

CANAWLERS AT REST

JOHN BEASON SEMANS

b. December 16, 1804

d. August 22, 1853

Find A Grave 70936600

By Carolyn I. Schmidt

John Beason Semans was born on December 16, 1804 to Simon and Frances Sina (McKay) Semans in Monroe County, Ohio. He was one of nine children. His brothers were William, David, Solomon and George Semans. His sisters were Ann, Deborah, Eleanor and Elizabeth Semans. His father was born in Kent, Maryland in 1768 to William and Ellen Semans. We know little about his childhood in Ohio.

John learned the printing trade and during the greater part of his life he was connected with the press. For several years he conducted a paper at Wilmington, Ohio.

At sometime, probably around 1827, John was married to Mary Thompson. Their son Benjamin Franklin Semans was born in Monroe, Ohio in 1828.

In 1829 at age 25 John moved to Lafayette, Indiana and established the Lafayette *Free Press and Commercial Advertiser*. It was a weekly paper. The date of its first issue was September 29, 1829. It was the second paper to be published in the state of Indiana. The *Pottawattomie Times* had been established a year earlier in Logansport, Indiana, but it was long outlived by John's *Free Press*, as it was commonly called. The office of the *Free Press* was located in a log house on the northwest corner of what became Main and Second streets. It was the predecessor of *The Journal* of Lafayette and its fourth issue, found by accident fifty years later by a *Journal* representative canvassing for subscriptions in the southern part of the city, was neatly framed and hung in *The Journal's* editorial office for many years.

Since John Semans was an ardent Whig, above his editorial column in the *Free Press* he had a sub-heading which read, "While I have Liberty, I will write for Liberty." S. Vater in an article published in 1909 in *Past & Present of Tippecanoe County, Indiana* says "a motto, which sounded

well, at least, and in those days such things counted for more and went farther than in these modern times."

In 1830 Mary Thompson Semans passed away in Lafayette. Sometime later John married Mary Ann Dill. Their first daughter Margaret Elizabeth Semans was born in January 1833 and their last child Ellen Marie Semans was born in June 1842. They had five children.

In 1832 John worked, unsuccessfully, on getting a branch of the United States Bank in Lafayette. He wrote and published issues of the day and served on the committees promoting them.

The frontier settlers in Ohio, Kentucky and Indiana were scared by the Indian uprising and massacres during the Blackhawk War in 1832 and fled their homes. John published letters in his newspaper by Capt. Newell dated May 23, 1832 and N. D. Grover, a sub-Indian agent at Logansport, dated May 31, 1832 stating that the Pottawatomie and Miami Indians would not join the hostile Indians. Then on June 1, 1832, John Semans, along with Samuel Hoover, John Taylor, John McCormick, and six or seven other prominent Lafayette citizens, addressed the people of Tippecanoe and surrounding counties through columns in the *Free Press* assuring them that most of the troops from Lafayette had returned and that there was no danger of the Miamis and Pottawatomies joining the hostile Indians. They called upon the people to become quiet and return to their homes without apprehension of danger. By degrees the assured people recovered from the panic and returned to their farms and crops.

In the 1833 *Courier Journal* of Lafayette, Indiana is the following historical account:

"We stop the press to announce the arrival this morning of the steam-boat REPUBLICAN, Toll, Master from the rapids of the Wabash. The Republican had in tow keel boats, 'the Hoosier Lady' and 'the Hoosier Boy,' bringing freight to Lafayette, Messrs. Taylor & Harter, Taylor & Li __, J. McCormick, **J. B. Semans** and Hunter, and for Messrs, Ewing of the Bridge at Logansport. This is the first arrival at Lafayette this year. We understand the Republican is going to try and ascend the Wabash at Logansport. If she is successful she (will) be the first one that ever has been, and with entitlement to the premium, which we learn is been offered by General Tipton and other enterprising and worthy citizens of that first arrival. The Wabash is in steam boating condition, and we may experience several arrivals, in a few days."

It is likely the freight mentioned in the article was paper for John's press. Besides printing the newspaper, John also used his press to published material for others. In 1834 he printed the minutes of the second annual meeting of the Madison Association of Baptists held at Concord.

Meanwhile John's brother, William Semans, went

John Beason Semans Family						
Name	Birth	Place	Death	Place	Marriage	Place
Simon Semans	5-29-1768	Kent, MD	6-04-1848	Lafayette, IN		
Frances Sina McKay	1767		1837			
<u>Children</u>						
A. Ann	1792		1783			
B. Deborah	1794		1871			
C. Eleanor	1794		1873			
m. Carlisle						
D. Elizabeth	1797		1827			
E. William	1800		1860			
F. David	1802		1881			
G. John Beason	12-16-1804	Monroe, OH	8-22-1853	Lafayette, IN	3 marriages	
1. Mary Thompson	1804		1830	Lafayette, IN		
<u>children</u>						
Benjamin Franklin	1828	Monroe, OH				
2. Mary Ann Dill	2-22-1811		9-14-1842	Lafayette, IN		
<u>children</u>						
Margaret Elizabeth	1-12-1833	Lafayette, IN	10-26-1897	Logansport, IN		
m. William J. Dodd	11-04-1827	Xenia, OH	8-02-1899	Lafayette, IN		
Frances Sina	11-11-1835	Lafayette, IN	1915			
Mary Jane	1837		1922	Winchester, IN		
Charity Lucinda	3-10-1840	Defiance, OH	7-19-1919	Lafayette, IN		
m. Samuel S. Hadley						
Ellen Marie	6-29-1842	Lafayette, IN	9-17-1842	Lafayette, IN		
3. Charity Sanford	1817	OH	5-17-1880	Ft. Wayne, IN	5-08-1843	Vigo Co.
(Hickcox)						
<u>children</u>						
Ann Eliza	2-04-1844	Lafayette, IN				
Emma Gertrude	8-17-1846	Lafayette, IN				
Ella Dora	7-17-1849	Lafayette, IN	prior 1860			
Evangeline	@1852					
H. Solomon McKay	1806		1888			
I. George Washington	1811		1846			

to Fort Defiance, now Defiance, Ohio, to see their sister and was asked to teach a winter school term. He taught and also laid brick for several years while studying law with Amos Evans. He was admitted to the bar in 1835.

Probably due to William's influence, John, at age 31, sold his *Free Press* to Joseph Tatman and John D. Smith in February 1835. Shortly thereafter Tatman sold out to Smith and retired. John then moved to Fort Defiance and was admitted to the bar. He practiced law a little and was also in the mercantile business with William.

In 1838 John established the *Defiance Banner* and spent most of his time as its editor. *The Banner* was also a Whig paper. It lasted only about eight or nine months. He then began publishing *The Barometer*, a neutral paper, which only lasted a short time.

In June 1840 John returned to Lafayette and bought back his paper. This was at the time of the famous "log cabin" campaign, in which Martin VanBuren, an Eastern scholarly gentleman and accomplished politician opposed General William Henry Harrison, governor of the Indiana Territory from which the state of Indiana was carved and

victor of the battle of Tippecanoe. Harrison has been supported by Whig leaders Henry Clay and Daniel Webster. Although the campaign was said to be over free trade versus protection, there was also the question of slavery. Harrison won in a sweeping victory. But since the northern Whigs were suspected of having anti-slavery "abolition" leanings, it was necessary for Harrison to travel through the South and reassure slave-owners that he did not want to take away their right to hold slaves as property.

President Harrison only lived about a month after his March 1841 inauguration and was succeeded by John Tyler. Tyler reversed the administration policies. Lafayette Whigs thought John, whom they called Major Semans, was a little weak in faith and was "flirting" with Tylerism. This resulted in the establishment of the *Tippecanoe Journal*, in which ardent Whigs such as Judge Samuel A. Huff wrote articles for free. In 1841 Major John Semans gave up fighting and the papers were consolidated under the proprietorship of John D. Smith & Company and called *The Tippecanoe Journal and Lafayette Free Press*. Thus John conducted the more commonly called *The Journal*.

In 1842 John was asked by the Bishop and clergy present at the ordination of the Rev. Andrew Wylie, D. D.

President of Indiana University on the second Sunday of Advent in 1841 to publish the sermon given by Samuel Roosevelt Johnson, Rector of St. Johns Church in Lafayette. Its title was *The Testimony of Jesus*.

On September 14, 1842 John's second wife, Mary Ann Dill Semans died in Lafayette leaving him with children ages 14, 9, 7, 5, 2 and 3 months. Three days later on September 17, 1842 the baby Ellen Marie Semans died. Needing help with his young family, John married for the third time on May 8, 1843. His new wife was Charity Hickcox according to the Indiana Marriage Collection 1800-1941 although family records list her name as Charity Sanford. Four daughters were born to them, the first in February 1844.

Probably the most important historical document that John Semans ever published was Overton Johnson and William H. Winter's, 262-page-long, *Route across the Rocky Mountains, with a Description of Oregon and California, Their Geographical Features, Their Resources, Soil, Climate, Production &c. &c.* It was one of two printed accounts of the great migration of 1843 to Oregon and one of the rarest on traveling overland. It describes the Bear Flag Revolt in California that was underway when they arrived, the discovery of gold that is found in considerable quantities, the formation of a company to engage in the gold business, and a detailed account of their trip across the Plains describing the Indians, frontier forts, and the different known routes.

Apparently Overton Johnson returned from his trip to California in 1845, enrolled at Wabash College as a junior (he never graduated), and learned of John's interest in Oregon. He approached John and asked if he would publish his and Winter's notes about the northwest hoping thus to become famous. John agreed and published it both in a hard cover and a paperbound edition. He put a prepublication notice in the *Tippecanoe Journal* on May 14, 1845 and began selling the book. The actual publication date in the book is 1846. Once published John sold the paperbound edition from the newspaper's office for 50¢ to his subscribers and a little more to those who didn't subscribe to the paper.

A promissory note to John from Overton Johnson exists that shows "value received" of \$110.51, which was due October 19, 1848. Either Johnson paid John for printing the book or he bought copies of the book.

The few rare first editions of this book are selling in the \$2,000-\$5,000 price range depending on their condition. The book was republished by the Purdue University Press in conjunction with the Tippecanoe County Historical Association in 2000 and sells for \$6.95 at Barnes & Noble and \$19.95 at Amazon Books.

Major John Semans was in the newspaper business until the campaign of 1848. At that time he refused to sup-

port General Taylor. He became a Free Soiler. He, along with Ovid Butler and Rawson Valle of Wayne county, were the active members of the State committee. At the Free Soilers' state convention held in Indianapolis on July 26 of that year, a set of resolutions was passed declaring that there was no difference between the old Whig and Democrat parties on the slavery question; that they would stand by the constitution, but would oppose the spread of slavery; that they would stand by the platform of the Buffalo convention and would support Van Buren; and that the Free Soil platform should be a test in supporting State candidates.

Orders, Rules, Regulations and Rates of Toll, with a Table of Distances on the Wabash and Erie Canal, as Established by the Board of Trustees of the Wabash and Erie Canal that was published on December 1, 1847 lists John B. Semans as the toll collector at the toll office in Lafayette. The other toll collectors for the canal at the time were Oliver P. Morgan at Fort Wayne, Jirah Barlow at Lagro, James W. Dunn at Logansport and Elias C. Wilcox at Covington. Canal trustees were Charles Butler at New York city, Thomas H. Blake at Terre Haute and Austin M. Puett at Rockville, Indiana. Jesse Lynch Williams was the chief engineer. Canal superintendents were Stearns Fisher at Wabash for the Eastern Division and Chauncey Carter at Logansport for the Western Division. The duties of the collector were carefully outlined in the book. They are shown on the following page.

In 1848 John's father, William Semans, died in Lafayette, Indiana at age 80. That year John once again sold his paper. He spent the remaining years of his life as the toll collector for the Wabash & Erie Canal at Lafayette.

John was a religious man and had quite a collection of books on religion. He tried to share his beliefs with others. Back then there were salesmen who traveled around the country selling religious books. One of these was H. M. Saxton who covered Michigan, Indiana, Ohio and Kentucky. In his thirteenth report back to the publisher he says that from December 1, 1853 to November 15, 1854 he had distributed 1672 books and received \$739.97 for them. He tells how many copies of each book he sold. His biggest sellers were 406 copies of *New Dispensation* or Barrett's Lectures, 388 copies of *Heaven and Hell*, 110 copies of *Reasons* by Bush, 68 copies of *Divine Love and Wisdom*, etc. In his report he tells all the cities he visited and the order in which he visited them, reports on tracts he distributed gratuitously, reports the sums that he has received and forwarded to the Treasurer in Cleveland, talks about the railroads, names some of the people with whom he conversed. He writes:

"Having arrived in Lafayette, I found myself in a city containing ten thousand people. It is situated at the head of steamboat navigation, on the Wabash River, which connects with the Ohio River It is sixty-five miles north-

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TOLL COLLECTOR'S DUTIES

*From Orders, Rules, Regulations, and Rates of Toll, With a Table of Distances on the Wabash and Erie Canal, Indiana, as Established by the Board of Trustees of the Wabash and Erie Canal.
December 1, 1847*

Sec. 23. Any person who shall willfully throw into the canal any saw-log, or other timber, or other thing, which may obstruct the navigation shall, on the conviction thereof, forfeit the sum of ten dollars. And it shall be the duty of every Engineer, Collector, Superintendent or Agent employed on the canal, to seize all logs, fire-wood or other things, which may be found floating loosely, and all rafts which may be found in the canal, and to hold the same to satisfy the penalty for the aforesaid offence.

Sec. 25. It shall be the duty of each Collector of tolls on the canal, carefully to inspect the cargo of every boat or other float applying for a clearance, and to ascertain the weight in amount of the cargo, by examining the bills of lading, or otherwise; and also to ascertain the number of passengers; and after receiving the amount of tolls due on such cargo, the Collector shall furnish the master of such float with a clearance; and it shall be the duty of each Collector to examine the cargo and the clearance, as may be practicable, of every boat passing his office, to see that the tolls required by the rates established have been paid, and to be vigilant in observing well and enforcing such rules and regulations in regard to the navigation and protection of the canal, and the collection of tolls, as may from time to time be established by the Board of Trustees.

Sec. 26. The owner or owners of any boat navigating the canal, shall make out, sign and deliver to the Collector, of whom the first clearance of such boat shall be demanded a certificate, to be entitled a "**certificate of registry**," containing the name of the owner, or owners, with his or their place of abode, together with the name of that boat, and the town or place where it is owner; which certificates of registry shall be recorded by the Collector in a book kept for that purpose, and said Collector shall also furnish to each of the other Collectors on said canal, a copy of the registry of each boat registered in his office; which registry shall be copied by the Collectors to whom it is sent, in the registry books belonging to their office; and the Collector shall also at the same time transmit to the office of the Board of Trustees, a copy of the said registry. And if the name of any boat be changed, the owner or master thereof shall apprise the Collector of whom he may first ask a clearance, of the change, and such Collector shall forthwith inform each Collector on the canal of such change, and shall also report the same immediately to the office of the Board of Trustees.

Sec. 27. No clearance shall be granted to any boat, by any Collector, unless the name of such boat, and the name of the owner, with the place where such boat is owned, be found in the registry book of such Collector.

Sec. 30. **Clearances for every voyage shall be required of, and issued by the Collector, whose office shall be nearest the place in the direction of which the boat is proceeding;** *Provided*, that where there is a Collector's office at the place at which the boat is loading, a clearance shall always be obtained at such office.

Sec. 31. Every master of a boat shall be required to exhibit his clearance to any Collector, Engineer, Superintendent or lock-tender, whenever they demand it, and no boat shall be permitted to pass on the canal without such clearance, signed by the Collector.

Sec. 32. Every master of a boat or other float, navigating the canal, who shall omit to exhibit or deliver a true bill of lading to any Collector, or to pay the toll thereon when required, or shall deliver any article mentioned in a bill of lading, at a place beyond that to which such article shall have been cleared, shall forfeit and pay to the Board of Trustees a sum not less than ten nor more than one hundred dollars.

Sec. 33. Every person who shall sign or deliver to any Collector, a false bill of lading, shall pay, on all property omitted in such false bills, treble

the established rates of toll chargeable thereon, to any Collector who shall be satisfied of such omission, for the whole distance such property is conveyed on the canal.

Sec. 34. Every Collector receiving a bill of lading, may require the master exhibiting it, to verify it by his oath, which oath such Collector is authorized to administer.

Sec. 37. The master of every boat or float shall be liable for the payment of tolls and expenses, chargeable on such boat or float, and its cargo; and it shall be the duty of every Collector to detain all articles on which tolls or expenses are chargeable, and the boat or float containing them, until such tolls and expenses shall be paid.

Sec. 38. Every master of a boat shall make out and certify a correct list, for every voyage, of all passengers over twelve years of age, which are transported on board of such boat, for any distance during such voyage, stating therein the name of each passenger, and the distance such passenger is transported, and deliver said list to the Collector to whom the clearance of the boat for such voyage is to be delivered; and the name shall be verified by the oath of the master, if required by the Collector.

Sec. 39. Each Collector is authorized, when the business on the intermediate portion of the canal, between his office and the next office in either direction shall in his opinion require it, in order to prevent frauds upon the revenue, to issue and sign a permit to the master of any float, to make a voyage or voyages, on such intermediate portion of the canal, with such regulations as will secure the payment of the proper tolls; which permit shall answer the purpose of a clearance, and shall authorize the boat or float, in whose favor it is given, to navigate such intermediate portion of the canal: *Provided*, such permit shall not extend to, nor within two miles of any Collector's office; and the master of the boat shall from time to time report to the Collector granting the permit, as he shall prescribe in the permit, the property or persons transported by him on his boat, and account for and pay the tolls according to law.

Sec. 42. Each Collector of tolls shall keep a regular account of the weight or quantity of any and all articles cleared from his office, or passing on the canal together with the tolls received thereon; and shall transmit to the office of the Board of Trustees monthly abstracts of such accounts from his books.

Sec. 43. **All boats, floats, or other property belonging to the United States, shall be permitted to be transported free of toll, on the Wabash and Erie Canal:** *Provided*, satisfactory proof be furnished the proper Collector, that the same is *bona fide* the property of the United States; but all such boats, floats, or other property, shall be reported cleared, and in all other respects subject to the rules, regulations, forfeitures and liabilities imposed by the Board of Trustees, in respect to other boats, floats or property passing on the canal.

Sec. 44. That for all damages done to the canal, and for all penalties and forfeitures imposed by the Board of Trustees, other than for offences punishable by presentment or indictment, any Superintendent, or Collector of tolls, is authorized to bring suit, by actions of debt, against the offender or offenders, in the name of "the Board of Trustees of the Wabash and Erie Canal," before any court of competent jurisdiction; and the amount recovered over and above the expense of suit, shall be paid to the nearest Collector of tolls, which shall be by him paid over in the same manner as the moneys collected from tolls.

Sec. 48. Collectors may be authorized to refund tolls or penalties erroneously paid to them, or which equitably ought to be refunded, under such regulations as shall be prescribed by the Board.

Sec. 49. If on unloading any boat or float, it shall be discovered that the cargo, in consequence of an unintentional error, exceeds the quantity stated in the bill or bills of lading, or clearance, it shall be the duty of the master of such boat or float, immediately to report such surplus, and pay the lawful tolls thereon to the Collector at the place where such error may be discovered, if there be any Collector at such place; and if there be no Collector at such place, to the next Collector at or near whose office the boat shall arrive, after the discovery of such error is made; and any master of a boat or float, who shall fail to comply with the requisition of this section, shall forfeit and pay the sum of ten dollars, besides double tolls on all property omitted in the bill or bills of lading.

Sec. 50. No boat or other float shall proceed beyond the place to which it shall be cleared nor shall any article of its cargo be unladen after its arrival at the place for which such article is cleared, nor proceed beyond such place until the master thereof shall have delivered the clearance of such boat or float to the Collector at the place for which it is cleared, if there be any Collector at such place.

Sec. 51. If there be no Collector at such place, the master shall deliver the clearance to the last Collector whose office shall be passed by the boat, in the order of the voyage, and shall receive a permit from such Collector to proceed to the place to which the boat or float is cleared.

Sec. 52. Every master who shall omit to deliver a clearance to the Collector to whom the same ought to be delivered, shall forfeit the sum of twenty-five dollars.

Sec. 53. Whenever a difference shall arise between a Collector and a master of any boat or float, as to the amount of tolls chargeable on the lading of such boat or float, the Collector shall detain the boat or float, and the articles on which toll is to be charged, and shall weigh, count or measure the articles, as the case may require; and if it shall be ascertained that the weight, number or feet exceeds the amount stated in the bill of lading thereof, the Collector shall charge toll according to the weight, number or feet thus found; and the master shall pay to the Collector the expense of such weighing, counting or measuring, and such expense shall be chargeable on such articles, and on the boat or float containing them.

Sec. 54. The master of every boat or float shall be liable for the payment of tolls, and the expenses chargeable on such, boat or float, and its cargo; and it shall be the duty of every Collector to detain all articles on which tolls and expenses are chargeable, and the boat or float containing them, until such tolls and expenses shall be paid.

Sec. 61. No clearance shall be granted to any boat or float which shall not at the time of applying for such clearance, be provided with such fender in cases where the same shall be required by the preceding order; and it shall be the duty of every Collector of tolls, Inspector, Engineer, Lock-Tender or Superintendent, to see that the said section be strictly enforced; and for that purpose, each and every of them shall be authorized to detain any boat or float, moving or attempt to move on the canal, until that section be complied with, and all penalties for the violation thereof be fully paid and satisfied.

Sec. 67. The Collectors at Lafayette and Fort Wayne shall deposit, at least once in each week, the amount received for tolls or fines in the Branch Bank of the state of Indiana, at their respective places, to the credit of the Board of Trustees and transmit the certificates thereof forthwith to the Board.

Sec. 68. In granting clearances to boats, Collectors will require the weight, number or quantity, as the case may be, of the articles composing the cargo, to be correctly ascertained, either by actual weight, counting or measurement, or by calculating the weight on the article contained in barrels, such as flour, pork, salt, &c., from the number and ascertained average weight of each barrel, in the usual methods; and will not grant clearances on bills of lading which do not exhibit the actual weight, number or quantity, or which exhibit on the *supposed* weight, number or quantity of the articles of which it is composed.

Sec. 69. Every Collector will require the exhibition of the bills of lading of *all the articles composing the cargo of a boat, at the time of her leaving the port at which his office is held* — will enter all such articles on the clearance before it shall finally be delivered to the master of the boat, and receive toll thereon.

Sec. 70. Collectors will not enter on a clearance any article or articles of lading *to be taken* on board of the boat after her leaving the port where the Collector's office is situated.

Sec. 71. All Collectors, except those located at the termination of the canal, will see that the names of all passengers on board of every boat, at the time of passing his office, or who may have been transported on such boat, previously to its arrival at his office, during the voyage, are entered on the list of passengers attached to the clearance, and shall, in every instance, inquire and demand of the master of the boat whether they are so entered; and if he shall ascertain or suspect that the master has neglected to enter any name on said list which should be entered on said list, he shall detain the clearance until he shall be satisfied that all the proper entries are made.

Sec. 72. On the arrival of any boat at any port where there is a Collector's office, either on its way to any place beyond, or at the end of the voyage, the Collector *will, in all cases*, require the exhibition of the clearance, and all the bills of lading of the cargo on board of such boat, and diligently compare the clearance with the bill or bills of lading; and, if he shall find any article contained in the bill or bills of lading omitted in the clearance, he will enter the same on the clearance, and receive the tolls chargeable thereon; and if he shall find any article entered on the clearance which is not contained in any bill of lading, or erroneously entered on the clearance, he will note such erroneous or improper entry on the margin of the clearance.

Sec. 73. For the purpose of ascertaining whether all the articles, composing the cargoes of boats, are entered upon the bills of lading and clearance of such boats, and whether the names of all passengers are entered on the passage-list attached to their clearances, it shall be the duty of the Collectors (and each Collector shall be ex officio an Inspector) to go on board of every boat on its arrival at the port at which his office is kept, or a soon thereafter as is practicable, in all cases, when the boat shall arrive or be in port between sunrise and usual bed-time, and carefully inspect the same, so far as can be done without the removal of the cargo, and ascertain, as nearly as practicable, whether the cargo agrees with the bills of lading and clearance, and whether the passengers are correctly entered on the list thereof. It shall be the duty of all Collectors to keep up at all times a careful watchfulness and supervision of the amount, character and quantities of all cargoes being shipped, received or passing their respective offices. It shall be the duty of every Collector with whom the clearance for any voyage on the canal is required to be deposited, carefully to examine and compare the same with the bill or bills of lading, and also with the cargo; to revise the charges and calculations of tolls entered therein; to correct and note thereon all errors which may be discovered; and if he shall find the amount of tolls received, agreeable to such clearance, falls short of the proper sum, he shall receive and account for the balance, as in other cases of tolls received; and if he shall find that the amount of tolls, actually paid on such clearance, exceeds the correct amount, he shall refund to the master this excess, for which he shall take the master's receipt and charge the same in the proper account.

Sec. 74. The Collectors of canal tolls shall not be required to issue *original* clearances for any boat or float between ten o'clock in the evening and sunrise in the morning, nor keep their offices open for that purpose between those times; and, unless full and complete bills of lading for all the cargo on board of a boat or float, at the time of her leaving the port at which a clearance is required to be granted, . . . and two o'clock, P.M., on Sunday, nor during the usual hours of divine service on that day, are presented to the Collector before nine o'clock in the evening, the Collector shall not be required to issue a clearance therefor until the next succeeding day. And no Collector on the canal shall be

required to keep open his office, nor to transact any business appertaining to his office, between the hours of nine o'clock, A.M., and two o'clock, P.M., on Sunday, nor during the usual hours of divine service on that day.

Sec. 75. No Collector or other officer of the Board shall be allowed to procure blanks or other printing for their office, without the written permission of the Resident Trustee.

the capital of Indiana, and contains about fifteen thousand people. Professor Bush formerly lived there and preached Presbyterianism. I found myself in altogether a different sphere there from that of Lafayette. There is much cold rigid Phariseism there."

Major John Beason Semans died on August 22, 1853 in Lafayette, Indiana. He was laid at rest in Lafayette City Section 4 of Greenbush Cemetery. He was only 49 years old. He was described in one historical work as "an able and truthful journalist, who published the pioneer newspaper of the upper Wabash, and who enjoyed during his long and prosperous career in public life, the respect and confidence of all who knew him. He was a kind and affectionate husband and father, a true friend, and on his death-bed exemplified the appropriateness of the words of the poet:

The chamber where the good man meets his fate,
Is privileged beyond the common walks of life,
Quiet in the verge of Heaven."

His obituary in the *Fort Wayne Times & People's Press* of August 31, 1853 says he was "a pleasant, companionable gentleman, as well as a man of talent and of the strictest integrity. His death is a loss to Lafayette, and an irreparable one to his family."

John's third wife passed away on May 17, 1880 at the age of 69. She was buried in Springdale Cemetery in Lafayette.

west of Indianapolis, with which it is connected by the Lafayette and Indianapolis Rail Road. I wish to call particular attention to this place, as perhaps there is little known concerning it by New Church people; and because it would be a favorable point for the dissemination of the Doctrines by books and lectures. Will not the LaPorte people do something for Lafayette? Perhaps Mr. Well,er or Mr. Andrew will go there and give the people some lectures, and distribute some books among them. They have never had any lectures, and scarcely any books.

"I learned that there had been a very earnest, warm-hearted receiver of the Doctrines living there for many years, by the name of Seamans [Semans]; some called him Major Seamans, but I could not learn that he had ever been Major, or that he had ever fought any battles, unless they were spiritual battles. He was a living index of the Heavenly Doctrines. The people almost invariably spoke well of him, and I did not find any who had aught against him, unless it was that some thought him "visionary;" and even these had a kind of respect for what they termed "his visionary ideas." He seems to have been an orderly and useful man. He was canal collector there for many years, and being somewhat at leisure during the winters, he spent much time in reading the Heavenly writings, and this accounts for his being so deeply imbued with the spirit of those Writings. For it is "especially by reading" books that people are taught the truths of heaven. — D. P. 172. He had nearly a complete set of the Heavenly Writings, and when he went into the spiritual world, he gave his books to the County Library. He conversed with the people and tried to interest them in the Doctrines; and probably he thought that his labor was almost lost. But he accomplished more than he was aware of; he prepared the way for the books which I carried there. I sold one hundred and thirty books, and could have sold more if I have been supplied with more. These seemed to be very little opposition to the Doctrines, and I labored with much less difficulty than in many other places.

"From Lafayette I went to Indianapolis, to which place I had ordered another supply of books. Indianapolis is



John B. Semans
Aged 49 Yrs.
B. 1804 Monroe OH
Died. 8-22-1853 Lafayette IN
Greenbush Cemetery
Lafayette, Indiana
Laf City Sec. 4
Find A Grave 70936600



Wife of John B. Semans
Mary Thompson Semans
B. 1804
D. 1830
Greenbush Cemetery
Lafayette IN
Laf City Sec. 4
Find A Grave 70936602



Wife of John B. Semans
Mary Ann Dill
B. 2-22-1811
D. 9-14-1842
Greenbush Cemetery
Lafayette IN
Laf City Sec. ?
Find A Grave 70936601



Mrs. J. B. Semans
Aged 63 Yrs.
Charity Semans
B. 1817 Ohio
D. 5-17-1880 Ft. Wayne, IN
Springvale Cemetery
Lafayette, Indiana
Sec. 23 Lot 47
Find A Grave 66688808

WHITEWATER CANAL MURAL ON PHONE BOOK COVER

By Phyllis Mattheis

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Ancestry.com

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Patriot Phone Books were delivered in all of Wayne County this past fall. The front cover has four murals: three in Richmond, plus our very own Whitewater Canal Mural in downtown Cambridge City! The cost of the 2011 mural was split between the Canal Society of Indiana and Western Wayne Heritage. Credit is given to both organizations on the bottom edge of the mural, which is actually painted on board and attached to a concrete block wall above the stone-arch 'culvert' that allowed canal waters to pass under the historic National Road. When the Whitewater Canal was in use for transportation in the mid 1800s, there seems to have been an arched bridge for the travelers on the National Road to pass over the canal.

The 4 x 16 foot, two-panel mural was painted to show the scene from that bridge with the historic Vinton House hotel on the left and several other buildings along the canal including a ticket office, a blacksmith, a livery stable, a warehouse, a trading company and a grocery. Fourteen people are pictured in the canal boats and six more on the land. One of the four canal boats in the scene is named "Ben Franklin".

This mural was painted during 2011 as part of the 175 year celebration of Cambridge City, founded in 1836. Muralist Carly Mattingly Dee used suggestions from members of WW Heritage for the design. Inside the phone book is a page of murals painted by Carly and her mother, Pamela Bliss, including our town's famous race horse 'Single G', painted on the east face of a bank building downtown Cambridge City. Pamela has painted many murals in downtown Indianapolis, as well as Richmond.



This is one of two 4 x 8 foot panels that is on the wall over the culvert in Cambridge City that was funded by CSI. P - P. Mattheis