

CANAWLERS AT REST

HENRY C. MOORE

Find-A-Grave # 132460241

b. October 12, 1784

d. December 7, 1866

By Robert F. Schmidt

A convention of delegates gathered in Brookville in 1823 to discuss the possibility of building a canal along Indiana's Whitewater Valley. This group was successful in getting the United States' army to assign Colonel Shriver to make a survey for a canal. Shriver got as far up the valley as Garrison Creek, just north of Laurel, where he died. He was replaced by a Colonel Stansbury, who completed the survey. Despite the hopes of valley residents Stansbury's conclusion was that the valley was too steep and presented too many obstacles for a canal. For 10 years nothing more happened in the valley but the United States government did give a grant of land in 1827 for a Wabash canal in northern Indiana. With the latter project underway by 1832 it sparked canal attention throughout the state.

Whitewater canal enthusiasts would not give up and were successful in getting the Indiana Legislature to authorize another survey in 1834. This survey was to extend from Lawrenceburg on the Ohio River to Nettle Creek near Hagerstown in Wayne County. William Gooding was employed as Engineer-in-Chief and Jesse Lynch Williams was his assistant. Williams had been hired as the Chief Engineer on the Wabash & Erie Canal, which was begun in Fort Wayne in February 1832. This 2nd survey resulted in a favorable opinion that a canal was feasible and desirable.

The Whitewater Canal was authorized by the Mammoth Internal Improvement Bill of 1836. Construction on the canal began in Brookville on September 13, 1836. Some of the engineers who were involved in surveying and construction of the canal were: **Henry C. Moore**, Stephen D. Wright, Simpson Talbot, **John Minesinger**, John Shank, Martin Crowell, and John H. Farquhar. In the September 2015 issue of *The Hoosier Packet* we learned about the background of John Minesinger and his work on the Hagerstown Extension from Cambridge City.

Henry C. Moore, our current subject, was born in Monongalia county Virginia on October 12, 1784. The Monongahela river flows from West Virginia through this county north into Pennsylvania for a distance of 131 miles and then intersects with the Ohio River at Pittsburgh. The spelling of the county as Monongalia is probably a misspelling of the river. Locals call both the river "the Mon" and the county "Mon County." This county became part of West Virginia on June 20, 1863 when the state of West Virginia was carved from Virginia during the middle of the Civil War.

Henry remained in "Mon County" and on May 26, 1806, he married seventeen year old Rebecca Haymond, a local girl born in 1788. They had 4 children John 1807, Ahijah 1809, Sarah, 1812, and Mary Ann, 1815. They apparently moved into Indiana Territory around 1811/12 as Sarah and Mary Ann were born there. A year after their last child, Rebecca died in September 1816 in Indiana of causes unknown. The 1820 Census lists a Henry Moore in Franklin county.

A few years later (circa 1823) Henry took his remaining family to a farm near Shelbyville, Indiana and became one of its earliest settlers. In April 1823 he purchased 80 acres from the U.S. government there described as the eastern half of the NE quarter of Sec 29 Twp 12 Range 8. Then two years later in April 1825 he purchased the western half containing 80 acres in the same area. This is just north of Middletown and southeast of Shelbyville in Shelby county, Indiana.

On September 5, 1824 Henry, then age 39 married 19 year old Hannah Jacobus in Shelby county In-

THE HOOSIER PACKET - MAY 2016

diana. She was born in Ontario, New York on December 23, 1804. The marriage apparently was a happy one as they went on to have 9 children from 1825 – 1844. Henry was 59 when the last child William was born.

Although in the various federal census Henry is listed as a farmer, he also must have had some skills as a canal engineer or as a supervisor in canal construction, as he is mentioned as an assistant engineer in early histories of the area. The early federal census did not list occupations and later he could have been predominately a farmer as canal construction was over in the Whitewater area by 1850.

Many persons from all walks of life in the area seemed in have some involvement in building this canal. For example, George W Julian, a Centerville lawyer and politician, worked as a rod-man for Whitewater Canal construction in his younger days.

Regardless of Henry’s background, he apparently was considered an authority in canal construction. In 1840 a dispute arose in Daviess & Gibson counties on the Central Canal between the canal contractors, Hugh & Robert Stewart, and the State of Indiana. The dispute concerned the value of work that they had performed in excess of what they felt had been estimated by the canal engineers.

At this time, due to the state financial crisis, work was suspended on both the Whitewater and the Central Canal in November 1839 and contractors were trying desperately to get some payments for the work in progress. On the Whitewater work stopped with the canal only completed between Brookville and Lawrenceburg. On the Central Canal near Evansville, only 18 miles out of Evansville were completed to the Pigeon Creek Dam near Millersburg. Some work was also done near the Pigeon Summit in Gibson County.

The contractors, R & H Stewart, presented their claims to an arbitration board for additional payments due to their contention that work had been required that was not in the original estimates made by the project engineer and losses incurred due to the work stoppage. This board allowed the following charges, which

amounted to \$10,000 to settle this claim. However, the contractors still felt it was not sufficient.

<u>Sections 121-125</u>		<u>Pigeon Summit</u>	<u>Sections 69 & 70</u>
Losses on shanties			
& wells for workers	\$ 249.00		\$ 417.00
Tools/wagons/ploughs/horses	126.00		582.30
Engineering changes	4,137.87		3,840.00
Other allowance	<u>1,022.84</u>		
Total Board allowed	5,535.71		<u>4,839.30</u>

Lazarus Wilson, an engineer who had previously worked on canal and National Road surveys and construction, was at that time working on surveys for the Madison & Indianapolis railroad near Madison. (See *The Hoosier Packet* September 2009). Wilson was asked to be a member of the arbitration board to review the Stewart claim. He was the one dissenting member, either to the claim entirely or the amount of the proposed \$10,000 settlement.

The Commissioners of the Canal refused to issue the payment agreed upon by the board and the case went to court in Daviess and Gibson counties. It was not settled by the courts and then was sent to the state legislature for resolution. The Stewarts asked that another engineering review be performed, so William J Ball, the Resident Engineer of the Cross-Cut Canal, was selected by Jesse Williams to perform this re-estimate. Ball came back with an estimated value closer to \$15,000 vs the \$10,000 offered earlier. The Board of Commissioners concluded that some of the values that Ball used were incorrectly applied and they rejected his valuations.

Noah Noble, who at this time was ex-Governor and was now the head of the Board of Canal Commissioners stated in his report to the legislature the following:

“It is ordered, That the whole subject for its final adjustment be referred to T.A. Morris, late resident Engineer on the Madison and Indianapolis road; Wm. J. Ball resident Engineer on the Cross-Cut canal, and **H.C. Moore**, late resident Engineer on the Whitewater canal, with a request that they meet as soon as

practicable on the line in question; procure from the late acting Commissioner and Engineer all field notes, specifications, notice to contractors etc; and proceed to examine said work, and report their joint decision and estimate to the Board.”

“Mr. Ball being obliged to decline the appointment in consequence of engagements calling him from the State, the resident Engineer on the Wabash and Erie canal, Stearns Fisher, Esq., has been appointed to fill his place.”

After Morris, Moore and Fisher visited the site on January 11, 1840, they concluded that the settlement amount should be \$1,589.10. The petitioners claimed that these men did not actually measure the contested area but merely reviewed the prior data used by William Ball. The committee of the legislature now reviewing the data concluded that the three man review was sufficient and that the Stewards should be paid the \$1,589 and that no further legislative action was required.

In a December 1941 report to the Legislature by the Board of Internal Improvements several comments are of interest:

Stearns Fisher is listed as a superintendent of construction for the Steam Boat Lock at Delphi, Indiana. His compensation is not shown.

The four toll collectors on the Wabash & Erie Canal at Fort Wayne, Lagro, Logansport and Lafayette were being paid \$15 per month (\$225 per year).

T.A. Morris is the Resident Engineer on the Madison & Indianapolis Railroad and the Central Canal with a yearly salary of \$1,500.

Henry C. Moore is employed as superintendent upon the Whitewater Canal at a salary of \$1,000 per annum.

Two collectors of tolls were employed on the White water Canal, one at Brookville and the other at Lawrenceburg, each with a yearly salary of \$100.

Henry Moore remained in Shelby county until about 1850 when he moved to Fairview, Fulton county, Illinois. His place of death is unclear, but he is buried in the City Cemetery in Shelbyville, Indiana, which is not far from his original home in Middletown. He died December 7, 1866 at age 82. Based on family records, his second wife, Hannah, lived until 1892 but her

HENRY MOORE
BORN
OCT. 12, 1784
DIED
DEC. 7, 1866
CITY CEMETERY
SHELBYVILLE
SHELBY COUNTY
INDIANA
Sec. 1 Row 20
North to South

Photo by James Cowin



death and burial location are unknown.

Sources:

Ancestry.com;

Public Member Trees: Henry C. Moore

U.S. Federal Census

Find-A-Grave #132460241 Henry C. Moore

Fox, Henry Clay. *Memoirs of Wayne County and the City of Richmond, Indiana*. Madison, WI: Western Historical Association, 1912.

Journal of the House of Representatives at the Twenty-fifth Session of the General Assembly of the State of Indiana Commenced at Indianapolis, on Monday, the Seventh Day of December, 1840. Indianapolis, IN: Osborn & Chamberlain, Printers to the State, 1840.

Miller, James M. “The Whitewater Canal,” *Indiana Magazine of History*, Vol. 3, No. 3, 1907

Report of Milton Stapp, Esq. Late fund Commissioner of Indiana to the General Assembly December, 1841. Indianapolis, IN; Dowling and Cole, State