839 from Lawrenceburg to Brookville.

THE FIRST boat, the "Ben Franklin" arrived June 8, of that year. The canal was extended to Connersville in June 1845, and in October of that year to Cambridge City. In 1847 it was completed to Hagers-town.

Metamora and Laurel were flourishing towns in that day,

each having a number of industries. Flour mills and woolen mills were run by water-power from the canal. Metamora had at one time a barrel factory, using the oak trees in the vicinity for staves.

The arrival of a boat was the big event of the day in canal towns. Boats carried passengers and produce, and also brought news of the outside world. Many famous people preferred this way of travel to jolting stagecoach and corduroy roads, often deep in mud. A fast boat traveled about eight miles an hour and in those days that was good time.

THE "Golden Gate" and the "Tom Herron" were two boats that plied the canal before the railroad took precedence.

(Continued on page 8)

SPEAKING OF THE WHITEWATER CANAL . . .

After reading the letters Erasmus Gest sent to his sister Clarissa Gest (**Indiana Canals** Summer 2000) several Canal Society of Indiana members requested more information about Gest. The letters were written in 1837-1838 while he was working on the Whitewater Canal at West Harrison, IN/Harrison, OH. Fortunately he wrote many letters and saved many of his papers. A collection of 12 volumes and one miscellaneous box can be found in the manuscripts collection at the

WHO Ohio Historical Society covering the years 1834-1885.

WAS Who was Erasmus Gest? a) an engineer b) a street railway entrepreneur c) a railroad magnate d) a surveyor e) all of the

ERASMUS above. If you chose all of the above, you are correct.

GEST? You might say Gest was Mr. Early Transportation including canals, railroads and street railways. His life, with the exception of 1841-1847 when he was Cincinnati, Ohio's assistant surveyor and then surveyor, was spent working on transportation projects.

Joseph and Rebekah Gest lived in Cincinnati, Ohio when Erasmus was born on April 12, 1820. They were Quakers and one of that city's pioneer families. Joseph was a merchant at that time, but over the years he became the city surveyor

in 1825 and by 1840 spent all his time surveying. In 1841 his eyesight was failing and he had difficulty finding anyone capable of helping him. Erasmus, who was amidst his transportation pursuits, returned in April, 1841, to serve as Joseph's assistant until April, 1844. It is assumed that the Loco Focos got Erasmus elected Cincinnati Surveyor that year to replace his father even though the Whig party did not nominate Erasmus.

From 1834-36 Erasmus attended schools run by Milo G. Williams (b.1804- d.1880) in Dayton, OH. and then in Springfield, OH. A letter written by his sister Clarissa to Mrs. Curran, his landlady, on October 30, 1835 described Gest: "He is quite able to take care of himself...being active and persevering and though of a lively temper, he has a fine noble disposition." His basic education was not received until he was approximately 14-17 years of age. Whether or not he had any previous education by his parents or others was not noted.

Gest left school on his seventeenth birthday in 1836 to become a rod man on the Whitewater Canal at West Harrison, IN. He kept a sketchy diary during this time and learned canal building. During the early months of 1839 he became an assistant engineer on the Cincinnati & Whitewater Canal that ran from Harrison, OH to Cincinnati. This was just about the time the project was stopped due to the economic depression. In November of that year he had to seek other employment.

Armed with letters of recommendation from Darius

Lapham, the chief engineer of the Cincinnati & Whitewater Canal, and from William Henry Harrison (b.1773 - d.1841), a strong supporter of that canal which passed through his property between Cleves and North Bend, OH, Gest set off for Pennsylvania. With the help of his friend Martin Coryell, who worked with him on the Whitewater Canal and was an engineer on the Pennsylvania canal, Gest was hired to be an engineer on the canal at Easton, PA. He worked on this project until his father requested his help as surveyor in 1844. Perhaps this would have been the end of Gest's canal career if not for the Indiana Canal Company needing help in 1856 with their plans to build a canal around the falls of the Ohio River. He completed the "necessary enquiry, examination, and researches" required by the U. S, Congress from the canal company for their proposed project. (An earlier attempt to build a falls canal in Indiana failed. Kentucky eventually built a canal around the falls on their side of the river.)

The Railroad and Street Railroad Years

Stormy, problematic and subject to lawsuits are just a few ways of describing Gest's railroad and street railroad years in the Midwest. The Little Miami Railroad Company hired him as an engineer in November of 1847 where he worked until December of 1850. His papers reveal details of his many trials and tribulations over time as he worked for the following railroads:

- ◆ December 1850 Ohio & Mississippi Railroad Company-Chief Engineer 11 months

- ◆ April 1851 Cincinnati & St. Louis Railroad Company-Superintendent of Engineers, eastern section
- ◆ September 3, 1852 Dayton & Cincinnati Short Line-Chief Engineer 13 months
- ◆ Four Mile Valley-Chief Engineer
- ◆ 1853 Cincinnati, Lebanon & Xenia-Chief Engineer and other jobs
- ◆ Cincinnati & Cleveland Short Line-Chief Engineer until 1856
- ◆ Cincinnati & Fort Wayne-Chief Engineer until 1854
- ◆ August 1853 Western Air Line Railroad and Fort Wayne & Mississippi Railroad-President
- ◆ These two roads plus the Philadelphia, Fort Wayne & Platte River Air Line Railroad made up the Fort Wayne, Lacon & Platte Valley Air Line Railroad (Often called the first continental railroad)-President and Director until October 1854
- ◆ July 24, 1856 Cincinnati, Wilmington & Zanesville Railroad-President and Superintendent until 1859(?)
- ◆ 1858 Covington & Lexington made a comparison between railroads construction and operation costs
- ◆ June 7, 1859 William W. Bagley describes Gest, the railroader, in a letter as one who "never declined to come square up to the work, never flinching and as far as I am concerned always would perform more than he agreed to..."
- ◆ 1859 Five month trip to Great Britain and Paris to see steel making and to consult an ear specialist about his hearing in Dublin
- ◆ September 11, 1861 Civil War-appointed assistant commissary of subsistence -rank Captain

- ◆ 1861-1863 Milwaukee & Prairie du Chien Railway; Minneapolis, Faribault & Cedar Valley North, Iowa(?); Prairie du Chien & Austin; Prairie du Chien & St. Pauls
- ◆ 1862-63 Made reports on anticipated construction costs and receipts based on transporting agricultural surplus for the above railways
- ◆ March 7, 1864 Cincinnati, Wilmington and Zanesville Railroad-President The railroad became the Cincinnati & Zanesville later that month.
- ◆ October 1869 Cincinnati street railway Route 9, owned Covington White Line Car Street Railway at the time
- ◆ May 1873 Route 9 (became a part of Cincinnati Consolidated Street Railroad Company)
- ◆ 1874 toured Europe for the second time
- ◆ September 1875 attempted to purchase Route 13 of Cincinnati street railways
- ◆ 1877 attempted to purchase Cincinnati Southern Railroad
- ◆ 1878 estimated cost of building College Hill Narrow Gauge Railway along Miami & Erie Canal berm bank
- ◆ 1883-1884 compiled statistics on Baltimore, Maryland's street railways hoping to eventually get control of them - failed

Finally, after fights over moving of railroad shops, dealings with railroad receiverships, battles with coal companies, and problems with straying livestock, just to name a few, Gest spent his retirement years in Cincinnati, OH and Covington, KY.

In 1883 he wrote his reminiscences in a book entitled How We Lived In The Hoosier State based

on his early diary. In it he told of his boarding house life around Harrison, IN. He gave his expense accounts, told of his social life along the canal line and in Harrison, and described both the canal workers and the residents of the country through which the canal passed.

Gest passed away on a farm just outside Covington, KY, on December 7, 1908.

There is undoubtedly much more information on Gest's life and work on canals in Volume 1 (1834-1838) and in Volume 2 (1838-1841) of the bound collection of his papers. The first volume has his How We Lived in the Hoosier State and the letters written to his family while he worked on the Whitewater Canal. The second volume includes his letters to family and friends while working on the Whitewater Canal, the Cincinnati & Whitewater Canal, and the Pennsylvania Canal at Easton and New Hope, PA. He saved scaled drawings of property and equipment along the Pennsylvania Canal, which are included in the volume. In it he also describes his first trip to Philadelphia by stage, canal boat, and railroad. Volume 13 (1877-1885) contains information on the narrow gauge railroad that was built along the Miami & Erie Canal berm bank. Besides the bound volumes there are five file folders

"Gest
passed
away on a
farm just
outside
Covington,
KY, on
December
7, 1908."

and a box with other records. Box 1 contains his transportation scrapbook 1838-1857. Folder 1 contains 8 scaled drawings of aqueducts, bridges, locks and other properties on the Whitewater canal in 1837-1838. Folder number 2 and 3 contain 14 scaled drawings of aqueducts, bridges, locks and other properties found along the Pennsylvania canal in 1839-1840.

Your editor would welcome anyone doing further research into these papers and writing articles from them for inclusion in an upcoming issue of **Indiana Canals**.

The Wabash & Erie Canal

NUMA UPDATE

Indiana Canals Volume 11 Number 2 Spring 2000 carried an article by Charles Davis, CSI member from Rockville, IN, entitled "Numa vs. Canal Town Thugs." When Paul Burke of Crozet, VA visited with CSI board member Bill Davis and his wife Berky in Rosedale, IN., they took Paul to the Numa Cemetery for his genealogy research and gave him a copy of Charlie's Numa article. Charlie later received the following letter from Paul that adds to our knowledge of Numa's early residents.

"I very much enjoyed your "Numa vs. Canal Town Thugs in the Spring 2000 INDIANA CANALS. I am sorry not to have been able to meet you on my recent trip to Numa, Indiana to do family genealogy. I have for many years been researching my family surname OLINGER. My grandmother with whom I grew up in Virginia was an Olinger.

"The purpose of my trip to Parke County Indiana was to find the grave of my 3rd great grandfather Peter Olinger. He in 1843 rode from Virginia to Numa, Indiana to visit his son. His son, Wilford had left Virginia in 1841 to visit relatives. While in Ohio, Wilford married his cousin on December 25, 1841. From Ohio, the newly married couple went to Terre Haute.

"Wilford Olinger was a tailor by trade. He moved to Numa in 1842 to farm section 23, Florida TWP, which I understand to be near Lyford. During his visit to Numa to see his son, my 3rd great grandfather, Peter Olinger contracted intermittent fever and died there on September 3, 1843 and was buried at Numa. He probably was the first person buried in what is now called Numa Cemetery. Having searched Numa Cemetery on August 14 for his grave, I can only second your comments in your article about the condition of the cemetery.

"Fortunately by sheer luck, I found part of Peter Olinger's tombstone next to the John and Jane Wilson stone you mentioned. Later in the day the missing part half of the stone was found. I took pictures of all stones and markers found and hope to identify who is in the Numa Cemetery with the help of local residents and historians.

"I would greatly appreciate any and all information you can share on Wilford Olinger or any Olinger in your area. I have been unable to find Wilford's gravesite or any mention of his death. I think he died prior to 3 June 1880, which is the date his wife was remarried to a William Headlee [Parke Co. Marriage Record Book 7 page 332]. Also the Parke County deed books indicate Wilford's children and wife were splitting up Wilford's land in Numa prior to 1880.

"I am not surprised to see your mentioning Wilford had obtained a license to sell liquor. Two of his Uncles in Ohio each ran their own "Tavern/Inn" for many years. In your opinion was Wilford in with the "good" or the "bad" guys at Numa? I also would not be surprised if he isn't related to John Wilson."

I'm sure Paul Burke would be interested in any information CSI members might have on the Olingers. You may contact him at PO Box 771, Crozet, Virginia 22932.

HELPED MOVE RILEY LOCK

While doing his extensive research on Parke County and its connection with the Wabash & Erie Canal, Charles Davis found a lead that might help us learn more about what happened to the wall that is missing from Lock #47 at Riley, IN. Although there is no written proof, CSI believes much of that wall was used to build the arch at the nearby Splunge Creek Reservoir Dam. Charlie found out that a man named Toby or Tobby helped move the Riley Lock to the Reservoir.

(Continued from page 8)

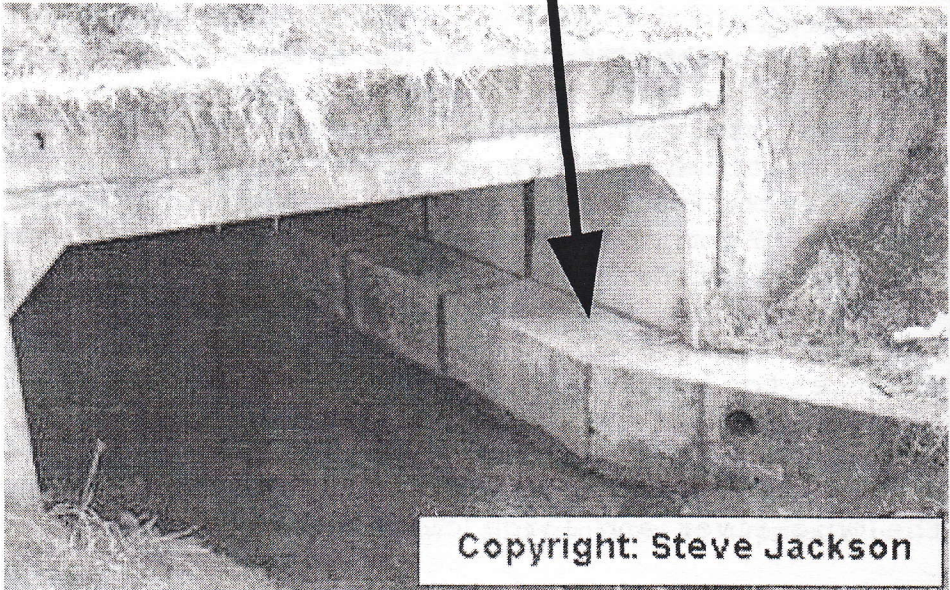
place along the main street of a town, but drawing up to the bank and lowering a gangplank.

The old canal still flows through part of this beautiful valley, as unhurried as in the days of the packet and freight boat. On one side is the much traveled U. W. highway 52, on the other the railroad.

Between these lanes of transportation is the same old canal that carried passengers and produce to Lawrenceburg and the Ohio river to the southeast, and to Hagerstown, to the north. From 1836 to 1865 it was a busy waterway, connecting the southeastern part of the state with the Ohio river and large cities, east and west.

Canawler's Quiz

So, you've been canawlin' now for many years and you think you know something about canals. You can impress (that's a stretch!) your friends with your extensive canal knowledge. You can name all the parts of all known canal structures, right? Well — try this one on for size. Can you identify the purpose of the protrusion in the canal culvert below? It's real, it's useful, and it's not unusual to find one of them going under a canal in the area where this one is located. And where is that area? What is it for? You tell us! If you're the first person to send us the correct answer you will win either 1) a trip to Hawaii or 2) your name printed in the next issue of **Indiana Canals**, whichever one our budget constraints will allow at that time. Editor



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CANAL SOCIETY OF INDIANA

Organized on May 22, 1982 as a not-for-profit corporation, the Canal Society of Indiana was established to bring together those who share a common interest in Indiana's historic canals. The Society helps focus attention on these early interstate waterways through a variety of programs. Its aim is to provide interpretation of the era, to preserve canal bed and structural remains, and to support restoration of historic canal related sites.

BENEFITS:

- Canal Society of Indiana Newsletter
- Indiana Canals
- Membership Card
- Spring & Fall Tours of Canal Sites
- Books, Maps, Videos
- New Member Welcome Package

MEMBERSHIP:

- \$20.00 -- Single/Family
- \$30.00 -- Contributor
- \$50.00 -- Patron
- \$100.00 -- Frog Prince



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P.O. BOX 40087

FORT WAYNE, IN 46804

Include name, address with 9 digit zip code,
and phone number.

INDIANA CANALS

Wabash & Erie Canal 1832-1874 (468 miles)

On March 2, 1827, Congress provided a land grant to encourage Indiana to build the Wabash & Erie Canal. The original plan was to link the navigable waters of the Maumee with the Wabash through the seven mile portage at Fort Wayne. Work began five years later on February 22, 1832 in Fort Wayne. Construction proceeded west as the canal reached Huntington by 1835, Logansport in 1838, and Lafayette in 1841. Work was also performed east toward the Ohio line, but the canal did not open to Toledo until 1843. A second federal land grant enabled the canal to reach Terre Haute by 1849.

At Evansville, 20 miles of the Central Canal had been completed north by 1839. The W & E was extended south in the late 1840s through the abandoned Cross-Cut Canal works to Worthington and then south following the old proposed Central Canal route. The connection with the Evansville segment was completed in 1853 forming the longest canal in the United States. By 1860, portions south of Terre Haute were closed, and the process of decline continued northward. In 1876, the canal was auctioned off by the trustees.

Central Canal 1836-1839 (8 miles/296 planned)

This canal was to extend from Peru, down the Mississinewa River Valley to the White River, through Indianapolis, and on to Worthington. Here it would meet the Cross-Cut Canal and proceed 111 miles to Evansville. Construction stopped with the financial collapse of 1839. The 24 mmiles from Broad Ripple to Port Royal was watered, but only 8 miles in downtown Indianapolis was operational. The entire 80 miles from Anderson to Martinsville was left in various stages of completion. Today, portions are used as a water source for Indianapolis and have been modernized.

Cross-Cut Canal 1836-1839 (42 miles)

This waterway between Terre Haute and Worthington that connected the Wabash and White Rivers lifted canal waters 78' over a summit level. The Eel River feeder and the Birch Creek and Splunge Creek Reservoirs supplied water for this summit. Begun in 1836, the works were abandoned in 1839 only to later be completed in 1850 as part of the Wabash & Erie Canal.

Erie & Michigan Canal 1836-1839 (7 miles/110 planned)

Authorized by the 1836 Internal Improvement Bill, only the Northport feeder reservoir (Sylvan Lake) and a few miles nearby were constructed. Work stopped in 1839.

Whitewater Canal 1836-1865 (76 miles)

Construction began at Brookville in 1836 as part of the statewide Mammoth Internal Improvement Bill. With its southern terminus at Lawrenceburg on the Ohio River, the Whitewater Valley Canal Co .reached Connersville in 1845. The next year 69 miles of canal were completed to Cambridge City which was on the National Road. In 1847, the merchants of Hagerstown financed their own 7 mile canal extension. At Harrison, the Whitewater also connected with the 25 mile Cincinnati and Whitewater Canal of Ohio, completed in 1843. Destructive floods in the narrow valley, inadequate financial returns, and the railroad doomed the waterway.