

# **NEWSPAPER COLUMNS ABOUT CANALS**

**FOUND ON MICROFILM FROM**

**FORT WAYNE SENTINEL,  
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& OTHER NEWSPAPERS**

**1830-1879**

**Some Years Not Included**

**COMPILED BY  
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FOR  
CANAL SOCIETY OF INDIANA  
2019**



# NEWSPAPER COLUMNS ABOUT CANALS

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## 1830

December 4, 1830

Connersville *Political Clarion*

SALE OF CANAL LANDS. Below we give from the Potawatomie Times, an account of the sale of the lands appropriated for the construction of the Wabash & Erie Canal. Our readers will find it worthy of notice. We look forward with deep anxiety to the commencement & completion of this great work, and others now in progress and projecting in the different parts of our State. These works will have a very material bearing upon the prosperity of this section of the Union - and if the hard hand of a vetoing Administration do not paralyze our efforts - Indiana is on the eve of an important revolution. The present Census will give her a representation in Congress which must make her influential - she has surmounted the troubles inseparable from infancy - the obstacles of a wilderness region - her arms are about grasping the whole of her borders. And hence-forward she may avail herself of all her numerous advantages, natural and artificial.

The sale commenced at the time appointed, and continued ten days. For several days before the sale there was a large number, from different quarters, engaged in viewing the lands, & it was thought the sale would be as well attended as was anticipated; but a deep laid plan, devised, no doubt, by those who come for speculation, prevented a great number from attending the sale, who came for that purpose. They were told that a large portion of the best land was covered by Indian reservations - that the balance would be reserved by the commissioners for the use of the canal, and consequently, the land to be offered would be nothing but the refuse, not worth purchasing. The commissioners soon as they were apprised of the stratagem, used every exertion in their power to counteract it, but it was too late. We are told hundreds had received the statement of these designing men as matter of fact and without waiting to enquire into the truth of their statements, started home disgusted. Notwithstanding this unfortunate circumstance, the first week of the sale was attended by a large number of purchasers, and the land went off at a fair price.

The lowest price given was \$1.25, and the highest \$70.00\* [appears to be an error] making the average \$1.70. The total amount of the sale is estimated at \$71,098.37, out of which there was received, from those who made full payment, \$9,148; from those who paid one fourth, \$15,350.28; and the interest on the residue \$2,857.00; making the amount received by the fund commissioner, about \$27,355.28, leaving a balance unpaid and due the state of \$46,600.00.

The land was offered in 80 acres lots, except the fractions - the number of lots sold amounted to 547,

containing about 42,012 acres.

All the land belonging to the state, for the use of the canal, was not offered at the late sale, and we may safely say that a small portion of the best land was offered; there are, at a moderate calculation, 80,000 acres, which have not yet been in market, as good if not much better, than the best land sold at the late sale. All the land selected under the late act of Congress amounting to 29, or 30,000 acres, is of a superior quality, and will be offered at the spring sale. A few, who attended the late sale, were rather indifferent about making purchases thinking that better bargains could be had at the next sale; but we are not of this opinion, we believe that the lands now sold will enhance those to be offered in the spring; and that the spring sale will advance the lands to be sold next fall, fifty per cent, above the late sale. On the whole, the late sale has given us good ground to believe that the Canal question is settled - that the lands produce a sum much larger than was anticipated - a sum almost, if not altogether sufficient to complete the work, without drawing one cent from the people by taxation. All we now ask is a commencement of the work; and to this point we hope the Legislature will direct their attention, at an early day of the next session.

Connersville *Political Clarion*

?, 1830-31

WABASH & ERIE CANAL. - Having through the attention of Messrs. Claypool and Hankins, received a couple of copies of the reports of the Canal Commissioners, and of the Chief Engineer — we deem it expedient to advise our readers of the most prominent matters referred to — Agreeably to the requisitions of a law passed last session, the Commissioners, Messrs. Burr, Vigus and Lewis, made immediate arrangements for procuring an Engineer. After some difficulty they engaged Joseph Ridgeway, Jr. Esq., a gentleman of superior scientific acquirements and much practical knowledge and experience, acquired particularly, in superintending portions of the Ohio Canals. The Engineer is engaged at a salary \$2,000 per annum, board and traveling expenses paid by the State. 29,528 acres of land have been selected in the Crawfordsville & Fort Wayne districts in lieu of the bank's disposal of by the U. S. which fall in the tiers reserved for the construction of the Canal. — It is expected that the selection will meet with the approbation of the General Government. — The 41,924 acres of Canal lands sold in Oct. last, amounted to the aggregate sum of \$71,098, of which \$24,849 of the purchase money, and \$2,771, interest of the remainder, were paid in advance. The average price per acre was less than expected. Another sale of an equal quantity of land will take place in April next — these lands are said to be quite equal in soil and situation to those last sold. The propriety of placing a portion of

the Canal under contract this next season is urged upon the Legislature, particularly for increasing the value of the lands yet unsold — For which purpose a loan of money is recommended, equal to the balances due and which will be due, from purchasers of land — to negotiate and regulate which, a Board of Loan Commissioners is recommended. The commissioners regret the non-ratification of a Compact with Indiana by Ohio, for the construction by Ohio of that part of the Canal which lays within that State — This part of the Canal is said to be 78 miles long, our part 128. The expenditures of the past year on account of the Canal, including pay of Commissioners, Engineers, Surveyor, Hands, Clerks, Books, Advertising &s. &s. amount to \$2,959 —

ENGINEER'S REPORT Mr. Ridgeway's examinations commenced early in August last, & have been exclusively confined to the summit or middle division of the Canal. This division is in length 25 miles and 13 chs. Its Feeder, the St. Josephs, is 6 miles and 33 chs. Making an aggregate of 31 miles and 46 chains. It is calculated that this Feeder and portion of the Canal will cost \$235,950., or average per mile \$7,500 — including all things. The expense of constructing the St. Josephs' Feeder will be considerable, \$70,077., exclusive of contingencies. It commences on the St. Josephs, about six miles above Fort Wayne; at which point a Dam must be constructed, 11 feet in height and 240 feet long. But it is calculated that it will afford a great sufficiency of water for the summit level. — The Maumee at one extremity of this portion and the Wabash at the other, will afford the requisite supply for the remainder of the Canal.

We sincerely hope that our State may yet convert this prospective Canal into a Rail-Road, and we have but very little doubt that this is also the desire of at least three fourths of the State. The unexampled improvements in the Steam engine, should of itself cause the faithful Statesman to ponder his advances in relation to this matter. And the advantages of a Rail-Road when contrasted with a Canal are almost too palpable for remark. The former is much the cheaper work, and it is contended that it will answer for the conveyance of nearly, if not quite, every thing for which a Canal is adapted. For traveling it has incomparably the advantage: Winter will not freeze it — Summer will not dry it — It needs no other Feeders that such as our forests abound with — The expense of the St. Josephs' Feeder would construct at least TEN miles of a Rail-Road!!!

**1840**

*Rushville Democrat*  
March 7, 1840

Indiana is in debt. Her credit doubtful, her honor in danger, her people embarrassed with debts of their own, and

the taxes heaped upon them. But this is not time to despair. Let every native and adopted citizen of Indiana double his industry, observe the most rigid economy in his expenses, and go to work with renewed and increased energy full of hope and confidence, and in her fallen fortunes, as a patriot let him love her more, adhere more closely to her, and swear that her faith, her credit, and her honor shall be maintained, at every hazard Let every Hoosier son, "pledge his life, his fortune and sacred honor," to stand by her in the hour of trial, — to pay the interest on the bonds sold, for which we have realized the consideration, and like a good citizen and patriot, let each bear his burden with patience. But on the bonds sold upon credit, for which nothing has been realized, let each make up his mind never to pay one farthing or interest, or the first dollar of principal, until the full consideration shall be received. This course adopted, the day is not far distant, when her citizen will be extricated from their embarrassments, and Indiana stand forth in her former splendor.

AMOS LANE,

Chairman

M. R. HULL,  
H.B. MILLROY,  
M. R. SOUTHARD.

In conclusion, the committee would respectfully recommend, for the consideration of the House —

1st. That the Wabash and Erie Canal from Terre Haute to the State line, be prosecuted to its completion, at as early a period as shall be consistent with good policy, buy its own legitimate means; and should Congress confirm the right in the lands selected for the construction of that portion, west of the mouth of Tippecanoe river, and the means so obtained prove inadequate to its entire completion, the State of Indiana, in good faith to the United States, will, as early as funds can be obtained upon reasonable terms, proceed to complete the said canal.

2nd. That two of the public works be selected, in addition to the Wabash and Erie canal, aforesaid and prosecuted, provided the next General Assembly shall deem it expedient, and funds can be realized, or bonds sold at par for cash; the preference to be given to those works which can be finished with the least amount of revenue, — to be determined by estimates made and sworn to by the chief engineer.

3d. That the board of internal improvement, the engineer department, and the board of Fund Commissioners be reorganized, and one Commissioner, and one Chief Engineer be elected by joint ballot of Both Houses, to possess all the powers of the present, with authority to appoint one assistant engineer to take chare of the Wabash and Erie Canal, and one Fund Commissioner, to be elected in like manner, to serve the same term, and possess all the powers of the present board — each to have

a salary of 1000 dollars per annum.

## 1843

*Fort Wayne Sentinel*

June 3, 1843

CELEBRATION. It is in contemplation by the citizens of the vast region of country bordering along the valley of the Maumee, to celebrate in a suitable manner, the completion of the Wabash and Erie Canal, at Fort Wayne, in the state of Indiana, on the 4th of July next, and it is intended, we learn, to solicit our distinguished fellow citizen, General LEWIS CASS, to deliver an oration on the occasion. No individual could be selected, who would do up such an under taking in better style — or whose presence would be more cordially received by the hardy Hoosiers and Buckeyes who will doubtless be there congregated in vast multitudes. Long identified with the great interests of the West, and personally known to thousands of it early inhabitants, — although separated from them for a time in the discharge of important public duties, — we trust he will not fail to accept the invitation; and it is further hoped that such of the citizens of Michigan to have leisure and can afford it will likewise participate in the contemplated celebration got up by the hardy border settlers of our sister states.

*Detroit Constitutional Democrat*

*Our friends at Detroit are rather in advance of the mails. The committee has not yet selected an orator. Gen. Cass has been invited to attend the celebration, and of course would be expected to address the assemblage; he may perhaps be selected as the orator of the day, but the choice is not yet made. The selection of Gen. Cass would give general satisfaction.*

CANAL CELEBRATION. The approaching celebration of the completion of our canal, will, we expect, be numerously attended. We hear, verbally that the inhabitants of every town along the line feel the liveliest interest and are preparing to participate. The Toledo Guards, and the companies in Lafayette, and probably other places, will be here. We have no doubt there will be as many come as all the boats on the canal can accommodate.

The committee of arrangements have selected a grove on the farm of Col. T. Swinney as the place at which the exercises of the day will be held. It is a beautiful site, exactly suited for the occasion, large enough to accommodate the vast crowd who will assemble, and sufficiently shaded from the sun to be pleasant and agreeable.

*Fort Wayne Sentinel*

June 3, 1843

Business on the Wabash and Erie Canal - The business

on the canal this season far exceeds the expectations of the most sanguine. — There have been, since the commencement of the navigation 204 clearances of boats from the Collector's office in this city. Tolls have been paid on 168,093 lbs. Merchandize; 115,880 lbs. Flour; 26,670 lbs. Wheat; 1,787 barrels Salt; 20,111 lbs. Flaxseed; 2371 cords Wood; 1,021 perch Stone, 106,674 lbs. Iron, nails, castings, and other articles not enumerated.

Amount of toll rec'd	May, 1843	\$1432 04
do	do 1842	275 26
do	do 1841	363 28
do	do 1840	116 91
do	do 1839	303 64

*Fort Wayne Sentinel*

June 17, 1843

DECATUR, ILL. May 22, 1843

Dear Sir: I beg leave to call your attention to a communication to the *Journal of Commerce*, of May 5, 1843, in reference to a new and important route of travel between New York and St. Louis, by way of the Wabash and Erie Canal:

A line of packet boats is to be established this season between Maumee-City and Lafayette, which when brought into operation, will enable the traveler to make his journey between St. Louis, and New York or Boston in seven days. Here follows a calculation to which is invited the closest scrutiny.

New York to Albany,	12 hours
Albany to Buffalo,	25 "
Buffalo to Maumee,	36 "
Maumee to Lafayette,	50 "
Lafayette to Springfield,	33 "
Springfield to Alton,	6 "
Alton to St. Louis,	2 "
Total	164 "

I hope you will lay this matter before some of your principal citizens, and memorialize the Post Master General to establish a line of stages from Lafayette through Danville to Decatur, thence forming a junction with the present line of stages from Springfield to Terre Haute. Memorials will probably be presented from nearly all the towns on the route. I hope you will instruct the representative from your Congressional district to vote for the within petition, which will be presented at the next session of congress.

The only error that occurs to us, in the table above referred to, from the *Journal of Commerce*, is, in making the terminating point for the steam boats on Lake Erie, and the line of packets on the Wabash and Erie canal, at Maumee city, instead of Toledo, where it really is.

We understand that the line of packets above spoken of will speedily commence upon the Wabash and Erie Canal. Some of the boats have already been brought across the Lake and the remainder are expected immedi-

ately. One of them, the Indiana, has made one trip to this place. She is a beautiful boat, fitted up in the most tasteful style, and we should judge, from her model, admirably calculated for speed.

Would it not be well for the citizens along the line of the Wabash and Erie Canal to memorialize the department to establish a DAILY MAIL along this route. It would be of such advantage, to a large and rapidly improving extent of country, that we are assured it would be granted, if proper and energetic steps were taken to accomplish it.

*Fort Wayne Sentinel*

June 17, 1843

CANAL CELEBRATION. Gen. Cass has been invited to deliver the oration at the approaching Canal Celebration. We have not yet heard whether any of the other distinguished gentlemen invited will attend; but we hear from every quarter that the number coming will greatly exceed all previous calculations. The contributions toward defraying the expense have been most liberal, all appear animated with the same spirit, and desirous of contributing according to their means, in celebrating the consummation of the hopes which have so long sustained them amid the difficulties which have surrounded them, but which are now surmounted; and however numerous our guests may be, there will be enough provided for all and to spare. Several volunteer companies from Lafayette, Logansport, Toledo, &c. will aid in the celebration.

We understand a large company of warriors of the Miami tribe of Indians will be here at the celebration, and will perform their war dance. This will be a most interesting feature in the celebration. To see these noble looking men, the last relic of the once numerous and powerful Miamis, on such an occasion, and on this spot, once their strong hold, and where the red men were more numerous than the whites are now — will be an affecting spectacle, and one well calculated to impress their memory upon the minds of those who witness it, long after they have been swept away by the resistless tide of immigration. The Miami village at this point before its destruction by Wayne, we are informed, contained a population more numerous than our city does at present. Now their lands are in the hands of strangers, and they themselves will be a spectacle to interest those assembled on the very spot where in former times they bore undisputed sway. In a few short months this tribe will bid a final adieu to the land of their birth and the graves of their fathers, and remove beyond the Mississippi.

*Fort Wayne Sentinel*

June 24, 1843

Gen. Cass has accepted the appointment of Orator of the

Day at our approaching Canal Celebration.

#### WABASH & ERIE CANAL CELEBRATION ON THE ANNIVERSARY OF AMERICAN INDEPENDENCE.

The committee of arrangements announce the following as the

#### ORDER OF THE DAY

1ST. A national salute of 26 guns from the Fort at sunrise.

2d. At 9 o'clock A.M. a salute of 13 guns in honor of invited guests and strangers.

3d. At 10 o'clock A.M. 3 minute guns will be fired, when the procession will be formed on the Public Square and march in the ground, under the direction of the Marshall of the day and his assistants, in the following ORDER.

1st Martial Music

2d Artillery and the oldest military company

3d Revolutionary soldiers and soldiers of the late war with martial colors.

4th President of the day, Chaplin, Orator of the day, Reader, Invited guests, different Committees.

5th Band of music,

6th Ladies,

7th Band of music,

8th Military company,

9th Citizens of Ohio and other States,

10th Band of music,

11th Military company,

12th 100 MIAMI WARRIORS in full costume,

13th Citizens,

14th Military company

The invited guests arriving by boats will be received by the Committee of Reception with a Band of Music at the foot of Clinton Street as they arrive. Those that arrive on Horseback &c. will be received at the Public Square.

The committees of reception, of arrangements, and the officers of the day will be designated by appropriate badges.

#### NATIONAL ANNIVERSARY AND CANAL CELEBRATION.

The several committees appointed at a meeting of the citizens of this county, at the suggestion of those of other places, held on the 17th day of May last, announce to the public that they have discharged their several duties and made all necessary arrangements for the appropriate celebration of the completion of the Wabash and Erie canal, on the anniversary of our American Independence; and now extend an INVITATION to EVERY INDIVIDUAL within the length and breadth of our country.

A PUBLIC TABLE capable of entertaining 20,000 persons will be prepared, free of expense in a beautiful grove on Col. Swinney's farm; commanding a full view



of our city and the surrounding country on the banks of the St. Joseph, St. Mary's and Maumee.

Letters and other information from several distinguished individuals, and invited guests, indicating the assemblage of a multitude, have induced some in fear that order might be deterred from coming, through fear of lack of accommodation. Upon this subject we are not prepared to say that all will be well provided for, but we can say that extensive preparations are making by all of our citizens, whose houses will be thrown open on that occasion to entertain persons from a distance not able to return the same day, with a desire to make, as far as possible their sojourn with us as comfortable to them, as their presence will be flattering to us.

By order of the Com. of arrangements.

THE COMMITTEE of RECEPTION will please meet at the American House, on Monday evening next, to determine the mode of receiving invited guests and strangers,

By order of the Com. of arrangements.

THE Committee of Contributions will please collect immediately the cash prescribed in their respective districts, and hand it to M. W. Hubbell who is authorized to receive the same,

By order of the Com. Of Arrangements.

*Fort Wayne Sentinel*

June 24, 1843

Wabash and Erie Canal. We are happy to announce that the breeches in the canal caused by the late freshet, have been all repaired, and boats are again running from Lafayette to Manhattan, the whole length of the canal.

Editors in Indiana and northern Ohio, would do well to notice this, as an impression has got abroad that the repairs could not be completed for several weeks, and that therefore the citizens of the Wabash country would be debarred from participating in the canal celebration on the 4th of July.

THE LATE LETTING. The entire line of the Miami Extension Canal North of the Deep Cut about thirty four miles in length together with the Laramie Reservoir was taken by P. W. Taylor & Co., of Granville, O. at \$322,000. Being \$45,000 less than the estimated cost of the work.

This firm consists of P. W. Taylor, Alford Avery and Elias Fassett, and we are informed that they are all capitalists, possessed of ample means to complete this work within the time specified in their contract. The work is to farmers of the great Miami Valley will be able to ship the immense amount of their produce, through the Canal to Lake Erie. This will raise the price of their produce from ten to twenty per cent.

It is expected that the canal from Piqua to the Deep Cut, ten miles north of the place, will be ready for the reception of the water by the first of September next,

and should the Miami River not be too low, canal boats will arrive here from Cincinnati, before winter sets in.

We are authorized to state that a payment will be made to the Holders of Checks drawn on the Extension of the Miami Canal, at this place, on or about the 29th of the present month by the Treasurer of State.

*St. Mary's Sentinel.*

*Fort Wayne Sentinel*

July 1, 1843

TOLEDO GUARDS: FORT WAYNE CELEBRATION - The Toledo Guards, will, we are happy to announce proceed to Fort Wayne in a body, on the approaching anniversary of our national Independence, to participate in the celebration of the completion of the Wabash and Erie canal, which is to take place on that day. We are highly pleased with this determination on the part of the Guards; as no body of men we could turn out from Toledo, would give a better idea of the character and public spirit of our citizens, that this well disciplined and beautifully equipped company of volunteers. We bespeak for them what they richly deserve, and will no doubt cordially receive — a hearty welcome, for the frank and noble hearted Hoosiers and Buckeyes who will be present on that occasion. *Toledo Register*

GEN. LEWIS CASS, who has accepted the invitation to deliver the oration at our Canal Celebration, will come here on Tuesday morning at 8 o'clock. The committee of reception attended by a band of music, and such volunteer military companies as may be in the city, will start from the foot of Clinton street at 7 o'clock, and meet the General at the lock one mile below town. The arrival will be announced by the discharge of three minute guns. All invited guests arriving from the east will be received by the committee of reception at the lock. [Moots lock #3] Those arriving from the west will be received at the St. Mary's aqueduct.

PROMPT ATTENTION.

The Committee of Arrangements and Committee of Reception are requested to meet at Judge Hanna's office this evening at 6 o'clock and the Committee of Invitation at F. P Randall's office same hour. This is the last meeting that can be held previous to the celebration, and it is to be hoped every member of each committee will be present.

July 3, 1843.

Committee of Arrangements. I. D. G. Nelson, M. W. Hubbell, T. Heindter, S. Hanna, W. G. Ewing and L. G. Jones.

Committee of Reception, the Mayor and Common Council, Messrs. Morgan, T. W. Swinney, Huxford, Rudisill, Brackenridge, Jr. Sturgis, S. Edsall, A. Hamilton, T. Hamilton, D. H. Colerick, Beecher, Townley, Hon. Humbert, T. Johnson, Ewing, A. Fairfield, Col. Jones, Hull, Sweetser, Comparett, Pritchard and B. B.

Stevens.

The Order of the Day as seen on the previous page was again published as well as the information about the Toledo guards seen on this page.

This six-pound naval canon captured from a British ship during the Battle of Lake Erie in the War of 1812 and then used in a battle in 1813 was fired during the dedication of the Wabash & Erie Canal on July 4, 1843. Its carriage is an authentic replica made from old canal timbers in 1960. It now sits in the entrance to the History Center in Fort Wayne/Allen County.

## 1845

*Fort Wayne Times & Press*

January 25, 1845

STATE FINANCES - Report of the Committee of Ways and Means. - We are indebted to our Representative, Judge Stophlet, for a copy of the Report of the Committee of Ways and Means, of the House of Representatives, presented on the 7th inst., by Mr. Herod, Chairman of said committee. It is comprised in a pamphlet of 19 pages and is a highly interesting exhibit of the financial condition of the State. We have not room for the report entire, and must be content with a hasty synopsis of its contents.

The report sets out with the declaration that the condition of the Treasury is gloomy in the extreme, not being possessed of the means to meet the demands upon it for the current year. The practices of raising funds to meet the current State expenses by direct loans, or the more insidious one of issuing treasury notes, is very properly deprecated, and the necessity that ever induced a resort to either method is regretted. The injurious effects of these modes of meeting state liabilities, both upon the Treasury itself, and the business and industry of the country, have induced the committee to seek if possible to avoid either in their plan of fiscal operations for the current year. To this end, they have obtained satisfactory information that one third of the revenues will be paid in par funds, which, if realized, will be amply sufficient to defray the ordinary expenses, and keep the machinery of government in motion. If the receipt of par funds should be more than sufficient to meet the current expenses, it is recommended that the overplus be applied to the payment of the bank loan; and a bill for that purpose is submitted with the report. The Committee propose no means for replacing the trust funds, but express the belief that they may be replaced at no distant day, without the necessity of resorting to additional taxation, which they think would be impolitic in the present embarrassed condition of our financial affairs. The six per cent treasury notes of April, 1840, will, in April next, and the succeeding months in which the issues were made, amount to \*8,50 each principal and

interest, and they are absorbed but slowly. A suggestion of the Treasurer of State is here advanced, to the effect that a large amount of these notes could be taken up in exchange for other treasury notes bearing one fourth of one per cent, which would be a saving to the State by stopping the accumulation of interest. This operation, the committee say, is too plain to require any example or demonstration; but they do not tell us what inducement there would be on the part of the holders of six per cents to exchange them for one fourth of one per cent, and we confess that we can see none, unless the latter were made receivable for more purposes than the former are, which is not suggested, and which if carried into effect might defeat the reception of one third of the revenue in par funds previously relied on to defray current expenses. The report argues that this measure would not tend to depreciate the quarter per cents, in greater proportion than the sixes, allowing for the difference of interest, &c. A bill is reported authorizing the Treasurer to make said exchange.

The committee take the Auditor's estimate of \$232,000, as the amount of revenues for 1844, and conclude that the same rate of taxation for 1845 will produce \$240,000. They recommend that the same tax be levied, as was levied last year.

*[Please note the following numbers are as printed in the paper, but they do not add or subtract correctly. Its no wonder they had fiscal problems.]*

The amount of general revenue received in the Treasury from the 1st of November 1843, to the 31st of October, 1844, inclusive being the end of the fiscal years, was:

	\$ 784,605.64
On account of Internal Imp.	<u>1,059,534.94</u>
Total receipts,	\$1,844,240.58

The amount of general disbursements of the same

period was,	195,056.06
On account of Int. Imp	<u>1,277,438.08</u>
Total disbursements	1,472,494.14

Total Receipts as above	1,844,240.58
Total expenditures as above	<u>1,472,494.14</u>

Balance in the Treasury

1st of Nov., 1844	\$ 371,746.44
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The receipts into the Treasury from the 1st day of November 1844, to the 1st day of January 1845, including the above balance, amounted to:

Exp's during same period	<u>108,683.92</u>
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Balance in the Treasury on the

First day of Jan. 1845	404,246.09
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To the above add Warrants

outstanding 31st Oct. 1844,	97,923.46
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Add those issued since,	8, 887.82
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Add over payment by Mr. Dunn to

meet his outstanding receipts,	<u>90,227.32</u>
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True am't in the Treasury 591,284.69  
 So far the state of the Treasury looks very comfortable on paper but let us see what this sum consists of.

Of cancelled Scrip,	306,102.41
Scrip reserved for hypothecation	5,000.00
Interest thereon,	<u>1,060.00</u>
	312,162.41
Requisition to State Agent	3,332.97
“ to Bazil Brown,	<u>500.00</u>
	3,832.97

W&E C Scrip

never paid out,	50,745.00
ea. Paid since 1st Nov.	44,014.00
12 State Bonds and Coupons	13,650.00
¼ or, ct, Scrip never paid out,	28,750.00
Lucas White Dog,	89,442.10
Bk. Scrip of Sinking fund Com'rs	27,666.81
13 parcels B. Dog & W. Dog,	25,167.00
Warrants redeem'd since 31st Oct.	964.38
Various payments not audited	10,072.56
Treas. Notes with and without int.	4,613.84
Cash, the whole of	<u>202.62</u>
	591,274.69

The report then exhibits two calculations based upon different data, as to the time at which the entire domestic debt of the State will be cancelled — one calculation fixing that period at the first of January 1849, the other 1853. These estimates being only conjec-  
 - \_\_\_\_\_ [paper cut off here]

On account of Wabash and Erie Canal,	\$1,727,000
Internal Improvements (paper),	8,900,000
Bank,	2,413,090
Madison and Indianapolis Rail Road,	456,000
Lawrenceburgh and Indianapolis R. R.	221,000
Surplus Revenue,	294,000
Interest, and to redeem Treasury Notes,	<u>1,100,000</u>
	\$15,111,000

On which no interest is paid, and no provision is now, or can at this time, be made for its payment.

Of his sum, \$100,000 bears six per cent interest; \$10,692,000 five per cent interest and \$36,000 seven per cent interest. The annual interest therefore on the funded debt, (exclusive of what is paid by the Bank) is on \$100,000 \$6,000 at six per cent, \$360,000 at seven per cent, \$10,692,000 at five per cent. 534,000  
 Total \$543,120

The following are the estimated ordinary expenditures of the State government for the year 1845:

Indiana Legislature	\$25,000
Executive Officers	4,300
Supreme and Circuit Judges, and	

Sheriff of Supreme Court,	15,300
Prosecuting Attorneys,	1,850
State Prison (conveying convicts)	1,600
Specific appropriations	5,000
Contingent expenses of Governor,	1,000
Probate Judges	3,500
Pub. Printing & distribu'ng laws,	7,000
Stationery for printing and public offices	2,000
Salaries of Adjutant and Quarter State Library, (including Librarian's salary,)	500
Deaf and Dumb Asylum,	<u>700</u>
	\$67,950

Upon the whole the report places the financial affairs of the State in as clear and lucid a light as any document we ever perused. It does not aim to mystify or conceal the true condition of the Treasury, but lays it bare to the bottom. Mr. Herod deserves credit for the manner in which he performed the responsible duty assigned him, and we wish his report could be placed in the hands of every man who would read and understand it.

*Fort Wayne Times & Press*  
 January 25, 1845

It is proposed as the most appropriate monument to the memory of De Witt Clinton, that his name be inscribed in large letters on every lock on the Erie canal. This, indeed, would be appropriate, but the party in power will never permit it; they would sooner inscribe thereon the name of Martin Van Buren or Gov. Bouck.  
 [William C. Bouck, New York]

*Fort Wayne Times & Press*  
 February 22, 1845

It is with no ordinary feelings of regret and bereavement, that we today record the decease of our late respected friend and fellow citizen, FRANCES COMPARETT, Esq.; and in this we know that we only sympathize with the feeling's of the whole community. Neither is it an ordinary calamity to such a community as this, where persevering energy is so essential to the development of its latent resources, to be deprived of such a member as Mr. Comparett. One of the earliest settlers, he was identified with all the interest of the place; and no man has done more to promote them, and those of the country around, than he. Possessed of a liberal share of the means of doing good, they were not suffered to rest idly in his hands; and the traveler can hardly go in any direction, within fifty miles of this city, without meeting traces of his industry and energy, in mill and other improvements beneficial to the country. His was emphatically an active life, and if he sometimes ventured beyond what even his extensive means would justify, it was the result of a restless, ever-active indomitable spirit of perseverance, and not from any impulse or motive

that could derogate one iota from his character as an honest man. He came here in his young days, poor, as he has often told us; and he has left a fine estate — how inscrutable, and past finding out, are the ways of Providence, that he could not be spared many years yet, to enjoy it. His departure will create a chasm in the business operations of this place, that will not soon be filled. The suddenness of his decease, is not the least portion of this afflicting dispensation. During the whole of last week he was serving on the Grand Jury, then in session in this county — today he is carried to his final resting place in earth, there to await the sound of the Almighty's trumpet, that shall not only transform the living, but wake the dead.

Mr. Comparett was of French extraction, born, we believe, at Montreal, and was a firm believer in the Catholic faith.

*Fort Wayne Times & Press*

February 22, 1845

OBITUARY. - DIED. - At his residence, in Fort Wayne on the 20th instant, FRANCIS COMPARETT, aged 48, of a severe inflammation of the lungs.

The memory of the deceased will be ever cherished and respected by all who enjoyed his intimate acquaintance. Hardy pioneer, he was amongst the first settlers of Fort Wayne, and for industry, ability, perseverance, and fortitude under the severest trials and the most unexpected reverses of fortune but few will bear a comparison with him. He was truly charitable. Having the substance of this world he could not see his brother in need and shut his bowels from him. His departure hence, while we hope it is his gain, will nevertheless be severely felt by the Poor, the widow, the fatherless and the community at large. And what shall we say to the deep and ever fresh affliction such a loss will cause to the tenderly devoted wife and family he has left to lament him!! May he rest in peace.

*Fort Wayne Times & Press*

March 8, 1845

*From the Baltimore American.*

RAILROADS & CANALS COMPARED. - The superiority of Rail Roads over Canals has, within a few years, been fully and satisfactorily established.

Daily experience demonstrates the folly of constructing Canals for the transportation of passengers, merchandise or produce. Hereafter Rail Roads will alone be constructed for these purposes — they having been found to excel Canals in speed, cheapness, and freedom from interruption.

In this country Canals only accommodate districts of country and business depending on them, eight months of every year. Such serious periodical suspension of business amounting to 33 per cent of their sea-

sons of navigation, proves highly injurious to every interest they were made to promote. In addition to this, Canals are subject to frequent and vexatious interruptions, caused by floods and low water.

Rail Roads are seldom interrupted by floods — never by low water — and comparatively but little by winter. These advantages alone should cause them hereafter to supersede and supplant Canals.

Merchandise and produce are conveyed on Canals 50 miles in 24 hours — on rail road 200 miles in the same time. Passengers are conveyed on Canals 80 miles per 24 hours — on Rail Roads 400 miles per day. As the inhabitants of this country are a traveling and a "go a head people," they will give a decided preference to Rail Roads on account of the great saving of time by the velocity with which persons and goods are carried on rail roads.

Had the people of Pennsylvania discovered a fountain on the summit of the Allegheny mountains, amply sufficient to supply a canal, it would have been bad policy to have constructed a canal instead of a rail road over the mountains.

Twelve canal locks are required to overcome a perpendicular ascent of 100 feet. — Five minutes are required to pass a boat through each lock. The height to be overcome is 1400 feet in 12 miles — requiring 1689 locks and 14 hours to pass them. Add to this 6 hours for the 12 miles, making together 20 hours for a boat to ascend from the foot to the summit of the Allegheny.

A train of burden cars traveling 10 miles per hour on a road ascending 40 feet per mile, would in the same time, (20 hours,) have advanced 200 miles and overcome a height of 8000 feet. These well ascertained facts demonstrate the vast superiority of railroads over canals in mountainous districts, where summits of even moderate height are to be surmounted.

The recent and great improvements in the traction power of locomotive engines, now enable Rail Road Companies to carry every description of merchandise, produce, minerals and measurers any given distance in less time and at less expense than by canal.

The average freight on merchandise and produce passing over 275 miles of Canal, and 118 miles of rail road, between Philadelphia and Pittsburg, is equal to 16 cents per 100 lbs. per 100 miles.

The Baltimore and Susquehanna Rail Road Company transports merchandise and produce for 15 cents per 100 lbs. for each 100 miles, while merchandise and produce are carried over each 100 miles of the Western Rail Road (connecting Boston and Albany) for 12½ cts. Per 100 pounds.

The Companies owning the rail road from Albany to Buffalo pay a bonus or premium of 7½ cents per 100 lbs. per 100 miles to the State of New York for this privilege of being permitted to carry merchandise and

produce over their road at 20 cents per 100 lbs., for each 100 miles.

The Philadelphia and Reading Railroad and Schuylkill Canal run parallel to, and near each other, throughout their whole extent. The Canal Company, during the past season, received less than \$5000 for conveyance of passengers and merchandize, while the Rail Road Company received \$136,000 from passengers and merchandize.

This remarkable preference given to rail roads over canals settles the question of their relative value and utility in this country.

Canals are unsuited to the conveyance of the mail, while the owners of railroads receive generally \$25,000 per annum for every 100 miles the mail is carried. This is an exclusive and important advantage that rail roads possess over canals. They possess an equal advantage in the transportation of troops and munitions of war, when the fate of the nation often depends on the rapid movement of troops.

Passengers can travel by canal from the city of Washington to Harper's Ferry. The distance by canal is 60 miles, yet they prefer traveling 104 miles by railroad, and pay \$1.80 or twice the amount of a fare charged by the canal.

From what has been advanced it is evident that canals can not successfully compete with railroads.

*Fort Wayne Times & Press*

March 15, 1845

MR. DEFREES' REPORT ON THE STATE DEBT

*In Senate, December 18, 1844 — Read, laid on the table, and five hundred copies ordered to be printed for the use of the Senate.*

Mr. Defrees presented the following report of the select committee, (composed of Messrs. Defrees, Holloway, Cotton, Aikin, and Hutton) to whom was referred resolutions submitted by Mr. Defrees, in relation State Debt:

The Legislature of this State, in compliance with the wishes of a great majority of the people, in the year 1836, passed an act to provide for a general system of internal improvement. In the attempted prosecution of that system, it became necessary to raise large amounts of money. This was effected by the issue of transferable certificates of stock, bearing upon their face the plighted faith of the State for the payment of the interest and the final redemption of the principal. These certificates were thrown into the money market by our authorized agents, and large sums realized upon them. The money thus acquired was applied to the construction of the various works contemplated in the general act, as well as to the Wabash and Erie Canal. Before completion a suspension became necessary for want of means for their further prosecution. Independent of the sums raised on our

bonds, the State became indebted to contractors to the amount of one and a half million of dollars. To meet this last indebtedness, treasury notes were issued. The sum of \$722,040 was due to the State Bank for money advanced by her to aid in the prosecution of the public works, for which scrip based upon the sinking fund for its redemption, was issued.

To absorb the treasury notes, pay the ordinary expenses of the State to meet the interest on our bonds for the past four years, by direct taxation, owing to the embarrassed condition of the country, was deemed impossible. During this time we have repeatedly told our creditors, by legislative action, that our debt should be paid. That the people are willing, whenever they are convinced of their ability to do so, the committee cannot permit themselves to doubt; and, that they now have the ability to make an arrangement at once satisfactory to her creditors and honorable to the State, we think we can demonstrate.

The bonds issued for internal improvement purposes, now outstanding, and upon which no provision for interest has been made, amount, according to the Auditor's report of the present year, to the sum of \$11,122,000, to which add the interest now due, being the sum of \$2, 227,500, and the whole sum now due will be \$13, 349,200.

After deducting the revenue for the present year, there will remain outstanding treasury notes to about \$401,552, which are receivable for taxes. The scrip issued to pay the Bank debt will be absorbed by the sinking fund.

A reference to the census shows that the various productions of the soil amounted, in 1840, to about eleven million of dollars, and the capital invested in commercial and manufacturing pursuits was about ten millions. — These several amounts have greatly increased within the past four years, and will continue to increase as lands are brought under cultivation, and new objects attract the attention of capitalists. Our taxable property, the present year amounts to 115, 590,065; and the number of polls to 117,536. An examination of the statistics of the State for several years past, affords the most conclusive evidence of increasing wealth, as well as of population. It cannot be otherwise than that a people possessing the productive soil which renders Indiana so favorably known, should thus rapidly continue to increase.

As it is beyond the ability of the State to pay the interest now due, the committee propose that it, together with the principal and one year's interest in advance, be funded, making the total sum of \$13,967,320. This amount to be taken up by an issue of new bonds, bearing three per cent interest, the interest payable annually, and the principal after the expiration of thirty years. — If it be objected to this proposition, that a reduction

of interest from five, six, and seven per cent, which our bonds now bear, would not be creditable to the State, we submit whether the bondholders would not much rather accept three per cent bonds, certain to be paid, because within our ability, than to hold on to our present bonds, convinced as they now must be, that their payment is at least doubtful, and whether a proposition of this kind, is not more creditable to us than the past seeming indifference on this subject. We have reason to believe, that such would be the light in which it would be regarded by our creditors, and that they would avail themselves of it. — A compliance in good faith on our part, with such arrangement if made, would immediately restore our credit, and who so lost to correct feeling as not to desire such a result?

The annual interest on the debt thus funded, would be \$417,219, to which add the annual expenses of the State, about \$75,000 and the sum of \$492,310, would be required each year. To raise this amount, it would only be necessary to assess thirty cents on each hundred dollars of taxable property, which would produce \$346,770, to which add one dollar on each poll and the sum of \$474,306 is produced. Then add to this all other resources at least \$100,000 per annum, the Wabash and Erie Canal alone affording near this amount, and \$574,306 is the result, being an excess of \$72,087 above the amount required. This sum, and the increase of Taxable property next year, will more than make up for all delinquencies in the collection of taxes. The outstanding Treasury notes can easily be absorbed during the next fiscal year, by the same rate of taxation. As the State increases in wealth and population, an assessment of a less sum would produce a sufficient revenue.

To render taxation as light as possible, the State should apply all her resources to this object. It is with this view, that the committee recommend that the net proceeds of the Wabash and Erie canal which will amount the next year to near \$1000,000 be then paid into the State Treasury to be applied to the payment of interest. In fact, when it was diverted to a different object, it was a palpable violation of faith, as it had been previously pledged to pay the interest on the Wabash and Erie canal bonds. When tolls and water rents were made receivable in canal scrip it was only intended as a temporary measure. It is time that a policy so unjust to the people of the State and to her creditors, should cease. The lands alone should be relied on for the continuation of the canal.

A proposition so advantageous to the State, will only be accepted by our creditors, upon assurance that the reduced rate of interest would be promptly paid. It is for this reason, that we here, (in this bill which is submitted with this report,) make it the duty of the Auditor of State, to make each year on all the polls and taxable property, a sufficient assessment to meet the interest.

The committee have thus in as few words as possible presented the liabilities of the State and the resources of the people to meet these liabilities. If the proposition we present \_\_\_\_\_ out oppressing the people. A tax of thirty cents on each hundred dollars worth of property, and one dollar on each poll, is certainly not beyond the ability of our people. It is not equal to the taxation of other States, having less wealth. A determination to pay, industry and economy on the part of the people, will provide the means. The subject has already been delayed. The sooner action is had the better. The interest now accumulating at the fearful rate of \$559,620 per annum. A neglect to pay it does not get rid of, but increases the debt. It is now within our control — a few years more it will be utterly beyond it, and forever will rest upon our State the infamy of repudiation in effect, if not an open avowal of our shame.

*Fort Wayne Times and People's Press*

March 22, 1845

An Injunction. The Tippecanoe Circuit Court has granted an injunction upon the complaint of one Hawkins, against the Superintendent of the Wabash and Erie Canal west of Lafayette, restraining the further construction of said canal until compensation is made to the owners of private property taken for its construction. The case has been taken to the Supreme Court. A Correspondent of the Journal says — “The questions involved in the above case are of vast importance to the community in general, but especially to those interested in the completion of the Wabash and \_\_\_\_\_ [page cut off at this point].

*Dawson's Fort Wayne Times and People's Press*

March 22, 1845

Wabash and Erie Canal. - Congress has granted 500,000 acres of land, to continue the construction of the Wabash and Erie Canal from Terre Haute to Evansville. Why was nothing done towards obtaining a grant for our Northern Canal? Where was Mr. Kennedy? Did he move in this matter? Not at all. His time was spent in declaiming about Democracy, Texas, Oregon, Dorrism.

[unreadable] \_\_\_\_\_ (When) the Canal is opened, from the Ohio River to Lake Erie, (as soon it must be,) it will be one of the most magnificent works of the kind in the world. It will be the best and most direct route by water, between the two great Emporiums of the North and South — and cannot fail to become at once an immense channel of commerce. Its effects upon the fertile valleys and beautiful plains through which it passes and by which it is skirted, will be so vast and astonishing, as to fully justify the application of the beautiful language of prophecy — ‘Tho solitary place shall be made glad — and the wilderness shall bed and blossom as the rose.’

*Cincinnati Gaz.*

*Fort Wayne Times and People's Press*

March 22, 1845

We regret exceedingly that we shall be compelled to suspend publication for a week or so. Before the close of Navigation last fall, we ordered a supply of paper that we thought would be fully sufficient for our use until the opening of navigation, but, as we observed last week, we are using so much more than we expected to use, that we have run short. We have the promise of a supply by the first boat from Lafayette, and it is arrives in time we shall publish next week as usual. If it does not, we shall issue an extra for the benefit of our legal advertisers.

*Fort Wayne Times and People's Press*

March 22, 1845

For the *Times & Press*

CONGRESSIONAL REPRESENTATION - The Democrats have but one candidate, while the Whigs, as usual, have two, with a fair prospect of more. How has this happened, and who is at fault? This is my version of the dilemma.

About the 11th of January Mr. Kennedy was triumphantly announced as the Democratic candidate, and it was boasted through the streets by the Democrats, for a month, that no Whig was foolish enough to be beaten, whipped, and distanced by the invincible Mr. Kennedy! During all this gasconading by our political opponents, the friends of Doct. Thompson were silent; he was not brought forward to take up the glove and enter the list; his horn blew no blast of defiance nor did it answer to the proud challenge of his late victorious competitor. In the mean time Judge Ewing was talked of; the Whigs here generally solicited him to run; they wanted, they said, to see a "scratch", (as they called it) between the Corn dealer and the little White River special pleader. On the other hand there was a prevailing impression amongst the Whigs, that Kennedy would distance Thompson if he was again put upon the trace and it would indeed be a reckless injudicious party that would feel like staking their interests a third time on the same individual with no better prospect of success than at the first.

Mr. Ewing agitated some subjects eliciting a northern feeling, and in consequence of this there appeared to be a fair prospect of his receiving a support far beyond the strength of the party, and he was still strongly urged to permit his name to go before the people as a candidate, and on the 8th of February it was announced, about a month after Mr. Kennedy's.

Dr. Thompson's friends had long reason to expect that Mr. Ewing would be out, if no other candidate appeared against Kennedy, but they could not get their consent to give his name until the 15th of February,

a week after Mr. E. was announced: and this caused the present embarrassment of the Whigs. — From this long delay the impression was current that Dr. Thompson did not intend to run if Mr. Kennedy was again to oppose him.

Dr. Thompson was at Washington city on private business, had ample time from the papers to be advised of the announcement of Mr. Kennedy, and to have given his name and promptly met him, had he wished to do so, before Mr. Ewing's name appeared; and had he done this Mr. E's name would not, I am assured, have been announced to produce discord and division among the Whigs, as has unfortunately been done by giving Dr. Thompson's name when another was out.

Now we are told that Doct. T. claims the field, that he has sustained two defeats and pants for a third trial. He has been the candidate of the Whigs, in this District most of the time since 1840, when we had a majority of 1400 votes, and it always had been a Whig district! The tables are now strangely turned, and a majority of 200 or 300 votes are against us.

When men and their popularity fail them after repeated trials, it is usual to change them for new ones, and it would be material for the Whigs to avail themselves of this policy if left to their free choice on this occasion, "and in Allen and the surrounding Counties a general desire prevails amongst the Whigs that they should have a new Candidate, that it would give them better prospects of success," and many desire that Mr. Ewing should be the man, believing him at this time most likely to succeed, and owing to his *long residence, general acquaintance, and extensive commercial connections* throughout the District, that he will take a strong vote, in many instances without regard to party — that against Mr. Kennedy who resides in the extreme southern portion of the District, he can rely on 300 or 400 northern Democratic votes.

Men who are candidates are certainly under obligations to their friends for the preference they have received, and not their party to them. With a fair prospect of success the Whigs would no doubt take great pleasure in supporting Doct. Thompson, but as the race will be a hard one, they are forced to look about for the most available man, and strike for Victory, regardless of personal preferences.

In 1840 Mr. Ewing was a member of the State Senate. The Wabash & Erie Canal had been lingering for eight or ten years and was unfinished: The credit of the State was exhausted by the crazy system of 1836, and no money could be borrowed. He introduced a bill, and it passed, to select and sell the remaining portions of the canal Lands due by grant from the U. S. This was done, and the energetic chief engineer, J. L. Williams, Esq., was authorized to carry the plan into execution. The consequence was that in the short period of eight or

ten months from the passage of the Bill the canal was complete. Besides, Mr. E. at the same time procured the passage of a joint resolution Special commissioner to Columbus (the Ohio Legislature) to stimulate them to finish the long neglected portion in their State. This was done and resulted in the passage of a bill in the Ohio Legislature for the loan of a half million of dollars for its immediate completion, regardless of the rate of interest to be paid. — And now for two years this great work has been completed from Lake Erie to the steam boat navigation of the Wabash.

The wild and deluded Legislature of 1836 adopted an extravagant system of Internal Improvements, far beyond the resources of the State. It has entailed on us a debt of 13 millions of dollars and now with an accumulating and consuming interest will soon amount to \$20,000,000.

The people are already taxed as far as they are able to bear, and the *resources of the State and of State Legislation are entirely exhausted and hopeless.*

In 1830 the U. S. surveyed a route for a Northern canal to connect Lake Erie and Lake Michigan. Our State has expended half a million of dollars upon it, and as an extension of the Wabash & Erie canal, and \_\_\_\_\_ *[the page was cut off at this point].*

Wabash Representation have procured the last session of Congress, a grant of lands, whilst the northern canal was not even named.

As to our monster State debt, it can only now be destroyed in my humble judgment by donations of the Public domain Say, let the surveyed and unsold Public Lands be divided amongst the several States, instead of being sold by idle officers who scarcely sell enough under the present embarrassed state of the country to pay their salaries.

The same energetic spirit that caused the speedy completion of our Wabash & Erie canal, when both credit and money were gone, might if vested again with legislative power, devise ways & means, not only for the completion of our northern canal, but also for the rapid extinction of the millions of State debt that already blights our long anticipated prosperity.

If he should be elected to Congress, and invested with the influence of the People, he will, I doubt not, at least make a most fearless and desperate effort to accomplish so great and glorious an enterprise, (and there is a precedent and good reason for believing that a grant of lands may be obtained for our northern canal.) His intrepidity and energy of character have never quailed before difficulties, nor has he yet managed his own adventures to bankruptcy, although large and widely extended; nor has he ever been concerned in legislating the State into bankrupt measures. It is not then to be hoped, that the most available Whig candidate at this time, will be selected to meet Mr. Kennedy, backed

by every true Whig, regardless of all personal references or the past troubles of political warfare.

A CITIZEN OF ALLEN COUNTY.

*Fort Wayne Times & Peoples Press*

March 29, 1845

Wabash and Erie Canal - Navigation has fairly commenced on our canal, and boats are daily arriving and departing. An alteration has been made in the rates of tolls on the Indiana division. A table of the new rates will be found on our first page.

*Fort Wayne Times & Peoples Press*

March 29, 1845

Our Bridges - A few days ago a little girl, daughter of Mr. Munson, fell through the mantrap across the canal at the foot of Barr street, and would have been drowned but for the timely assistance of Mr. John Butcher, who dived into the canal, and succeeded in bringing her out.

We have before called attention to the dangerous and disgraceful condition of our bridges, but our remarks have passed unheeded, nor can we hope for any remedy, until some melancholy catastrophe shall awaken our functionaries to their culpable negligence, or until some aggrieved and injured individual shall sue them for damages. It is said there is a difference of opinion as to whose duty it is to keep the bridges in repair. Some contend that the State ought to do it, as a recompense of the right of way; other that it is the duty of the road commissioners; and others that it ought to be done by the city. Although we do not presume to settle this knotty point, we will remark that it appears to us that our city officers, ought, as a matter of protection to the lives and limbs of our citizens, to see that the bridges are made safe, and it is not their place to be at the expense, they ought to compel those whose duty it is to do it.

While on the subject, we would further remark that the embankments to the new bridge at Lee's ford, and we believe also to the lower bridge, have settled so much, as to make it difficult and dangerous to drive a team either on or off them. A few hours labor would remedy this \_\_\_\_\_, and it ought to be done forthwith.

*Fort Wayne Sentinel*

March 29, 1845

MORRIS CANAL COMPANY. - We see by eastern papers, that the receivers of the Morris Canal Company give notice that "The State of Indiana," as Mortgagees of "The Morris Canal, its appendages, &c." have filed a petition in the Court of Chancery, New Jersey, claiming to be solely entitled to the net rents, issues and profits of the Canal, its appendages, &c., which have come to the hand of the Receivers; that the Chancellor has referred



the matters contained in said petition to Henry A Ford, Esq, a master in Chancery; that the Receivers have employed Governor Pennington, as counsel in the premises, in behalf of themselves and the creditors generally; that the Master will attend on this business, at his office, on Friday, the 7th of March next, at 10 o'clock, A.M., and that any creditors can appear and be heard before the Master, at that time and place.—State Sentinel.

*Fort Wayne Sentinel*

April 11, 1845

Discriminating Tolls on the New York Canal. - The committee in the N York Legislature, to which was referred the memorials of the Buffalonians and others, praying for discriminating tolls to be levied on Western produce going through the Welland canal, so as to make it pay as much for using a small part of the N, York canal as is charged on produce carried the whole length of the work, has very properly reported against the justice and expediency of the measure. Chancellor Kent has given an opinion that such a course would be unconstitutional. So we presume the matter is settled, and if the Buffalo Forwarders expect to monopolize the western trade, they will have to accomplish it by fair and honorable competition with those on the other routes.

*Fort Wayne Times & Peoples Press*

April 19, 1845

INDIANA, HER PUBLIC DEBT, AND HER CONDUCT TOWARDS HER CREDITORS

To the Editor of the *Sun*. Sir — During the past winter, some of your neighbors of the city press, especially the Editor of the Tribune, have seen fit to speak in terms unmeasured and unjustified by facts, of the State of Indiana, in connection with her public debt and her treatment of her creditors. As one of her representatives in the late Congress, I sought occasion during the session that has just closed, to reply to such aspersions on the floor of the House; but finding a suitable opportunity, I ask that you will be kind enough to allow me to avail myself of the extensive circulation of the *Sun*, in stating the facts of the case. And, these fairly stated, I am willing to abide the judgment of the country, confidently committing to well informed public opinion, the reputation of my adopted State.

It is but too well known, that Indiana, some nine years since, misled by similar undertakings in older states; engages in an extensive system of public works; a system devised without judgment and managed without discretion. The result has been, that of nine different works, which with rash improvidence growing out of sectional jealousies, she undertook to construct and finish simultaneously, not one is yet completed; nor, with the single exception of her Wabash and Erie canal, yet approaches completion. The State is dotted over with

detached works, utterly worthless and unproductive; deep cuttings, isolated in the center of her forests, and huge mounds standing alone, without apparent purpose, in some remote valley, washed into shapeless masses, year after year, by the action of the elements. And, with scarcely an item of productive value as an equivalent. Those who thus rashly guided councils have entailed upon the State, for Internal Improvement alone, a debt of fully twelve millions of dollars; nearly eleven millions of foreign and upwards of a million and a quarter at domestic debt. The whole of that amount, however, it ought to be stated, has not been squandered even by the bad management that ruled her public business. For about three millions of her bonds, included in the above debt, *she never received the money at all*. Her fund commissioner, with a degree of imprudence that merits the epithet of recklessness, sold on credit to an institution, then on the verge of bankruptcy, (the Morris canal co.) upwards of two millions and three quarters of their bonds, and nearly a quarter of a million more to sundry free Banks of Western New York; the whole proving a dead loss by the insolvency of these institutions. An examination set on foot by the Agent of the State proves, that these bonds were almost instantly transferred or hypothecated to the third persons, unapprised, as it appears, of the nature of the transactions by which, they were obtained.

These circumstances, taken altogether, form a case, well calculated to test, to the uttermost, the good faith and honor of a State. The people of Indiana know and keenly feel, that the confidence they have reposed in some of their public servants has been shamefully abused. Their property has been virtually mortgaged for an amount of principal fully equal to one-tenth of their present entire taxable list, real and personal. For that amount, enormous compared to the property of the State, her citizens know that they have, with exceptions not worth regarding, absolutely nothing to show; not a dollar of annual revenue to receive. And they further know, that out of a fourth of that amount they have been defrauded by speculating institutions.

All this furnishes no sufficient reason why Indiana should refuse to pay her debt. But it must be confessed, that it offers temptations to repudiation such as nations are not often exposed to.

How, under these trying circumstances, has this heavily-burdened State conducted herself? Has she acted like a wholesale swindler? As your neighbor of the Tribune (adopting language unworthy of him, fit only for the self-righteous exclusives of a London club) would have the world believe? Let facts and figures furnish the reply.

Has Indiana repudiated even the very bonds \_\_\_\_\_ [here the paper is cut off] \_\_\_\_\_ has regarded their sale as absolute, and recognized the

right to payment of those who now hold them.

All this, it will be replied, is well enough; but fair promises cost nothing. "Pay me that thou owest," such is the language of the creditor. And it is no very satisfactory reply to that demand, that we merely admit, in words, the justness of the debt. What has Indiana done? That is the practical question. Delay becomes denial. What measures has she adopted — what exertions made — to work through a debt, which in terms she does not repudiate?

Nine years ago, at the commencement of her Internal Improvement system, the ad valorem state tax levied on her citizens was five cents on every hundred dollars of property. It was gradually increased, first to fifteen cents, then to thirty, and one year, (1841) to forty cents; being eight times the ad valorem tax which originally sufficed with a small poll tax, to pay her current expenses; and that estimated on the full actual value of her tax tables; not, as in Ohio and some other states, on a mere nominal appraisalment; the poll tax, however, remaining at fifty cents, except in 1841, when it was raised to seventy five cents for each poll.

By the great increase of taxes, there has been raised in Indiana, by direct taxation and for state purposes alone, in the last eight years, upwards of eighteen hundred and fifty thousand dollars.

But the present current annual expenses of the state government of Indiana are, by the estimate of her Auditor, about seventy thousand dollars. They have, heretofore, been somewhat higher. Putting them, at an average of eight thousand a year, they would amount, in eight years, to six hundred and forty thousand dollars; or about one third of the amount of taxes raised; leaving two-thirds, or about a million and a quarter of dollars to be applied in the extinguishment of her public debt from the legal source of direct taxation, and without reckoning bank dividends, sales of public lands and other smaller sources of revenue. It is true, that this amount has chiefly been applied to liquidate the domestic debt of the State, and that, during a portion of that time, the interest on Indiana's foreign debt has remained unpaid. This has happened naturally, almost necessarily, as the result of the extreme pressure of the times, causing the State to pass a law by which her scrip, the evidence of her domestic debt, is received in payment of taxes and other State dues. If this be cast up to Indiana as a reproach, it may be asked, in reply, whether there be any example on record of a nation preferring her foreign to her domestic debt; and whether it may not justly be doubted, if England herself, supposing her debt, instead of being as ninety-five hundredths of it is a domestic debt, were a foreign, would pay the interest on it, even for a single year. A State which, for eight years, including a disastrous period of the commercial history of the country, has persevered in applying, out of every

THREE dollars which she raised by taxing her citizens, TWO toward s the payment of her debts, may be admitted to have done what could be reasonably expected of her, in the premises. Of the annual revenue of Great Britain, (of which but a small proportion is derived from the trying burden imposed by direct taxation,) there has been applied little more than one-half, instead of two-thirds, annually, towards the Interest of her debt, while nearly one-half has gone for the current expenses of her government.

If, now, it be demanded of me whether I believe that Indiana, disappointed and wronged as she has been, and deeply involved as she is, will yet ultimately discharge her debt, I reply, that if her creditors evince but a moderate degree of conciliation, I feel confident that she will. I introduced into Congress during the late session, a bill, which, fortunately for our state, passed into a law, by which there was granted to Indiana, about 800,000 acres of land, to aid her in completing her Wabash and Erie, or rather Ohio and Erie Canal. This work, not included in her general system of Internal Improvement, but constructed chiefly by means of a separate land fund, and having Cost already about four millions of dollars, will connect when completed, the waters of Lake Erie, by way of Maumee Bay, with the Ohio river at Evansville. Of this important Canal three hundred and fifty miles are already finished, or means provided to finish them, commencing at either extremity; and a gap of about one hundred miles, lying on the line between Terre Haute and Evansville, remains incomplete; on which however, she expended before she abandoned the undertaking, upwards of a quarter of a million of dollars. About a million and a quarter more is required to complete the entire work; and that sum can, (it is reasonable to believe) be raised from, the lands granted for the purpose.

It is the opinion of some of those who are familiar with the subject and specially interested in the result, that the net proceeds of this Canal, (within our State line) when finished and in full operation, will suffice to pay one half the interest on the foreign debt of Indiana. If acting upon this belief, the bond holders shall consent to receive the net proceeds of that Canal, annually apportioned among them and yearly increasing to amount as they surely would, in full liquidation of one-half the annual interest accruing on the foreign debt, it is my firm conviction, that Indiana would forwith permanently provide by law for a direct tax, sufficient to pay the other half. About twenty-seven and a half cents on the hundred dollars of her present taxable list (netting about \$275,000) would suffice for that purpose; and seven and a half cents more (produces about \$75,000) would pay the interest in full on her domestic debt; making in all a tax of three mills and a half on the dollar; very heavy, it must be confessed; but yet half a mill less

than that already submitted to in 1841; and I think not exceeding what the people if they felt assured it would effect the purpose, would be willing to bear; more especially, if, by improved management on the part of the several County boards, the percentage for County purposes were reduced, as it well might be, to meet such a contingency. A poll tax probably of sixty-five, certainly of seventy-five cents, would suffice, with other small revenues accruing yearly to the State, to defray the expenses of the State Government.

It is proper I should add, that these are but my individual opinions; given without any consultation with our State authorities, or with members of our Legislature. I speak but from my general knowledge of public sentiment in Indiana, and of the strong desire felt by her citizens to rescue, from reproach hitherto unmerited, the fair fame of their young State. I believe, that the arrangement I have suggested would be, on the part of the bond-holders, and in view of the peculiar features of the case, but fair and just. I believe, from the important character of our Canal, connecting as it does the Lakes with the Mississippi, that, thought at first its revenues might fall somewhat short of the amount necessary to complete the full interest; ultimately their increase would make up the deficiency. And I believe, that the Legislature of our State, if such a proposal were definitely made, would consent to set apart the Canal proceeds for such a purpose; pledging them to it, until the principal is paid up; and would pass the further revenue laws necessary to carry out the entire plan. In conclusion, permit me to express the hope that those journalists who have attacked, in vague terms, without knowledge or regard for the facts of the case, the honor and character of Indiana, will do her, at least, the simple justice to state to their readers, that this State, so harshly abused at home and vilified abroad as a culpable and careless defaulter, has regularly imposed upon her citizens direct taxes to such amount, that she has been enabled to set apart, and has set apart and appropriated ever since she first incurred her debt, two dollars out of every three derived from her entire taxes, to the payment of her State debt. I am, Sir, your obt. serv't, ROBERT DALE OWEN, New York March 31, 1845

*Dawson's Fort Wayne Times and People's Press*  
April 20, 1845

WABASH AND ERIE CANAL. - The appropriation of one half the unsold lands in the Vincennes District, In., by Congress to complete this Canal excites a good deal of attention at home and abroad. And well it was. For the grant is a large one, and the work in itself great. The first gives no less than a half million of acres; the second connects the Lake at Toledo with the Ohio River at Evansville.

That our neighbors like this Congressional

grant, is not strange. It is right that they should rejoice over it, and that we should sympathize with them. For that grant if *rightly used* may be made the means, in part, of reviving State credit, as it should be made a means unquestionable of State wealth. We say, it *rightly used*. And surely there can not be much doubt as to this. Indiana has suffered enough, we all know, from improvident public managers to make her prudent on this subject; to convince her that her public works should be entrusted to honest, business men; to declare the law of the public mind to be that this grant should be used diligently and faithfully to the accomplishment, by the best mode, of the great national object for which it was bestowed.

If reasons need be multiplied, when simple obligations of *duty* would seem to include all, one might be referred to, of so general a nature as to demand from Indiana more than ordinary attention. The grant by Congress of this land makes her in fact the Trustee of the nation. The national legislature says in effect to the State, 'You wish to complete this great public work, it is no less magnificent than useful. It is a national work. For this purpose we, as the agents of the nation, bestow on you, half of all the unsold land belonging to the nation in the Vincennes District. *Use it faithfully*. Allow no speculation in those who manage it; put aside in this matter self-aggrandizing men; and be, as Trustees should be, honest, wise, above the suspicion even of having abused in any way the high trust reposed in you.' And for the sake of the good character of the State — we desire that Indiana may meet her obligation as one who cannot err under these circumstances — and that in due time, her response to the nation will be 'We have wisely used your generosity to the national and State good. — We have so disposed of the public land you granted us as to finish this great work, and have made you richer thereby in greatly enhancing the value of your land yet unsold in the same District. WE have been honest stewards of a generous benefactor.'

We are glad to find that this subject attracts attention in Indiana. That's right. — Let it be kept before the public mind. Discuss it will. Watch every movement, and know every step taken in it; and above all be sure that no false step either as regards measures, or men, selected to carry out plans for selling the land, or completing the Canal, is taken. Hear all plans: but decide not upon any of them until it is pretty certain you have hit upon the best. We give below one of these plans suggested by the very sensible Editor of the Journal and Free Press, Indiana. He says:

The lands granted by Congress for the extension of the Canal, are estimated to amount to about *half a million of acres*. These, if properly husbanded, would furnish a fund, it is thought, amply sufficient to complete the enterprise. In order to do this, however, great

prudence should be observed. Instead of throwing the land into market *immediately*, as those appropriated for the building of the Canal from Lafayette to Terre Haute have been, and issuing *Scrup* upon them, we should be in favor of *borrowing enough money*, (if it can be obtained,) to complete the work; pledging not only the lands, but the tolls, and water rents upon the Canal, and even the Canal itself, if necessary for its repayment; and then push the work to completion with all possible dispatch. The value of the lands would be more than doubled, the moment the Canal should be completed, and thus would the means of repayment be at once easy and certain. But aside from the enlargement of the value of the lands, and the rapid improvement of the country, which would follow as a matter of course, the revenues derivable from the Canal itself, in the increased amount of tolls, would in a few years be so great, as to place it within the power and ability of the State to commence the wiping out of her heavy indebtedness.

When the whole line of this Canal is opened, from the Ohio River to Lake Erie, (as soon it must be,) it will be one of the most magnificent works of the kind in the world. It will be the best and most direct route by water, between the two great Emporiums of the North and South — and cannot fail to become at once an immense channel of commerce.

*Fort Wayne Times & Peoples Press*

April 26, 1845

AN ORDINANCE, To prevent the landing of Wood, Lumber, Lime, and Stone on the Canal bank between Barr and Calhoun streets.

Be it ordained by the Common Council of the city of Fort Wayne: That from and after the publication of this ordinance, no Wood, Lumber, Lime or Stone shall be landed on the south side of the canal [in said city] between Barr and Calhoun streets; and should any person or persons fail to be regulated in regard to the landing of the above articles in this ordinance specified, he or they shall be fined in any sum not exceeding twenty-five dollars, to be collected as other fines are collected under the charter of the city. JNO. M. WALLACE, Mayor. ATTEST: OLIVER. P. MORGAN, Recorder. April 12th, 1845

*Dawson's Fort Wayne Times and People's Press*

May 3, 1845

An Argument against Railroads. - A canal stockholder gave the following as his reasons for opposing railroads:

He saw what would be the effect of it; that it would set the whole world gadding. Twenty miles an hour, sir! Why you will not be able to keep an apprentice boy at his work; every Saturday he must take a trip to Ohio to spend the Sabbath with his sweetheart. Grave, plodding citizens will be flying about like comets. All

local attachments must be at an end. It will encourage flightiness of intellect. Various people will turn into the most immeasurable story-tellers; all their conception will be exaggerated by their magnificent notions of distance — only a hundred miles off! Tut, nonsense. I'll step across, madam, and bring your fan! Pray, sir, will you dine with me today at my little box on the Allegheny! Why, indeed, I don't know; I shall be in town until 12; well, I shall be there, but you must let me off in time for the theatre. And then, sir, there will be barrels of pork, and cargoes of flour, and cauldrons of coal, and even lead and whiskey, and such like sober things, that have always been used to sober traveling, whisking away lot a set of sky-rockets. It will upset the gravity of the nation. If a couple of gentlemen have an affair of honor, it is only to steal off to the Rocky Mountains, and there no jurisdiction can touch them. And then, sir, think of flying for debt! A set of bailiffs, mounted on bombshells, would not overtake an absconding debtor, only give him a fair start. Upon the whole, sir it is a topsyturvy, harem-scarem whirligig. Give me the old, solemn, straightforward, Dutch canal — three miles an hour for expresses, and two for jog or trot journeys — with a yoke of oxen for a heavy load. I go for beasts of burden; it is more primitive and scriptural, and suits a moral and religious people better. None of your hopship-and-jump whimsies for me.

*Dawson's Fort Wayne Times and People's Press*

May 3, 1845

Breach in the Canal. - On Thursday morning last a serious breach occurred in the canal at the culvert near New Haven six miles east of this town. Navigation is suspended, and will not be resumed, we learn, for a week or ten days.

*Fort Wayne Times & Peoples Press*

May 3, 1845

An iron steamer is now in course of construction at Philadelphia, intended to ply between Norfolk and various parts of North Carolina, by way of the Dismal Swamp Canal. As her cargoes will principally consist of corn, she is to have a stationary corn sheller fixed upon her deck, over a hatchway, which will be driven by steam from the boiler of the boat. A cargo of corn on the cob can thus be shelled in a short time, and with much saving to time, as the boats are frequently compelled to wait while the farmers beat out their corn by other and slower means.

*Fort Wayne Times & Peoples Press*

May 10, 1845

From the *Washington Constitution*

MILITARY MAIL BOATS — It is a matter of general notoriety, that the splendid steamships which are

employed by the British Government to carry the mails from various points in England to different points in the West Indies, the United States, New Brunswick, and Nova Scotia, are built of such materials, capacity, and strength, that they can at any moment be turned into vessels of war. Indeed it is asserted, that many of them carry their military armament stowed away on board, so that it could be got up and placed in position in a few hours.

There is a valuation put upon the vessels when they enter the mail service, so that if the contingency should arise the Government would instantly take them from their present owners, and transfer them to military purposes. These vessels, too, it will be recollected, are running into our principal harbors, acquiring the most intimate knowledge of their channels, defenses, and weaknesses, so that in case of sudden hostilities, they could strike with an efficiency and effect which nothing but this intimate knowledge and wise forecast could give them. But shall this politic course on the part of our great rival teach us nothing? Shall we not profit by the example? Shall this energetic but cautious preparation for the future be lost upon us? Some of these boats are already upon the lakes, and by means of the ship canal flow completed, they could, in any emergency, place as many more there as might be deemed necessary for offensive operations. What, then, under the existing state of things, should be our line of policy? Can we not encourage the building of similar boats to be used in the same contingencies for similar purposes? The mails are now carried on the great western river, in most of the bays, and on the lakes, in what are called 'mail boats.' These are light built boats, selected generally for their speed, and would not be fit for military use. Let a class of boats be built expressly for this service, after the British example, of strength and capacity that would fit them for any purpose. Let the Government encourage the building of such boats, by contracting to employ them to carry the mails — let them, in fact, be built under the superintendence of competent naval officers of Government — and thus be prepared, in the moment of necessity, to concentrate them at any point where they might be needed. And if, as we can scarcely doubt, the attention of the Government will be directed to the construction of a ship canal, to connect the Mississippi with the lakes, its completion would render these military mail boats available every where.

We respectfully submit that these suggestions are worthy of serious consideration of our Government. It would be a ready way of increasing our maritime strength, by a slightly increased expense for carrying the mail — the boats remaining the private property of the contractors till needed by the Government. We cannot be indifferent to what is passing around us. It would be the extreme of folly to presume upon an eternal state of

peace. Wisdom, Prudence Experience, all teach us, that military preparations and defenses are necessary to protect the rights, and even to insure the peace of all nations. Let us, then, in that way which is least burdensome to the people, do whatever may be necessary, gradually to place ourselves in an attitude of reasonable and efficient defense,

*Fort Wayne Times & Peoples Press*

May 10, 1845

Notice; - In consequence of a break in the canal near New Haven on Thursday May 1st our New Goods, which were advertised would arrive this morning, will not arrive until Tuesday next, May 6th, at which time we will open a very extensive assortment of Dry Goods, Groceries, and Hardware calculated for the present and approaching season, all who want Goods at wholesale or retail will find it to their advantage to call at the Green Store. J. W. TOWNLY & Co.

*Fort Wayne Times & Peoples Press*

May 17, 1845

A Substantial Improvement. - Messrs. Rudisill and Wolke are now building the foundation for an extensive Oil Mill and Woolen Factory, at the lower end of town. They take the water from the canal, and we understand, have command of all the surplus water the canal furnishes at this place. This, in connection with the great fall at their factory, enabling them to use the water twice over, will make a fine power. The well known energy of the proprietors is a sure guarantee that nothing will be wanted to place this among the most valuable improvements of the country; and when they get fairly engaged in the Woolen manufacture, they will, beyond doubt, discover the necessity of a tariff for protection, and become converts to the true American doctrine.

*Fort Wayne Times & Peoples Press*

May 17, 1845

STORAGE, FORWARDING, & COMMISSION - The subscribers, having an extensive and convenient Ware House adjoining the canal, are prepared to do a Storage and Forwarding business, in which they will give strict attention — They will transact any business in that line that they may be called on to do, and intend giving satisfaction to all who may favor them with their custom. They will make liberal advances on all consignments of produce to their care for shipments east. S. HANNA & SONS.

*Fort Wayne Times & Peoples Press*

May 24, 1845

Important to Boatmen. — We learn by a notice in the Logansport Pharos, that the water will be drawn from the canal between Lagro and Carrollton for the purpose

of making repairs, on the 1st of June, and that navigation will be suspended on that part of the canal for about ten days.

*Dawson's Fort Wayne Times and People's Press*  
May 24, 1845

MIAMI CANAL. - It is stated in a Cincinnati paper, says the Toledo Blade of the 16th, on the authority of Mr. S. FORRER, Acting Commissioner, that the water will be let out of the Miami Canal on the 20th inst. For the purpose of making general repairs, which will take from 2 to 3 weeks. From this it would seem, that we need not look for a boat here from Cincinnati before 10th of June, or there about. The opening for spring business, so confidently promised us last winter, turns out a disappointment.

*Fort Wayne Times & Peoples Press*  
May 24, 1845

Toledo, May 15, The receipts of produce from Canal since our last have been considerable, and in consequence of a slight advance in the New York and Buffalo markets, a decided improvement in prices has taken place. We quote prices as follows, with sales: — Wheat 82a83c; Flour \$4; Corn 30a37; Pork, Mess, \$12a12,25; Oats 29a31c. A sale of 1000 bushels of corn was made at 38c. On Monday last, for the Michigan Market, which I considered above the market price — and at least three cents higher than can be afforded for shipment east. — Blade

BUFFALO, May 12 — Wheat is quoted at 84a90c; Chicago selling for the former, and a prime article of Sandusky for the latter price. Flour \$4.25.

PORK, Mess No. 1, a sale of 120 bbls. was made at \$12,50. Thin mes is worth \$11,25.

NEW YORK. May 10th. — Good western flour I worth \$4,81¼

*Dawson's Fort Wayne Times and People's Press*  
May 31, 1845

Within the next month the harbor of Toledo will be in connection with, and be the recipient of, the business of more than 400 miles of navigable canals. The Wabash & Erie canal, now furnishes so much business for steamers that our harbor is daily thronged with them seeking passengers and freight. — The enterprising people of Monroe may rest assured, that it is too late for them to effect any good object for themselves, by attempting to cry down Toledo. The day has gone by when a doubt can be raised in well informed minds that she occupies the proper position for concentrating the trade of the great country around the west end of Lake Erie.

We clip the foregoing extracts from a lengthy and able article in the Toledo Blade, upon the Erie and Kalamazoo rail road, a work that extends from Toledo to

Adrian in Michigan, a distance of 33 miles. The Blade shows up the ingratitude of the Wolverines in a strong light. It seem that, after reaping the benefits of the road for several years — after Michigan has received thousands upon thousands of substantial settlers by the way of this road, while it has proved a dead loss to the proprietors — her Legislature has adopted measures to prevent its connection with her lines of rail road, in order to force the western trade to Monroe, instead of permitting it an option between Monroe and Toledo. It does appear like rather shabby treatment, after all that the Toledo folks have done to turn the current of immigration in that direction instead of allowing it to take its natural direction into the valley of the Maumee and Wabash. WE have told the Toledo people over and over again, that every settler they sent this way must become tributary to them, while the trade of those they sent into Michigan would be diverted to some other outlet. The last extract we make above, in connection with the first, goes to show that they are beginning to realize the truth of our prediction. truth of our prediction.

It is difficult to account, upon any rational principles, for the opposition that is understood to have always existed on the lower sections of the river, to travelers coming to Fort Wayne, We have been often told by those who did reach here, that they were resisted at every step — at Toledo, at Maumee city, at Defiance — and entreated to go north, go south, go anywhere, rather than to Fort Wayne, Many amusing stories are told by our citizens, who, on their return from the east, and not being known in those places, have held forth the idea that they were just coming into the country, of the arguments used, and obstructions thrown in the way of their proceeding in this direction. By the article in the Blade it would appear that the citizens of Toledo has found out that they were standing in their own light in this matter. We are glad of this, for the discovery of an error is said to be the first step towards amendment.

*Fort Wayne Times and Peoples Press*  
June 7, 1845

Important to Boatman. - We clip the following note from the last Peru Observer.

J.B. Scott, Ed. Peru Observer:

SIR — Please state in your paper that the progress of some new structures that are being built on the canal at Fort Wayne, will be retarded by a suspension of Navigation at this time, and consequently the water will not be drawn from the canal until about the 10th of July. Yours, &c. S. HOLMAN, Ast. Supt. Peru, May 31st, 1845

Since the above was in type we learn from the Engineer, that it will be necessary to draw the water from this level on account of putting up a portion of the new aqueduct, about the 10th of July, and that the re-

pairs below are postponed until that time, when the work in both places will be in progress at once — thus avoiding two suspensions of navigation.

*Fort Wayne Times and Peoples Press*

June 7, 1845

Canal Bill Vetoed. - Gov. Wright of New York, has vetoed the bill appropriating the sum of \$197,000 to the completion of certain public works, which passed the Assembly by a vote of 88 to \_\_\_ in the Senate \_\_\_\_\_. [Paper cut off here]

*Fort Wayne Times and Peoples Press*

June 14, 1845

We were under a slight mistake last week in saying that the water will be taken from the canal on the 10th of July of account of the St. Mary's Aqueduct. It will be in order to make some repairs at the Aqueduct across Beckett's run, near the feeder dam. — We were right as to the time.

*Dawson's Fort Wayne Times and People's Press*

June 14, 1845

The TOLEDO BLADE, on the part of the citizens of that place, disclaims any wish to divert the tide of immigration from Fort Wayne and the Wabash Valley, as was suggested by us a week or two since. WE are glad to see this disclaimer; because if we were wrong, it sets us right, and if we were right, it is an evidence that Toledo has discovered the error, and will pursue a different policy for the future. The Blade says:

The FORT WAYNE TIMES, in commenting upon our article on the Erie & Kalamazoo railroad, states that Toledo and other towns on the lower Maumee, have exerted themselves to divert the moving travel into other channels than that up the river to Indiana.

A residence of twelve years on the lower Maumee has not furnished the editor of the Blade with any evidence of a wish on the part of the citizens, or any considerable portion of them to divert immigrants from the up-river route. On the contrary, the desire of those with whom he has associated, has been in unison with his own, to encourage settlers, who choose not to locate in our vicinity, to seek a new home near the line of the Wabash & Erie Canal. It is not unlikely that runners for our rail-road, and other interested in its profits have, as was to be expected, exerted themselves to direct travel and business to their road. It may be that others owning land in Michigan, or being agents for those who have land on sale in that state, have also persuaded settlers to look at their lands. But that any general feeling other than the kindest towards Fort Wayne and the Wabash country has ever existed among our people, we cannot believe. Indeed we know that all our people who have

the interest of their place at heart, are now, and they have long been, looking forward with anxious hope to the time when the superlatively fine country along the middle and lower lines of the Wabash & Erie canal, will have its merits known and supported by Eastern immigrants.

The time, we know, will come when the bleak prairies of the west will cease to draw off the main tide of western settlers; and when the rich and beautiful bottoms and rolling uplands and wood-bordered prairies of Indiana will again take their place, in the minds of the sober immigrant, as the choicest home for the agriculturist which the country affords.

*Dawson's Fort Wayne News and People's Press*

June 14, 1845

THE MIAMI CANAL. - The *Dayton Journal* of the 3d inst. Says: 'We understand from Mr. Forer (Samuel Forer), that it is expected that the new division, from the 'Deep Cut' to the Junction, will be ready for navigation about the 10th of June. There has been a great deal of work to do in removing obstructions in the Canal between Dayton and Cincinnati, as the deposits have accumulated for the last three years, during which the Canal has not been cleaned. It is expected that the water will be again let on for the mills and factories here on Saturday night. Navigation between Dayton and Cincinnati will not probably be resumed for ten days or two weeks. The whole line will not be ready for boats before the 20th of June. It has been found necessary to take down and rebuild about half of one of the northern locks which will occupy a good deal of time. Before the first of July, however, boats may pass from Cincinnati to Maumee Bay.

*Dawson's Fort Wayne News and People's Press*

June 14, 1845

THE CANAL. - Is now completed to the junction. As soon as the repairs are made between this and Cincinnati, and the water again let in, it will be navigable from the Ohio River to the Lake.

There seems to be a probability of considerable competition between different transportation lines: An agent of one from the North was in town the other day, and offers, we understand, to deliver goods here from New York at \$1.15 per hundred. From New York to Cincinnati the price will be \$1.50. Our boatmen here (we mean on the Miami Canal) will not be out-done. They are making arrangements, we learn, to connect with a line on the Erie Canal, and will contend manfully for the business of this part of the State, and of Cincinnati.

There can now be no doubt but that this Canal will take a large amount of the business heretofore done of the Ohio Canal. All the business the Canal has had from Cincinnati will be cut off. This will be a shorter,

and consequently cheaper and quicker route. We congratulate the people of Western and Southern Ohio upon its completion. It will benefit them largely. *Piqua Reg.*

*Dawson's Fort Wayne Times & People's Press*

June 14, 1845

Wabash and Ohio Canal. - The Wabash Courier says: "In our paper today, will be found the proceedings of the Canal Convention, which assembled in Terre Haute last week. The deliberations of the Convention were of great interest. The speakers, and committees, and all concerned seemed to contemplate the Completion of this Canal, as a matter of vital importance, not only to the section of country through which it passes, but to the whole State of Indiana, and the community at large. Not only will the agricultural and commercial interest of the country be benefited, but, in the estimation of enlightened statesmen, this great work may be looked to, when finished, as at once affording the means to pay the interest of our State debt, and finally to aid in the liquidation of the debt itself.

The Wabash and Ohio Canal, when completed from the Lakes to Evansville, will be the longest work of the kind in the world. — And passing through a country unsurpassed in fertility, this Canal may be expected to yield tolls of almost incalculable benefit to the State. The proceedings of the Convention although lengthy, will be read with great interest.

*Dawson's Fort Wayne Times & People's Press*

June 14, 1845

Wabash & Erie Canal Convention. - On the 22d ult., a large convention of delegates assembled at Terre Haute, to take into consideration the subject of the construction of the Wabash & Erie canal to the Ohio River; and to devise ways and means to render the liberal grant of land by Congress, for this purpose most available. The convention was large and respectable, and its deliberations were characterized by the utmost harmony and enthusiasm, giving promise of the speedy completion of this great work through to its natural termination. When completed, it will be one of the most magnificent public works in the world, extending from Lake Erie at Toledo around two entire sides of the State of Indiana, to the Ohio River at Evansville, Senator Hannegan presided at the Convention. The proceedings were voluminous, and highly interesting. WE have room today for the following only:

Mr. Thompson, of Vigo, from the Committee for whom the different plans for completing the canal were referred, submitted the following report, which, on motion was unanimously concurred in:

#### REPORT

The committee to whom was referred a resolution of the convention directing them to report a plan of operations for the convention, have directed me to sub-

mit to the convention the following views:

In view of the great magnitude of the object to be accomplished, they have most carefully examined the several plans referred to them, and whilst they had in each of them some suggestions worthy of being patriotically tested, they think that neither, of itself, would constitute an efficient or practicable system. To select from amongst them therefore, any one, with the hope of so perfecting it within the short time allowed for the sitting of the convention, as that the friends of the canal may safely stand upon it before the people of the State, could not now be expected. Such a plan, when adopted, should be so digested and matured, as that it would remove every barrier to the prosecution of the great work which is before us. We have already seen, — to an extent most ruinous and deplorable — the fruits of operations which were not guided by sufficient experience — Our State has suffered deeply by them. Every friend of the Wabash and Ohio Canal, therefore, should carefully guard against the possibility of delay in its commencement, & mismanagement and waste in its construction. The committee greatly fear, that were this convention to attempt the details of a plan of operations, they might to some extent embarrass the work. Some of our friends here in all probability find fault with those details and our opponents might seize upon parts of them — whether material or immaterial; to weaken and destroy the system. We should then in all probability, be thrown farther away from the accomplishment of our object than ever. This condition of things would weaken our friends in the Legislature, and create the possibility, if not the probability of a postponement of any final vote upon the subject beyond the next session of the Legislature. Such a result would be greatly regretted, we are assured, by every member of this convention, as well as by those whom they represent. It would indeed be decidedly adverse in the interest of the entire State, as it might postpone, in an indefinite period, the enjoyment of the advantages which would inevitably result from the application of the tolls, when the work is completed, to the diminution of our State debt. The committee think, therefore, that nothing should be done by this convention to embarrass the work or retard the action of the Legislature, and they respectfully recommend to the convention, that no detailed plan of operations be attempted, unless the convention should extend its session greatly beyond the contemplated time, so as thoroughly to investigate and mature such plan.

But this convention has an important work to perform in producing a concentration of public opinion upon the project to extend the canal to the Ohio river, and the means of that extension. We entertain no serious fears that this may be so done; and that we shall be amply repaid for all our labor in coming together. If we should succeed in doing this, we shall have accom-



plished very much indeed — in removing one of the most important obstacles to the prosecution of the work.

The United States has granted us a portion of the public land, which from the information before us, we may assume to be about 500,000 acres. This is a most magnificent grant — one which should elicit our gratitude to the General Government, and the congratulations of each other. We find it impossible now to estimate the amount which may be realized from these lands. The committee — be furnished by report of the tolls upon the line, independent of any additional tax upon the people. That such may be relied on, is demonstrated by reference to the amount of tolls received on the Ohio Canal, and adopting a reasonable annual rate of increase above those now received upon the Wabash and Erie Canal in Indiana. The Ohio and Erie Canal came into operation from Cleveland to Portsmouth — a distance of 308 miles — in 1832 when the tolls amounted to the sum of \$70,982. The annual rate of increase from that time until 1840, — when they reached their maximum — was equal to about 25 per cent so that in that year, they reached \$152,122 — although the rate of tolls was diminished. Since that time, they gradually came down, to 1843, when they were \$322,754 — in consequence of the general derangement in all the business operations of the country. But during the last year, under the spur again given to business, they reached \$313,710. The Wabash and Ohio canal will pass through a district of country, quite as fertile, and with as much agricultural and commercial enterprise and labor, as does this work. Why may not results somewhat similar be expected here? Estimating, however, at a less rate of annual increase — say from eighteen to twenty per cent — we may safely rely upon receiving for tolls, for the present year, the sum of \$100,000. It so, by 1850, we shall receive an amount equal to, it not greater than \$400,000. Assuming that as the sum, it will readily furnish a fund to pay whatever excess may be required to complete the work, over and above the proceeds of the lands. Then, with this great work completed, we shall, within the first year, if not indeed before that, have the means in our hands to apply towards the payment of the interest upon our State indebtedness and the final liquidation of the debt itself. And in no one point of view does this subject present itself as more interesting and important, than it its relation to the debt of the State. We have all felt, and now feel, the pressure of the burden upon us. We must, as citizens of Indiana, regard it with the most painful feeling. And while the number is exceedingly few -- if indeed any — who have entertained the idea for a moment, that the State ought not, or would not, meet her obligations and fulfill her duties towards her public creditors, yet such has been the condition of things, that while all have alike deplored it, no one has been able to devise the means of relief. This

magnificent grant of lands now, and most opportunely, come to our aid, and again opens the door for us to hope that a few years only will see us again in the proud position, which is the just due of our enterprising citizens.

We repeat again, that it cannot be doubted that the revenue of this canal, when completed, will pay a large portion of the interest on the State debt, thus relieving the people from an oppressive burthen of taxation. And yet it must be manifest to any one who will reflect, that the direct revenues which it may yield, will constitute but a small part of the benefit which we shall derive from its construction. The effect of opening such a channel through the heart of our State, on the value of property, can hardly be anticipated — the farmers, remote from the line, will be placed nearly on a footing with those more immediately upon its borders, who, like those now in the northern part of the State realize for their produce double their former prices.

The matter, therefore, can present itself to this committee in no other view, than as being most intimately blended with the welfare, permanent prosperity, and honor of the State. Considering it in this light, we have thought it expedient to recommend to the convention the adoption of the following resolutions:

*Resolved,* That in the opinion of the convention, it is the interest and duty of the State of Indiana, to accept the grant of lands in the Vincennes Land District, recently made by Congress for the purpose of aiding the State in the completion of the Wabash & Erie canal to the Ohio River.

*Resolved,* That in the opinion of the convention, the Wabash & Erie canal may be completed from Terre Haute to Evansville by the means now within the control of the State and without the resort to taxation for that purpose.

*Resolved.* That in the opinion of the convention, the canal, when completed, will furnish one of the surest means of enabling the State to liquidate the interest upon her State debt; and of ultimately furnishing the means of paying the debt itself.

*Resolved,* That in the opinion of this convention, it is expedient that the Governor of the State proceed immediately to appoint a competent engineer to make a permanent location of the canal line, south of Terre Haute, preparatory to a selection of the lands, and that he appoint examiners in each county upon the line, where there are yet unsold lands to make an examination and selection of them, in order that the Legislature, at its next session, may make provision for the commencement of the work.

*Resolved,* That a committee of five be appointed by the chair, whose duty it shall be to prepare an address to the people of the State, laying before them such information as may tend to induce the early completion of the Wabash and Erie Canal from Terre Haute

to Evansville.

*Resolved*, That a committee of thirteen be appointed by the chair, whose duty shall be to correspond with such persons as they may think advisable, and to collect information in regard to the canal, to be laid before the Legislature at the next session.

*Dawson's Fort Wayne News and People's Press*  
June 21, 1845

Canal Break. - The Logansport Pharos of Wednesday last, says, that there is a break of considerable extent about three miles below this place, caused by the giving way of a culvert. It is near the scene of the terrible disaster of last year. We learn from Mr. BARNETT, the Superintendent of this division that, if the weather continues good, and no further accidents happen, the break Monday night. This is the first break on this portion of the Canal this season, and it affords incontrovertible evidence of the frail manner in which the work was originally constructed, will be repaired so as to allow the passage of boats next.

*Fort Wayne Times and Peoples Press*  
June 21, 1845

Plank Roads. - We invite attention to a communication in today's paper on the subject of plank roads. The writer has just returned from a visit to Canada, where he had an opportunity of witnessing their successful operation. The government is constructing them in that province from many of the more important towns, and they are found to be durable, and of immense benefit to the farming community. To the mercantile or commercial interest, rail-roads or canals would, undoubtedly, be more beneficial; but to the farmer, a good plank road, constructed in the manner described by our intelligent correspondent, would be much more advantageous. Every one can see, at a glance, the practicability of these roads. There is no doubt or uncertainty about them. They need no experiments to test their utility. When once constructed, all know they will work well. — Not so with the charcoal roads about which so much is said just now. Indeed it is a certainty in our humble estimation, that they would be of no use whatever, especially in low, wet land, where something is most needed. We need not give our reasons for believing they would be useless — they will occur to every one who has any experience in road making, or who has even seen a wagon track cross an old coal bed, and noticed its effects. From the first, we regarded coal roads as one of the humbugs of the day, and have not yet changed our opinion.

*Fort Wayne Times and Peoples Press*  
June 21, 1845  
Aboite June 15th, 1845

Ed. Times & Press. - Sir — Having recently spent some days in Canada, I had the pleasure of traveling on some of the fine plank roads that are now being constructed in that country. The one to which I more particularly allude runs from Brantford to London, in Upper Canada, (Canada West.) I had frequently heard and read of those roads, but must confess, that I had formed but an indistinct idea of their excellence, and the advantage community would derive from their construction. This road commences at Brantford, on Grand River. For a distance of two or three miles from town, it is laid down with plank 24 feet long, after which 12 feet plank are used, the width of the track, or course, varying with the length of the plank. The plank are sawed 3 inches thick, and 10 or 12 inches wide. The road is first graded 24 feet wide. String pieces 6 inches square are then laid down longitudinally, four feet apart, bedded in the ground, and the earth packed entirely solid between them, so that the surface of the timbers is level with the surface of the grading. The plank are then spiked to them, and covered two or three inches with sand. — the grade at the ends of the plank is raised to it level with them, and extends six feet on each side of the planked part of the road. — At all places where the water is inclined to settle on the grade, a small wooden box of sufficient size to pass it off is bedded in the ground at the sides of the planked track. A vacancy of one or two inches is left to pass off the water to the side ditches. When this road crosses small water courses the usual kind of bridges are constructed, with solid abutment of hew timber at each bank. All of the under drains to the road are also walled up with hewn timber. The kind of timber generally used is White oak and pine. — At point where plan and string pieces cannot be obtained at saw miles, they are cut by portable steam saw mills, which I am told, answer an excellent purpose, and make plank much cheaper than they can be made with whipsaws. A road of this kind is much more pleasant to travel on than the ordinary turnpike roads. These is so little jarring tht in a stage with the horses at a full trot, I could read without any inconvenience. These plank roads will last as long as the timber rail-roads that are now in use in Michigan — they cost much less — and are far more useful to the farming community. Roads of the kind of which I am speaking can safely be calculated upon to last from 8 to 12 years; and the cost is much less to keep them in repair than common pike roads — one man can keep in good repair 25 or 30 miles of this road when once completed. Those with whom I conversed were decidedly in favor of plank roads, unless the material for turn-pike roads was very convenient. It is not uncommon, there, to see a farmer jogging along with his wagon and one span of horses, loaded with 12 or 16 barrels of flour, at the rate of 6 or 8 miles an hour. Wagons that are not constructed on purpose for plank roads,

when heavily loaded, are apt to take fire, owing to the roads being so level and so little jarring, the friction of the wheel on the axel is confined to one place. The cost of the road in that country that is level and much like ours, ranges from \$2,400 to \$3,000 per mile.

I can assure you that I have returned home with quite a plank road fever, and am satisfied that a road of this kind leading from Fort Wayne north or northwest or south can be built cheap, and be of great advantage to the country. A road of this kind from Fort Wayne south, say to Muncietown, would be the means of settling a vast scope of country that, without some such improvement, must remain a wilderness for a long time to come.

Yours respectfully, J VERMILYEA.

*Fort Wayne Times and Peoples Press*

June 28, 1845

Canal Break. - The Logansport Pharos of Wednesday last, says, that there is a break of considerable extent about three miles below this place, caused by the giving way of a culvert. It is near the scene of the terrible disaster of last year. We learn from Mr. BARNETT, the Superintendent of this division that, if the weather continues good, and no further accidents happen, the break will be repaired so as to allow the passage of boats next Monday night. This is the first break on this portion of the Canal this season, and it affords incontrovertible evidence of the frail manner in which the work was originally constructed.

*Fort Wayne Times and Peoples Press*

June 28, 1845

THE CANAL - [Miami and Erie] is now completed to the junction. As soon as the repairs are made between this and Cincinnati, and the water again let in, it will be navigable from the Ohio River to the Lake.

There seems to be a probability of considerable competition between different transportation lines: An agent of one from the North was in town the other day, and offers, we understand, to deliver goods here from New York at \$1,15 per hundred. From New York to Cincinnati the price will be \$1,50. Our boatmen here (we mean on the Miami Canal) will not be out-done. They are making arrangements, we learn, to connect with a line on the Erie Canal, and will contend manfully for the business of this part of the State, and of Cincinnati.

There can now be no doubt but that this Canal will take a large amount of the business heretofore done on the Ohio Canal. All the business the Canal has had from Cincinnati will be cut off. This will be a shorter, and consequently cheaper and quicker route. We congratulate the people of Western and Southern Ohio upon its completion. It will benefit them largely. — Piqua Reg.

*Fort Wayne Times and Peoples Press*

July 5, 1845

The breaks in the Canal below Logansport have prevented us from receiving a supply of paper. — We shall no doubt have it in time for next week.

*Fort Wayne Times and Peoples Press*

July 5, 1845

We were disappointed in receiving a supply of paper, as we had expected, and were consequently unable to issue more than a small Extra last week. We have only received it in time this week to get out a half sheet. The disappointment was caused by breaks in the canal below Logansport, our paper comes from Lafayette. We hope the like will not occur again.

*Fort Wayne Times and Peoples Press*

July 5, 1845

The Canal. - We understand that the water is to be taken from the Canal [at Fort Wayne] in a day or two for this purpose of making some repairs — indeed notice to that effect has been given for some time past. This strikes us, as it does most of our citizens, as a most injudicious movement. It is difficult to see the extreme necessity that exists for endangering the health of the town, and the whole country along the line of the canal, as a withdrawal of the water at this hot season of the year inevitable would do. It is said the object is to repair or rebuild a small aqueduct near the feeder dam. Now with due deference, we would suggest whether this could not as well be done late in the fall when the weather is cool and navigation closed. Besides the destruction of health, would it not be a serious inconvenience to have the navigation closed from some weeks at this season of the year? — True, there are not as many immigrants coming in, nor as great an amount of property being transported just now as there are earlier and later in the season; yet the convenience of those who are afloat, or who have property in transit should not be disregarded. We hope it is not too late for this matter to be reconsidered, and the order for taking off the water countermanded. We have been requested to suggest that a meeting of the citizens be held at the Court House this evening to take the subject in consideration, and see if some measures cannot be adopted for that purpose. We hope to see a full meeting, that there may be an emphatic expression of opinion. It is a matter in which all are interested, for the health of the town is at stake; let all, therefore, turn out.

*Fort Wayne Times and Peoples Press*

July 5, 1845

TORNADO. The Logansport Telegraph of the 5th says:

Our city was visited by one of these frightful

guests on last Tuesday about 6 o'clock in the evening. It was first observed in a western direction, and crossing Eel river is said to have attracted the water to a great height — thence sweeping over town it struck the Court House, tearing off the greater part of the roof, and a moment afterwards overwhelming the Market House in a mass of ruins. At this juncture we observed it, sweeping on up Broadway, whirling up dust and trash to a great height; attracting the surrounding atmosphere with great force, and we can describe it only as a huge whirlwind, composed of dense vapor, dust and fragments, and over cast with a large black cloud. It pursues its course up Broadway some distance, then crossed over to the left of the grave-yard, and still pursuing an eastern course through the woods, is said to have thrown down a large number of trees and doing material injury to some of the farms above. It was fortunate for us that it took that course — had it passed up Market street, there is no knowing the extent of misery that would have followed. As it is, no serious injury has been suffered. It was a sublime yet frightful scene — we observed heavy missiles whirling some two or three hundred yards in the air above. The weather was pleasant just preceding — the thermometer standing at 80 deg. And a heavy rain succeeded in the evening.

WE have conversed with a gentleman of this place, who was just leaving Logansport in a canal boat, when the tornado passed over the town, and he represents it as the awfully grand and magnificent spectacle he ever witnessed. When first noticed, he says, it was approaching the town and about a mile distant from it. It had the appearance of a vast column of circling vapor, reaching to a great height, and ejecting from the apex, at short intervals, bodies of dense smoke or cloud, much like the puffs from the escape-pipe of a high pressure steamboat. — On it came, sweeping every thing that it touched, into its vortex, until it struck the roof of the court house, which it tore into fragments as though it had been rived by lightning, or seized upon by hooks of sufficient strength, and moved by sufficient power, to fend it into then thousand pieces in the twinkling of an eye. Our informant says that the main force of the sweep appeared to be above the town — that it did not reach down to it — and he is decidedly of the opinion that if it had passed nearer the earth, not one stone of the splendid court house, or any thing else in its track, would have been left upon another. Huge oak trees, that came within its sweep, were twisted up like a wisp of straw, and disappeared with the quickness of thought. He withdrew his attention for a moment from the terrific grandeur of the scene, to observe its effect upon the thoughtless, giddy throng around him. All were humbled, bowed down, subdued — a deep and solemn awe and reverence had taken possession of every mind — an all pervading sense of the majesty and terror of this humble

agent of Almighty power, had bowed the stoutest heart in prayer. How could it be otherwise.

*Dawson's Fort Wayne Daily Times*  
July 18, 1845

TO THE JUNCTION. - The subscriber will run a carriage between Fort Wayne and this Junction, during the suspension of Canal navigation, as follows.

Leave Fort Wayne every Monday, Wednesday, and Friday morning, and arrive at the Junction the same evening.

Leave the Junction every Tuesday, Thursday, & Saturday morning, and arrive at Fort Wayne the same evening.

Fare \$2, each way. R. BROWNING.  
Fort Wayne, July 18th, 1845

*Fort Wayne Time and People's Press*  
July 19, 1845

ENCOURAGING FACTS. - In connection with the unobtrusive, judicious movement of the American and Foreign Sabbath Union, formed about two years since, fifteen general Conventions have been held, and very numerous attended — including eight State Conventions, and the National Sabbath Convention at Baltimore, composed of seventeen hundred delegates, from eleven different States: — The largest representation by delegates, it is believed, that was ever assembled on any subject of public interest in the United States. The friends of reform are cheered also by the fact, that on more than 1200 miles of rail-road, cars do not now run on the Sabbath, and that more than 80,000 miles of Sunday mails have been discontinued, — saving to the Post Office department, in those stopped at one time, upwards of \$60,000 a year. Similar reforms have likewise been made, to a great extent in reference to canal and lake navigation, and the starting of vessels for foreign voyages, on the Sabbath. And among all classes of servants, and laborers employed on public works, the conviction is spreading that it is degrading, as well as immoral and unprofitable, for any to be denied the usual rest and privileges of the Sacred Day.

*Fort Wayne Time and People's Press*  
July 19, 1845

Valuable Real Estate For Sale, at and near Huntington, Indiana. - East half N. E. qr. Sec. 23, town 28 N. of range 9 east, containing 80 acres, situated one and a fourth miles from Huntington, on the Dayton road, via Fort Recovery. About 20 acres of the said premises are cleared and fenced.

N.W. qr. Of the N. E. of the same section, adjoining the aforesaid lot.

W. half S. W. qr. of sec. 31, town 28 N. range 10 E, containing 95 24/100 acres, adjoining the Wabash

river, about three miles from Huntington, with 20 acres cleared.

Lots No. 18, 19 and 21, containing from 7½ to 8 acres, adjoining the town of Huntington, now in Meadow, and well enclosed with a board fence.

Lot No. 17, near the upper Lock, and adjoining said meadow, containing from one to two acres enclosed with a good board fence.

Lot No. 60 on the canal, with a log cabin thereon.

A lot situated at the Canal bridge at the lower end of town, containing from 4 to 5 acres.

Town lots No. 64, 65 and 66, near the last mentioned lot, with a good stable thereon.

Town lots No. 63 and 67, with a dwelling house thereon.

One town lot containing two or three acres of land, with a valuable two story stone house thereon, with a good stone cellar under the same; it being the store built and occupied by the late George A. Fate dec'd.

All of the above property was owned by said Fate during his lifetime. The land was selected at an early day, is of superior quality, and the title to the same if good.

The terms will be one-third, or one-half cash and a credit of 12 and 18 months on the balance, by giving notes with approved security.

For further particulars apply to the subscriber at Fort Wayne. HENRY COOPER Fort Wayne, June 25th, 1845

*Fort Wayne Times & People's Press*

July 26, 1845

The Canal. - We learn that it will be about three weeks yet before the water will be let into the canal. In the mean time the trifle of filthy, stagnant stuff that remains in it is gradually evaporating under the rays of a July sun, spreading malaria in all directions. Canal business of all kinds, of course, is at a dead stand. The traveler is arrested in his journey, and produce and goods in their transit, and all that the behest of Mr. Lucas may be obeyed. We deem this act a sufficient cause for his removal, and the Legislature should attend to it the first thing when it convenes. This is a patient community, or it would not submit to the outrage a single day.

*Fort Wayne Times & People's Press*

July 26, 1845

Valuable Real Estate For Sale, at and near Huntington, Indiana.

East half N. E. qr. Sec. 23, town 28 N. of range 9 east, containing 80 acres, situated one and a fourth miles from Huntington, on th Dayton road, via Fort Recovery. About 20 acres of the said premises are cleared

and fenced.

N.W. qr of the N. E. Of same section, adjoining the aforesaid lot.

W. half S. W. qr of sec 31, town 28 N, range 10 E containing 95 24.100 acres, adjoining the Wabash river, about three miles from Huntington, with 20 acres cleared.

Lots No. 18, 19, and 21, containing from 7½ to 8 acres, adjoining the town of Huntington, now in Meadow, and well enclosed with a board fence.

Lot No. 17, near the upper Lock, and adjoining said meadow, containing from one to two acres enclosed with a good board fence.

Lot No. 60 on the canal, with a log cabin thereon.

A lot situated at the Canal bridge at the lower end of town, containing from 5 to 4 acres.

To lots No. 63 and 67, with a dwelling house thereon.

One town lot containing two or three acres of land, with a valuable two-story house thereon, with a good stone cellar under the same; it being the store built and occupied by the late George A. Fate dec'd.

All of the above property was owned by said Fate during his lifetime. The land was selected at an early day, is of a superior quality, and the title to the same is good.

The terms will be one-third, or one-half cash, and a credit of 12 and 18 months on the balance, by giving notes with approved security.

For further particulars apply to the subscriber at Fort Wayne. HENRY COOPER

*Fort Wayne Times & People's Press*

July 26, 1845

The PROJECT OF A SHIP CANAL, connecting the Mississippi with Lake Michigan meets with much favor in the West. - There is to be a convention soon at Memphis, where this subject, among others of interest to the West, will be considered. The Missouri Reporter intimates that the execution of the undertaking would render the Missouri of too much importance to be overlooked by the General Government — that the great river in fact would be practically an inland sea of itself, with St Louis as the central point.

Moreover the Missouri river and Oregon are on the route to India. Instead of Mr. WHITNEY's gigantic rail road from Lake Michigan to the Pacific, a communication may be effected through the Rocky Mountains between the navigable waters of the Columbia and those of the Missouri, by reason of which, St. Louis might become the great depot of the India trade. From that point to the East, South and North, the streams of traffic might flow in many channels.

These, however, are speculations of too remote

a bearing when the plan of connecting the Mississippi with the Lakes is one of immediate interest in view of an efficient system of defenses of the northern frontier. With such a connection, allowing all the resources of the Mississippi valley to be brought to the defense of the Lakes, if occasion required, the means at our command on those waters would be fully competent to met any force which England might send thither through her communications with the Atlantic.

Considering this great enterprise in a military point of view, its commercial uses would come next, and would be scarcely secondary. So, inversely, there are works primarily designed for trade, which, in the event of a war, would be of the first importance for military purposes. The completion of the Baltimore and Ohio Railroad for example would give the Government the means of communication with the West and South-west — while the routes by sea to New Orleans and by the lakes to Chicago might be possessed by the enemy. The importance of such a means of communication can hardly be over-rated, especially if it should be found necessary to carry on extensive operations at the South, and to transport thither artillery and stores. - *Balt. Amer.*

*Fort Wayne Times & People's Press*

August 2, 1845

To The Junction. - The subscriber, will run a carriage between Fort Wayne and the Junction, during the suspension of Canal navigation, as follows.

Leave Fort Wayne every Monday, Wednesday, and Friday morning, and arrive at the Junction the same evening.

Leave the Junction every Tuesday, Thursday & Saturday morning, and arrive at Fort Wayne the same evening.

Fare \$2, each way.

R. BROWNING, Fort Wayne, July 18th, 1845

*Fort Wayne Times & People's Press*

August 2, 1845

We are gratified to learn that the water will be let into the Canal in the latter part of next week. It is greatly to be desired on all accounts.

*Fort Wayne Times & People's Press*

August 9, 1845

The Canal. - We are highly gratified to learn that the water will be let into the canal today. While we still regret that it was taken off at this season of the year, and condemn the act as ill-timed, inexpedient and highly improper, we cannot withhold the tribute of our humble testimony to the energy and perseverance with which the gentlemen having charge of the repairs have prosecuted the work. Mr. Bird, the engineer, and Mr. Penrose, the contractor, are entitled to the thanks of the community

for the promptness they have displayed in its completion.

*Fort Wayne Times & People's Press*

August 9, 1845

Sale of Land, Branch Bank, Fort Wayne, June 27d, 1845

- THERE will be offered at public sale at the door of the Banking House of the Branch at Fort Wayne of the State Bank of Indiana, on Monday the 4th day of August next, between the hours of 10 A.M. and 4 P.M. of said day, the following described real estate, held and owned by the State Bank aforesaid, for the use of the Branch aforesaid, viz.

The west half of the east half of the north east quarter of section twelve, township thirty, range twelve, and the ten acres lying between said tract and the Maumee Road in the County of Allen, containing in all 50 acres and 40 poles, conveyed to the Bank by Andrew Dykes and John Lillie.

The south west fractional quarter of section No.1 fifteen, township thirty, range twelve, excepting eight acres thereof; and all of section twenty-nine township thirty, range twelve, excepting the east half of the south-east quarter thereof, in the county of Allen, conveyed to the Bank by Joseph Sinclair.

Two-thirds of in-lot No. 63 and a part of out-lot number nine, in the town of Delphi, Carroll county, Ind. Conveyed to the Bank on account of a debt due from Sam'l & H. Billihoy.

The north west quarter of section thirty-two, in township fourteen, range No. three, in Johnson county, Ind. — the east half of the north-east quarter of section No. twenty-one, and the west half of the north-west quarter of section twenty-two, township twenty eight, range fourteen, in Adams, county, Ind. — The east half of the north-east quarter of section twenty-four, township thirty, range twelve in Allen county, Ind., and lots No. fifty and one hundred & twenty-three, in Hanna's Addition to Fort Wayne, conveyed to the Bank by Joseph Morgan.

The farm lately owned and occupied by Tompkins D. Lewis, in the county of Huntington, and State of Indiana, on the Wabash & Erie Canal, about twenty miles west of Fort Wayne, and four miles east of Huntington, containing 230 acres, more or less, conveyed to the Bank by the said Tompkins D. Lewis.

The foregoing lands are all well situated, and most of them largely improved.

Terms of payment liberal.

For further description of the Lands, and particulars as to the terms of sale, enquire of the undersigned.

H. McCULLOCH, Cash'r

*Fort Wayne Times & People's Press*

August 9, 1845

The Canal. - The *Sentinel* misrepresents us in saying that we wished to make "capital" out of the canal affair. We tried to do no such thing. We condemned, and still condemn the taking off the water at this time, as does every person we have ever heard allude to it, except the editor of the *Sentinel*. — Capital, indeed! Who commenced the agitation of the subject? Who called the public meeting at the Court House four weeks ago this evening? Who were the active men at that meeting? We presume it will be sufficient for the *Sentinel*, to mention Judge Borden, Mr. Brackenridge, Mr. McMahon, and others. Were they endeavoring to make capital against Mr. Lucas? We believed with them, that it was an improper time to make the repairs, and we said so. Had Mr. Lucas been a Whig instead of a Democrat, we should have believed and said the same, only more of it. If sickness has not followed the draining of the canal, we are indebted from the exemption to the protection of Providence, and not to the wisdom of Mr. Lucas, who was appointed to the responsible office of Superintendent as a reward for partisan services, and acts for any qualifications for the post, for of these, it has always been understood, he is confessedly and notoriously destitute.

We have no disposition to pursue this controversy, or to say ought against Mr. Lucas as a public officer. It is always more grateful to our feelings to comment than to censure when we can do so with truth and justice. Right or wrong, the thing has been done, & we have no more to say about it!

*Fort Wayne Times & People's Press*

August 16, 1845

The Canal. - Night before last some half a dozen boats arrived from the east, being the first arrivals since the water was let in. — They were loaded with immigrants, principally German and French.

*Fort Wayne Times & People's Press*

August 16, 1845

The Canal. - There is a tolerable stage of water in the Canal from this place east, and the Boats are running, without, however, any great activity. The splendid line of Packets makes daily trips to the great convenience of travelers. But canal navigation to the West can hardly be said to exist. Only three or four boats have arrived from that direction since letting in the water. Between the Forks of the Wabash and Lagro there is no water except what is fed down by the line of the Canal, the Wabash Feeder furnishing little or none. The necessity of the Aboite, or some other Reservoir, is becoming obvious to all.

*Fort Wayne Times & People's Press*

August 16, 1845

We regret exceedingly, to say that it is very uncertain whether we shall be able to issue more than an extra next week. We have the promise of Messers. Barbee, Yandes & Co., that they will forward us a supply of paper by the first boat; but that boat has not yet arrived, and when it will we know not. — We learn that the canal between Huntington and Lagro is destitute of water, and that there is not enough in the Wabash to fill it. This frequent destitution of paper is exceedingly vexatious, and we assure our friends that if we get fairly over this drag, we shall take effectual measures to avoid another.

*Fort Wayne Times & People's Press*

August 23, 1845

Good Farms for Sale. - I have for sale of my own, and for others, several valuable farms in this county and between this place and Logansport. Some of said farms are large, containing 600 acres of first rate land, with fine springs, and the most desirable situations, on the Wabash and Erie canal. They will be sold low for cash. For particulars enquire of Chancy Carter, at Logansport, Hugh Hanna, at Wabash, Henry Brown, at Huntington, or the subscriber at Fort Wayne, SAMUEL HANNA

*Fort Wayne Times & People's Press*

August 23, 1845

The Buffalo Commercial says that the business of the Willington (Canada) canal has been much less this year than last, Why is this?

*Fort Wayne Times & People's Press*

August 30, 1845

Red-Bird Packet-Boat Line. 1845 - The Boats of this Line are fitted up in the best manner, newly furnished, and commanded by experienced captains, who will spare no pains to render passengers comfortable

These packets will leave Fort Wayne for Cincinnati and Toledo every morning at 6 o'clock.

Distance from Fort Wayne to Cincinnati, 221 miles; fare \$7.00.

Distance from Fort Wayne to Toledo, 104 miles; fare \$3.00. Passengers traveling between the Ohio River or lower Wabash and Lake Erie, are respectfully invited to take these Boats. E. BROCKWAY, Proprietor.

*Fort Wayne Times & People's Press*

August 30, 1845

It appears that, by a law of last winter, the President Judge of the 8th Judicial circuit is authorized to hold courts at "such times as the public interest may require," and it was at one of these special terms of court that the notorious Gould and his accomplices were convicted. The *Logansport Pharos* says that "a large amount of

expenditure for the keeping of prisoners is saved, the chance of escape lessened, and punishment rendered much more certain," and adds, "if the same law was extended to Allen and Tippecanoe counties, and energy used in arresting offenders, and certainty of conviction where guilty, the Wabash & Erie canal would soon be rid of these desperate villains."

We should be glad to see that or any other means adopted that would shield community from the depredations of these outlaws. As we observed last week something must be done, and that quickly and effectually. The case is urgent and illy admits of delay. The line of the Wabash & Erie canal is infested with an organized gang of the most daring and desperate scoundrels in the country. It is a new field of plunder, and the desperadoes from the canals, and jails, and penitentiaries of the whole eastern country are occupying it. But if we mistake not the tone and drift of public sentiment upon the subject, the Wabash valley will soon be too hot to hold these gentry. It is a duty that every community owes itself to protect its members from the depredations of thieves, robbers, and incendiaries, and if the machinery set in motion by the statute law is incompetent to do it, the law of self preservation will reach the case and be effectual. We hope there will be no occasion to resort to it.

*Fort Wayne Times & People's Press*  
August 30, 1845

The Red Bird Packet Boats. - We would call the attention of the public to the superior accommodations of this splendid line of Boats. By reference to their advertisement in another column, it will be seen that they leave Fort Wayne every morning, and arrive every afternoon. The Boats are new, fitted up with great neatness and taste, fare low, and commanded by the cleverest fellows in the world. What more could a fastidious public require? It is well worth while to make a trip to Cincinnati or Toledo just to enjoy the luxury of a passage in these Boats, Try It.

*Fort Wayne Times & People's Press*  
August 30, 1845

The Whitewater Valley Canal is finished from Cincinnati to Centreville, in this State. It is represented as being in a prosperous condition.

*Fort Wayne Times & People's Press*  
October 25, 1845

MIAMI CANAL TOLLS. - The *Toledo Blade* of the 3d inst. Says: "We are pleased to learn that a farther reduction of tolls on the Miami Canal has taken place, being 20 per cent on Wheat and Flour, and 16 per cent on Butter, Soap, Copper, Glassware, Sugar, Molasses, and some similar articles."

*Fort Wayne Times & People's Press*  
November 1, 1845

Anti-Reservoir Meeting. - A Meeting of the citizens of Allen county opposed to the construction of a Reservoir on the Aboite, will be held at the Methodist Chapel in Aboite township, on Saturday the 8th day of November next. Those in favor of the construction of said Reservoir are also requested to attend. ANTI-RESERVOIR

*Dawson's Fort Wayne Daily Times*  
November 8, 1845

The *Logansport Telegraph* notices the death, at that place of JOHN SEBRING, Esq., aged 62 years. The *Telegraph* says that he represented the county of Jefferson in the Senate of Indiana at the time the grant was accepted by the State, of the lands donated by the General Government, for the construction of the Wabash and Erie Canal, and his vote and efforts secured in the Senate the passage of the bill which has crowned this country with so much advantage. Until the decline of his health from the going into operation of the State Bank of Indiana, he was Cashier of the Branch at Madison. He was an honest man, a Christian, a member of the Presbyterian Church.

*Fort Wayne Times & People's Press*  
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*Dawson's Fort Wayne Daily Times*  
November 15, 1845

ANTI-RESERVOIR MEETING. - A meeting of the inhabitants of Aboite township, Allen county, Ia., was held at the Methodist Meeting House in said township, on the 8th inst., for the purpose of adopting such measures as wood best prevent the making of a reservoir on the Aboite river.

On motion, a committee of five was appointed to draft a preamble and resolutions. The following was reported by said committee and unanimously adopted.

That Whereas a survey has been made with a view to the construction of a reservoir on the Aboite



river, and it is believed that a great effort will be made by those interested in having a large surplus of water on the summit level of the Wabash and Erie canal, to obtain the passage of a law the ensuing winter to authorize the construction of said reservoir. Therefore,

Resolved, that a reservoir on said river is unnecessary, as this has been the driest season that has occurred since the construction of the canal, and that the St. Joseph river has afforded sufficient water to feed the canal from Peru East, to the State Line, a distance of 70 or 80 miles, which shows that there is sufficient water in said river to feed the canal at all times from the Forks of the Wabash river east to the State Line, which is all the St. Joseph was ever designed to feed.

Resolved, that if there is a deficiency of water to feed the canal, it occurs between the Forks of the Wabash and Peru; and if a reservoir must be made it should be where the deficiency occurs, and not where there is a great abundance of water, merely to gratify the avarice of a few.

Resolved, that a reservoir on the Aboite river would be a great damage, by inundating a great body of good land, and render all in its vicinity unhealthy.

Resolved, that a reservoir on the Aboite would be a great nuisance, and we will use all lawful means in our power to prevent its construction.

On motion, the proceedings of this meeting were ordered to be signed by the President and Secretary, and published in the Fort Wayne Sentinel and Times & Press.

On motion, the meeting adjourned.

GEORGE BULLARD, President.

J. B. WALKER, Secretary.

*Dawson's Fort Wayne Daily Times*

November 22, 1845

House to Let. - The large and convenient Dwelling House now occupied by Mr. J. L. Williams, in the city of Fort Wayne, will be to let for one year from the first day of April next. For the terms, &c. apply to HENRY COOPER. Fort Wayne, March 13th, 1845.

*Fort Wayne Times & People's Press*

November 22, 1845

Capital, \$300,000. The New York Contributionship Fire Insurance Co.; Peter P. Bailey, Agent, FORT WAYNE, INDIANA. This company will insure dwelling houses, ware houses, stores, mills, barns, stables, and buildings generally, merchandise, household furniture, and every variety of personal property against loss or damage by fire.

Applications for insurance from any of the towns on the Wabash & Erie Canal, or counties adjacent to Fort Wayne, where the Agent resides, will meet with prompt attention.

The Board of Directors is composed of some of the best and wealthiest men of the CITY OF NEW YORK. R. W. Martin, Sect'y. J. Smyth Hagers, Pres't.

#### DIRECTORS

Insurance by this company, are as low as those of any similar institution, either East or West. All Losses will be paid promptly. For further particulars, inquire of PETER P. BAILEY Agent for the Company — Hardware Merchant, Fort Wayne, Indiana. Nov. 1843.

*Fort Wayne Times & People's Press*

November 22, 1845

THE LAKE ROUTE. - Several of our merchants, this

J. Smyth Rogers,	John P. Palmer,	Peter I Nevins,
James McGride,	Peter Lorillard,	Richard Irvin,
John Adams,	James McCall,	C. V. S. Roosevelt,
John Haggerty,	Henry Parish,	E. B. Hailbut,
Gulian C. Verplanck,	Reuben Withers'	George P. Pollen,
John Johnstone,	William Scott,	William Colgate,
Joseph Kernochan,	Ferdinand Snyder,	Lowell Holbrook.
	Caleb Berstow,	

fall, ordered their goods to be forwarded by way of the New York Canal, Lake Erie and the Wabash and Erie Canal to Lafayette. Much to their disappointment and injury a portion of their goods have not yet reached there, though they ought to have been received several weeks ago. This is in consequence of the manner in which business is done at Buffalo. The Commission Merchants of that city — or at least some of them — are so regardless of their duties in consignees as to divide their packages, instead of shipping all at the same times.

The evil does not end at that. They do not show much anxiety about shipping at all. Can it be that they retain goods for the purpose of charging for storage during winter? The experience of those concerned has satisfied them that the most certain route is by way of the Pennsylvania Canal, the Ohio River and our Rail Road, and they will hereafter avail themselves of its advantages.

So says the *Indiana Journal* of the 3d inst. Fault may attach to the commission merchants at Buffalo and Toledo — whether justly or not much is laid to their charge. If obstructions such as are suggested by the *Journal*, exist, the business men of those points owe it to themselves and to the community. To have them promptly removed. The past season, however, has been a singular one — there were not boats enough of the W & E. Canal, particularly during the latter part of the season, to transact the business. This deficiency was owing in part to the great increase of freights, but more perhaps, to the large number of boats that left the W. & E. Canal for the Miami Extension after the completion of that work. Another obstruction to the speedy transit of goods was the extreme lowness of the water during the

past season — some of the feeders affording but a scanty supply, and others none at all. Upon the whole, we think our Indianapolis friends ought not to be discouraged upon a first trial of the northern route, but give it another before they abandon it.

*Dawson's Fort Wayne Daily Times*

December 6, 1845

THE WEATHER. - The Logansport Telegraph of the 29th ult., says: The weather, the present week, has changed from a pleasant autumn calm, to a rigid, piercing chill. We have a snow that would do ample justice to mid winter, and a freeze that would have looked better two months hence. The canal was, night before last completely frozen over, and no doubt navigation is entirely closed for the present year.

*Dawson's Fort Wayne Daily Times*

December 13, 1845

THE LAKE ROUTE. - Several of our merchants, this fall, ordered their goods to be forwarded by way of the New York Canal, Lake Erie and the Wabash and Erie Canal to Lafayette. Much to their disappointment and injury a portion of their goods have not yet reached there, though they ought to have been received several weeks ago. This is in consequence of the manner in which business is done at Buffalo. The Commission Merchants of that city — or at least some of them — are so regardless of their duties to consignees as to divide their packages, instead of shipping all at the same time.

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*Fort Wayne Times & People's Press*

December 27, 1845

CANAL MEETING. - At a large and respectable meeting of the citizens of the counties of Jay, Adams, and Well, held at the Church in New Corydon on Saturday, Nov. 16th 1845, David McDonald, of Adams, was called to the chair and Almon Case, of Wells, appointed secretary. The objects of the meeting having been explained, on motion of T. Wilson, a committee of five was appointed to draft resolutions expressive of the sense of the meeting. T. Wilson, Wm. Vance, A. G. Jones, Samuel Hall, and Joseph Logan, were appointed said committee and reported the following resolutions, which after some discussion were unanimously adopted.

WHEREAS, The people of the counties represented in this meeting are without a market for their produce, or on account of bad roads are suffering inconveniences as to market, and, also, for the want of durable water power for milling, &c: and believing that there is plenty of water in the Reservoir in Mercer county, Ohio, a part of which is made up from the waters which Nature gave us, but which have been converted by Ohio to its own use; and as the valley of the Wabash presents advantages for the location of a canal, sufficient to induce the people to undertake its construction.

In view of these facts this meeting therefore

*Resolve*, 1. That we, the citizens of the above counties, will use all honorable means for the location of a canal from Celina, Mercer county, Ohio, down the Wabash valley to Huntington, thereby uniting the Miami and Wabash & Erie canals.

2. That as we must depend on the Reservoir for water to supply this canal we petition the Legislature of our own State to make enquiry of the Legislature of Ohio as to the probability of obtaining that supply of water, and also whether they would unite with us in the construction of this improvement either as a State work or by a charter to a company.

3. That as Ohio had turned the waters of the Wabash into that Reservoir, thereby taking from us that which Nature gave us, we feel some liberty in asking this favor of them.

4. That this meeting appoint a committee of three to correspond with the Chief Engineer on the Miami canal, and also with the Board of Public Works if necessary to ascertain the quantity of water that could be obtained, and such other information as may tend to forward this work; also that this committee make report of their proceedings at as early a day as possible to our Legislature, and they are hereby empowered to call another meeting

at Bluffton whenever the interest of the cause may demand.

On motion the meeting appointed T. Wilson of Jay, Wm. Vance of Adams, and I.A. Dean of Wells, said committee. The meeting then appointed a committee of three in each county to circulate petitions and forward them to the Legislature. On motion

*Resolved*, That our Senators and Representatives from this part of the State are requested to do all in their power to forward this work.

*Resolved*, That the Editors of the Fort Wayne Sentinel, Fort Wayne Times & People's Press, and St. Mary's Sentinel be requested to publish these proceedings.

On motion the meeting adjourned to meet in Bluffton on the call of the corresponding committee. DAVID McDONALD. Chr'm. ALMON CASE, Sect.

*Fort Wayne Times & People's Press*  
December 27, 1845

FIVE DOLLARS REWARD! - STOLEN from the Packet Boat Landing, Fort Wayne, September 25th, One Box of Nutria Hats, marked CLARK & DOLE, Mongonquinong, Lagrange Co., Ind. Care of Smith, Howard, \* Co., Toledo. Said Hats were marked M. Parsons, maker, we think. Whoever will return said Hats or give information where they may be found, can receive the above reward by calling at R. W. Taylor's. CLARK & DOLE.

## 1846

*Fort Wayne Times & People's Press*  
January 17, 1846

Butler's Bill. - We are indebted to our Senator, Mr. Rockhill, for a copy of "A bill to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville," known as Butler's Bill. The bill is very lengthy, and complex in its provisions; and is calculated, in the opinion of those who have examined it, to give undue advantages to the creditors of the State. We have had an opportunity of giving it only a very cursory perusal, but from that, we are not favorably impressed with its provisions. We believe it will meet with little favor in this part of the State from any party. In support of this opinion, we need only remark that it surrenders the control of the Wabash & Erie canal into the hands of the New York brokers and speculators who hold our State bonds — many of them purchased at twenty cents on the dollar. The bill has, probably, received a final action before this time, as the Legislature adjourns on Monday next, and we cannot but hope that it has been rejected; for, even if right, a measure of its magnitude and vital importance should not be adopted without being canvassed before the people, and giving them an opportunity of being heard upon

it. We shall speak of this matter hereafter.

*Fort Wayne Times & People's Press*  
January 24, 1846

Butler's Bill. - We understand that this bill has passed, and become a law, but in a greatly modified form. We were in hopes it would come to hand in time for today's paper, but in this are disappointed. We shall lay the act, as passed, before our readers at the first opportunity. It is a matter of vastly more importance than all others that have occupied the attention of the Legislature at its late session. In the meantime, as we are uninformed as to the details of the act, we shall not venture an opinion upon its propriety.

*Fort Wayne Times & People's Press*  
January 24, 1846

Canal Superintendent. - The Legislature did one righteous thing before it adjourned; and that was the election of Stearns Fisher, Esq. as Superintendent of the Wabash & Erie Canal, over the late notoriously incompetent incumbent, Mr. Lucas. We felt morally certain that he would be rejected, but we had hardly ventured to hope that the place would be filled by Mr. Fisher. Mr. Lucas, we have no doubt, is an excellent man and good citizen; but he is a narrow-minded, bitter, bigoted politician, and as unacquainted with the operations of a canal as a child, as all his proceedings show. We learn that the total ignorance displayed in his late report has been the source of unbounded merriment at the capitol during the winter. He has much to answer to his conscience for his utter disregard of the welfare of the county, in draining the canal for several weeks, during the heat of last summer, and scattering disease and death, broadcast, through the whole of its length. The thousands who have suffered by that act, will be glad to hear that its author has been supplanted.

One fact will exhibit the feelings of Mr. Lucas as a politician. At Wabash there had always been wasteway, that discharged a quantity of surplus water across the fields of Col. Hanna, and drove a little mill, which was a great convenience to the neighborhood. — When the power devolved upon Mr. Lucas, he shut up the old way, and opened a new one about eighty rods above, turning the water into the river where it was useless. — Col Hanna is an influential Whig. Such acts of petty party malice are unworthy a public officer.

The people are, of course, indebted to the votes of several democrats for his removal. We have not yet learned who they are, but have no doubt, from his character for stern integrity, that our Senator was one of them. If so, the act will meet with the hearty approval of his constituents.

*Fort Wayne Times & People's Press*

January 24, 1846

Butler's Bill. - The Wabash (Terre-Haute) Express of the 14th inst., holds the following language in reference to this bill:

The Canal bill, as connected with the State debt, from our latest dates from the Capitol, has not yet been acted upon. It was anticipated that on yesterday or today, that it would be brought forward and disposed of. We have heard that a letter is in town, saying the bill has 45 friends in the House, and that 48 are necessary to carry it through. — May Heaven send the other three, and may every member that votes against it, never finger another cent of the people's money, or have another token of their friendly regard. Let them be anathematized for at least a quarter of a century Hang the repudiators at lease a minute or two, until they are brought to their senses.

*Fort Wayne Times & People's Press*

January 24, 1846

Public Debt. - The *State Sentinel* of the 15th inst. Says: It will be perceived by the report of our Legislative proceedings in the House of Representatives, that the bill to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie canal to Evansville, was, late on yesterday evening, ordered to be engrossed for a third reading, by a vote of ayes 57, noes 28. The House has been wholly occupied in this discussion of this bill for the past two days, on an amendment referring the bill, if passed, to the people for confirmation. On yesterday afternoon, it was ascertained that this amendment would be adopted, when another proposition was agreed to by Mr. Butler, which he would not consent to before, relieving the plighted faith of the State altogether from one half of our public debt, on which we are not paying interest, and looking alone to the canal for its payment. Our outstanding bonds are to be taken up, and new five per cent bonds to be issued for one half the debt, and canal certificates for the other half. A number of members voted against the bill solely on the ground that it was not referred to the people for confirmation.

*Fort Wayne Times & People's Press*

January 24, 1846

The State Debt. - The *Indiana State Sentinel* of the 17th says: The bill to provide for the payment of the public debt, and for the completion of the Wabash and Erie canal, was passed to be engrossed in the Senate on yesterday. The whole day was occupied in discussing various proposed amendments; and one of much importance, providing that the law shall not take effect until one half of our outstanding bonds shall be cancelled, buy being exchanged for the new bonds proposed to be issued by the bill. The effect of this amendment is to

make the canal pay for one half of the principal of the present debt (excepting Bank bonds.) It is a much more favorable arrangement than could have been secured by the bill as it passed the House. — Without this amendment, we could not fully approve of the bill. We have no doubt that House will concur in the Senate's amendment, and thus will be affected an arrangement of this immensely important subject, which, we hope, will be satisfactory to our bondholders, and within the ability of the people to meet.

*Fort Wayne Times & People's Press*

January 31, 1846

AN ACT. *To provide for the Funded Debt of the State of Indiana, and for the completion of the Wabash and Erie Canal to Evansville.*

Whereas, Honor and justice alike require that such equitable provisions should be speedily made for the discharge of the pecuniary obligations of the State as shall be just and acceptable to its creditors, honorable to the people of Indiana, and at the same time, within the ability of the State, without further involving the people in a general delay; AND WHEREAS, An arrangement based upon a moderate system of taxation, and the completion of the Wabash and Erie Canal to Evansville, it is believed will secure the objects aforesaid: AND WHEREAS, In order to insure so desirable result, a large portion of our bond holders have manifested a willingness to aid in the completion of said canal, within the ensuing four years, to the Ohio river; AND WHEREAS, This proposition embraces, as a general arrangement, the payment, by taxation, of two and a half per cent on the unprovided public debt of the State, and a reliance, for the remaining two and a half per cent on the lands, tolls, and water rents of said Wabash and Erie canal, (after paying expenses of construction and repair) thereby greatly relieving the people of Indiana from burthensome taxation, and virtually discharging them from any liability for the said remaining interest, and looking alone to said canal, its tolls and other revenue, for half the interest on said entire public debt; AND WHEREAS, There is reason to believe that the plan embraced in the following provision is entirely within the means of the State successfully to accomplish — that it will be acceptable to our creditors — honorable to the people represented by this General Assembly, and will add to the Wealth, prosperity and advancement of Indiana: — Therefore,

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana,* That whenever the holder of any bond or bonds of this State, (the bonds issued under the original bank charter excepted,) shall choose to surrender the same up to the State, there shall be issued to such holder a new certificate of stock, which stock shall be redeemable at the pleasure of the State after twenty

years, and which certificate shall specify and set forth the amount of principal of such bond or bonds so surrendered, and also distinct from the principal, the amount of interest which may appear to be due and accruing on such bond or bonds from 1st January, 1841, to 1st January, 1847, inclusive, computing the same at the rate of two and one-half per centum per annum, and on which the State will pay interest as follows, that is to say: One the principal specified in such certificate, the State shall and will pay interest at and after the rate of two per centum per annum from the first day of January, 1847, up to and inclusive of the first day of January, 1853, at which period the amount of interest specified in such certificate, and the one half of one per cent, per annum on said principal from the first day of January, 1847, to the first day of January, 1853, shall be added to said principal, and from that time forth the State shall and will pay interest on said principal and interest so added, at and after that rate of two and one half per centum per annum until the same shall be finally redeemed: *Provided, however,* That no bond shall be surrendered as aforesaid, or certificates issued therefore, that has not attached to it the coupons or interest warrants falling due on and after the first day of July, 1847; *And provided further,* That if the revenues of the State, up to the first day of January, 1853, to be derived from a property tax of twenty-five cents on every one hundred dollars of value and a poll tax of seventy-five cents, shall not, by reason of the taxes being paid in six per cent treasury notes, or from other causes, be sufficient, after defraying the current expenses of the government, to pay said rate of interest of two per cent, then and in that case, the State shall only be required to pay, up to said first day of January, 1853, such rate of interest as the par funds in her treasury, derived from the taxation aforesaid, shall enable her to do; which shall be paid and distributed pro rata on the principal specified in such certificate of stock, and the deficit with six per cent interest per annum from the time it became due, the State shall and will make up and pay to the holders of such certificates, on or by the first day of January 1853.

SEC. 2. Every certificate issued under this act shall be signed in black, and numbered by the treasurer and auditor of State, and shall be under the seal of the State; and at the time of its being delivered, shall be filled up and countersigned by the agent of State; whose duty it shall be to receive the bonds that may be surrendered, and issue the certificates of stock therefore, entering at the same time in suitable books to be provided for that purpose, credits to the respective parties so surrendering bonds, for the principal and the interest specified in their respective certificates.

SEC. 3. Coupons or interest warrants falling due on and after July 1, 1841, and up to and including January 1, 1847, that may have been clipped or separated from

the bonds to which they were attached, may also be surrendered, and in place of them a certificate of stock shall be issued, computing the interest and amount in the same manner as if such coupons were still attached; but on the amount of such certificates no interest shall be paid until after January 1, 1843.

SEC. 4. The stock created pursuant to this act shall be transferable only in the city of New York, on books to be provided for that purpose by the State, by the holder or holders thereof; or his, her or their duly constituted attorney and in pursuance of such rules as may be adopted or may be prescribed by law. But no transfer shall, at any time be permitted, except on the surrender and cancelment of the outstanding certificate.

SEC. 5. The interest on the stock hereby created, shall be payable half-yearly, at the city of New York, on the first days of January and July of each year, commencing on the first day of July, 1847. But if the interest for any half-year shall not be demanded before the expiration of thirteen months from the time the same became due, it shall only be demandable afterwards, at the treasury of the State; and for the payment of the interest, and the redemption of the principal as herein provided the faith of the State is hereby solemnly pledged.

SEC. 6. For the purpose of saving and securing to themselves the remainder of the interest not herein before provided for, and the securing interest not herein before provided for in the bonds surrendered as aforesaid, computing the same at and after the rate of two and one half per centum per annum, it shall be lawful for said bondholders, or any of them, and they shall have the privilege of raising among themselves by a pro rata subscription on the amount of bonds held by them respectively, at any time before the first day of January next, a sufficient sum — not less however, than two million, two hundred and fifty thousand dollars — to complete the Wabash and Erie canal to Evansville; and upon subscribing and promising to pay said amount, or so much thereof as may be needed to Trustees as hereinafter provided, and to be advanced in such sums as shall ensure the completion of said canal to Evansville, and all necessary side cuts, feeders, feeder dams, reservoirs, and all side cuts, which may be hereafter particularly mentioned, within four years from the taking effect of this act; the canal lands and tolls; and revenues of said canal, shall be specifically set apart and conveyed to said trustees, in trust and security, to reimburse to said subscribers their said advances, and to pay the remaining interest on the said bonds, in the manner hereinafter specified.

SEC. 7. As soon as said sum shall have been subscribed, it shall be lawful for said subscribers to elect two discrete persons, both of whom shall be citizens of the United States, and one of whom shall be a citizen and resident of this State, as trustees; and on notice

thereof accompanied with a copy of the subscription aforesaid, given to the Governor, he shall appoint, in the recess of the legislature, but if not, the two Houses shall effect by joint ballot a third discreet person; and these three shall constitute a board to be known by the style and description of the board of trustees of the Wabash and Erie canal, who shall hold their offices for the term of three years from the time of their said election or appointment, and until others are elected or appointed to their places; *Provided, however,* in the case of the trustee on the part of the State, if he shall have been appointed in the recess of the legislature, he shall only hold his office until his successor shall be elected as aforesaid, by the two Houses of the next General Assembly.

SEC. 8. So soon as said trustees shall have been elected or appointed as aforesaid, it shall be the duty of the Governor, in the name and under the seal of the State, to execute and deliver to said trustees, by the corporate name of the board of trustees of the Wabash and Erie canal a deed or patent for the bed of the Wabash and Erie canal, and its extensions, finished from the Ohio State line to Evansville, including its banks, margins, tow-paths, side-cuts, feeders, basins, right of way, locks, dams, water-power, and structures, and all materials provided or collected for its construction, and all the property, right, title and interest of the State in and to the same, with all its appurtenances, and also all the lands and lots (not sold or disposed of,) heretofore given, granted, or donated by the General Government to the State, to aid in the construction of said canal, or any part of it, or which may be hereafter acquired under, or by reason of any existing grant, and all moneys due and to grow due and remaining unpaid on account of any sale or sales heretofore made of any canal lands so donated, and all moneys due on account of any existing leases of any water-power or other privilege on said canal, its side-cuts, feeders, basins, or other appurtenances, said board of trustees to have, hold, possess and enjoy the same as fully and absolutely as the State canal or could not subject nevertheless, to all existing rights and equities against the State on account of the same, or any part thereof, or liabilities of the State growing out of, or in relation thereto; and the same to be held by said trustees in trust and security for the purposes following, that is to say:

*First.* The proceeds of said lands, (sold and unsold,) to be applied to the re-payment of the principal sum or sums that may have been advanced for the completion of said canal, its side-cuts and feeders, and to the payment for work, labor and materials, to be done and furnished in and about the further prosecution and construction of said canal.

*Second.* The balance of the proceeds of said lands, (if any,) and the tolls and revenues of said canal, up to and

including the first day of January, 1853, after defraying all needful and proper expenditures for repairs, attendance, and other causes, to be applied as follows, and in the following orders; that is to say—

*First.* To pay in full the interest, at and after the rate of six per-cent per annum on the sum or sums advanced for the completion of said canal to Evansville, or on so much of said sum or sums as may at any time remain unpaid; and the remainder, (if any,) to be applied to pay the balance of the principal, (if any,) of the sum or sums advanced for the completion of said canal.

*Second.* To pay in full to the subscribers making said advances or their assignees, interest at and after the rate of two and one half per cent, per annum on the principal of the bonds they may have surrendered as aforesaid; and for the purpose of always knowing by whom any bond or bonds was surrendered, it shall be the duty of the Agent of State at the time of the surrender to him of any bond or bonds as aforesaid, to take a full account of the numbers thereof, and by whom the same were surrendered; which shall be furnished to said board of trustees, whenever the same shall be organized.

*Third.* To pay in full the interest at the rate of five per cent per annum, on the special stock hereinafter named, (being stock created for that portion of arrearages and accruing interest, charged over against the canal, and for which no provision is made by the State,) and to pay the principal of said stock in full as fast as the same can be done — first paying the interest and principal in full to such holders of said special stock or their assignees as shall have subscribed to the advance of aforesaid.

*Fourth.* To pay in full to any other holders of any certificate of stock by this act authorized to be issued, interest at and after the rate of two and one half per centum per annum on the amount of the principal thereof.

*Fifth.* To pay into the treasury of the State any balance which may remain on hand; which balance shall be applied by the State to the redemption and retirement of any of the outstanding stocks created by this act at the pleasure of the State: *Provided,* That if the State at any time hereafter becomes the holder of any of said stock she may at her election deem it to be extinguished or she may regard it as still outstanding, and be entitled to receive and draw upon it whatever of interest the tolls and revenues of said canal may pay upon it. *And provided further,* That if the tolls and revenues of said canal shall be insufficient for all the purposes aforesaid, then they shall be applied pro rata among the respective parties entitled therein. First paying in full those first entitled, and so on *toties quoties.* From and after the first day of January, 1853, an account of the tolls and revenues of and expenditures on that portion of the canal between Lafayette (inclusive) and the Ohio State line shall be kept separate and distinct from a like account of that portion between Lafayette (exclusive) and Evansville;

and from and after that period the tolls and revenues derived from the first named portion, after defraying necessary expenses, repairs, and outlays, shall first be applied to make the full interest of 5 per cent per annum on the certificates of stock that may be issued for the bonds now outstanding and known as the Wabash and Erie canal bonds; and if insufficient for that purpose the same shall be apportioned and paid pro rata on the amount of said certificates, and if more than sufficient, the excess shall be added to the tolls and revenues derived from that portion between Lafayette (exclusive) and Evansville, and the sum thereof shall be paid as herein before in this section is provided. But for the sufficiency of said lands or tolls and revenues of said canal to pay the advances aforesaid, or for the faithful application of the same by said trustees to said purposes, the faith of the State is and shall be in no wise pledged.

SEC. 9. Before the deed of trust herein provided to be given shall be delivered to said trustees, said subscribers to said advance shall pay over to said trustees, ten per centum of the amount of their said subscriptions; and thereafter from time to time, as further sums shall be needed for the prosecution of said canal. They shall on the requisition from said trustees, pay over to them such sum or sums as they may call for, not exceeding, however, at any one time 5 per cent on the entire subscription. And if said subscriber, for the space of ninety days after any such call by said trustees, shall fail to pay the sum or sums so required, they shall forfeit all sums previously required, and also all the priority and preferences which by this act is given them. And if any one or more of such subscribers shall fail to pay as specified in this section, it shall be lawful for any one or more of the other subscribers to said advance, or others, to pay the same, and such a payment shall give the person or persons so paying the like lien on said canal, its lands and revenues, for the amount so at any time paid, as the original subscribers might have if paid by them; and the trustees appointed under the provisions of this act shall pay to him, her or them, his, her, or their proper share of the avails thereof. And if by reason of the failure of said subscribers to make said advances, said trustees shall not be able to effect the completion of said canal within the period hereinbefore mentioned, then, and in that case, the lands and property hereby granted to said trustees shall revert back to, and become again the property of the State. — And no such failure or any act or omission, or consequence of such failure, act, or omission on the part of the said subscribers to said advance, shall at any time in any manner operate as a pledge of the faith of the State for any sum or sums hereby provided to be paid out of the revenues or lands of said canal; but the execution of the deed as specified in section eight of this act, shall of itself operate as a release of the faith of the State from the payment of any part of such sum, and all

other sums and interest except the principal of the stock and the interest of two and one half per cent per annum, as provided in the first section of this act. For the amount of any such call, said Trustees shall give to said subscribers the proper certificate under their corporate seal, and from that time only shall interest be computed on such advance. But for the principal of any such advance, or the interest on the same, the faith of the State is or shall be in no wise pledged.

SECT. 10. The said board of trustees shall be a corporation, and shall have a corporate seal, and conveyances of any of the lands or lots granted to them as aforesaid, shall be in the name of “The board of trustees of the Wabash and Erie canal,” and shall be under their corporate seal. Before entering on their duties, they shall take an oath or affirmation faithfully and impartially to discharge the same; and shall each also give bond to the State, with surity to be approved of by the Governor, in the penal sum of \$25,000 for the proper discharge of their duties, and the faithful application of, and accounting for, all moneys which shall come to their hands by reason of said trust. It shall be the duty of said trustees to take charge of said canal, with all its appurtenances, and canal lands and property, and adopt and put in execution such plans and measures as they shall deem most expedient for the prosecution and completion of said canal, with its necessary side cuts and feeders to Evansville, within the period herein before prescribed; and for this purpose they shall appoint and employ all needful officers and agents; and may require them to give security, and take an oath for the faithful performance of their duties, and either of said trustees shall be empowered to administer such oath. They shall make all contracts for work and labor on said canal, and for the materials to be furnished therefor. They shall call in on said subscription a sum sufficient to insure the completion of said Canal within the period herein specified, and not less than six hundred thousand dollars (including said payment of ten per cent) to be paid within two years, from the time said trusts, takes effect. They shall receive the moneys advanced by subscribers as aforesaid, for the completion of said canal; and shall disburse the same. — They shall attend to the sales of the canal lands embraced in the aforesaid deed of trust, which they may in their discretion (subject to the limitations herein after specified,) sell for ready money or on credit. They shall from time to time establish a tariff of tolls on said canal, receive all the tolls and revenues of said canal, and all the other moneys arising under the trusts in this act created, and shall pay the same out in faithful execution of their said trust, keeping a record of all their doings and proceedings, which shall at all times be open to the inspection of the public authorities of the State. They shall keep a full, just and true account of all moneys by them received

for, or by reason of their said trust, and of their disbursements of the same; and shall annually re-report to the Legislature the general condition of said canal and canal lands, and exhibit a full amount of their receipts and disbursements, and shall do all the acts needful and proper in and about the sale of said canal lands, and the completion of said canal to Evansville, with necessary side cuts and feeders, particularly the side cuts and locks to the Wabash river, on sections 136 or 137, between Coal creek and Terre Haute, and on sections 33 or 34 and 40 as therefore contemplated, and the side cut and basin from station 578 to the bank of Eel River, opposite Point Commerce as surveyed and reported by F. H. Fauntleroy; and in and about the care and preservation of said canal, its side cuts and feeders after the same shall have been finished; and in and about the police, general government and regulation of the same. The trustees shall have power from time to time to make, ordain, and establish such reasonable rules, by-laws, and regulations in relation to the collection of the tolls, transportation on said canal, the conduct of boats and rafts, and the general police of said canal, as are usual, or may be found necessary, and to enforce the observation of the same.

SECT. 11. The State hereby accepts the grant made by the General Government by the act, entitled "an act to grant certain lands to the State of Indiana, the better to enable the said State to extend and complete the Wabash and Erie Canal from Terre Haute to the Ohio River," approved March 3, 1845; and the lands selected by the State under said act, shall be classified under the direction and supervision of the Governor into three classes, taking into view quality and location; and the lands of the first class shall at all times be subject to sale, at a price not exceeding two dollars and fifty cents per acre; the lands of the second class shall at all times be subject to sale, at a price not exceeding one dollar and twenty five cents per acre. *Provided however,* That none of said lands or any other shall be sold at any time at a less price than is provided in the acts of Congress donating the same. Serving and reserving to actual settlers and occupants, at the time of the passage of this act, of any of said lands granted to said trustees, the right to enter and purchase the tract of land, not less than a quarter-quarter section, nor more than a half quarter section, by him actually settled and occupied, and which he shall continue to occupy at the time of said entry, at the price per acre, at which the same has been or may be valued or classified, irrespective of the improvement that may have been made by such settler; which right shall continue for the space of one year from the time when the deed of trust aforesaid shall be delivered to said trustees; and for which such settler shall only be required to pay at the time of entry or purchase, one fifth part of the purchase money in hand, and the residue he shall be

required to pay in five equal annual installments, with interest annually in advance on the whole balance of the purchase money remaining due and unpaid. *Provided, however,* When two or more persons, not entitled to any right of entry, shall apply at the same time to purchase the same tract, it shall be sold to that one of the applicants who shall bid and pay, or secure to be paid, (as the case may be,) the highest price.

SECT. 12. The trust hereby created, shall cease and be determined, whenever the moneys advanced for the interest and the special stock aforesaid shall have been paid and refunded, and the State shall have taken up and retired one half of the stock, issued by virtue of the first section of this act, and shall assume the payment of interest at the rate of five per centum per annum on the balance; which the State reserves the right of doing at its pleasure. Whenever any vacancy shall occur in the board of trustees by deaths, resignation or other cause, such vacancy shall be filled by the General Assembly, or by the subscribers aforesaid, or their assignees, to whom belonged the election of the trustee whose seat shall become vacant, as the case may be.

SECT. 13. The tolls and revenues of said Canal shall be applied to the repairs and expenses thereof, and the extension of the same until after the first day of January, 1847; from which period, and up to and including the first day of January, 1853, said tolls and revenues, after defraying all needful expenditures and outlays for repairs, attendance, and other necessary things appertaining thereto, shall be applied subject to the limitations contained in the eighth section of this act to the payment of the two and a half per cent interest unprovided for by the State, on the principal of the surrendered bonds, from the first day of January, 1847, to the first day of January, 1853; at which time the deficiencies, (if any,) of said tolls and revenues, to discharge said interest shall be added to the unprovided for two and a half per cent on the principal of said bonds surrendered, from the first day of January, 1841, to the first day of January, 1847, and the sum thereof shall be converted in the special stock herein before referred to — the principal and interest of which, shall be only payable out of the said Canal lands and tolls and revenues of said Canal, as herein before provided; and for which proper certificates of stock shall be issued. But for the redemption of said principal or the payment of said interest, the faith of the State is in no wise pledged.

SECT. 14. It shall be lawful for any other person than a bondholder to subscribe to the advance aforesaid; and such party shall have the right to register with the trustees a brief description of bonds or certificates of stock under such subscription, at any time, within one year from the first day of November next; and further, any bondholder shall have the right within two years from the first day of November next, to register with said



trustees a description of his or her bond or certificate of stock, and pay up to said trustees his pro rata share of said advance, together with interest from the time when the original subscription took effect; and which registry and payment shall place such party on the same footing as if he had originally subscribed thereto.

SECT. 15. The first board of trustees organized under this act shall fix the time and place, and by suitable rules and regulations to be entered upon their records, prescribe the mode and manner of subsequently electing trustees on the part of the subscribers aforesaid, and those who may thereafter become subscribers, or their assignees; which rules and regulations shall at all times be subject to be altered or amended by said board.

SECT. 16. The interest and principal to be paid out of said canal lands, and tolls and revenues of said canal by said trustees, shall be payable half yearly, at the city of New York, on the first days of January and July of each year, commencing on the first day of July, 1847.

SECT. 17. The majority of the said board of trustees shall have power and authority to act and decide in all cases; and the action or decision of the majority shall be binding on said board, and be deemed to be the action or decision of said board; excepting however, that no sale or conveyance by said trustees of any of the land to be deeded by them as aforesaid, shall be valid or binding, unless concurred in, and the contract of sale or conveyance be signed by the trustee on the part of the State.

SECT. 18. The State reserves the right of altering or regulating the tariff of tolls, that may at any time be established by said board of trustees, which however shall always be in accordance with the tariff of tolls on similar works.

SECT. 19. All expenses attending the selections of land under the act of Congress aforesaid, all expenses of surveying said canal, remaining unpaid, all expenses of classifying said lands, and all other expenses connected with, or growing out of, the trust hereby created, shall be borne and paid by said trustees out of the proceeds of said lands, or the tolls and revenues of said canal.

SECT. 20. This act shall be a public act, and shall be liberally construed in all courts of justice; and the State shall and will supply by future legislation all such defects, found to exist, as shall enable the trustees aforesaid to carry into full effect the fair and obvious intent of this act; and the Governor is hereby required to give all necessary information to the parties interested, and to do any act or thing which may be necessary to carry this act into effect, and to facilitate any proceeding contemplated by this act.

SECT. 21. The troops of the United States, and their munitions of war, shall at all times be transported on said canal, free of any charge whatever.

SECT. 22. Said trustees shall employ a chief engineer of known and established character for experience and

integrity, who shall be required to execute a bond to the State, to be approved of by the Governor, in the penal sum of ten thousand dollars, for the faithful performance of his duties as engineer; and shall be subject to be removed by the Governor during the vacation of the Legislature or by the General Assembly when in session, for misconduct, in efficiency or neglect of duty. The said engineer before entering on his duties, shall take an oath that he will faithfully and impartially perform the duties of his office, without respect to persons, and that he, either is nor will be, interested directly or indirectly in any job, work, or contract let or to be let on said canal, or connected therewith, during his continuance in office.

SECT. 23. Said Trustees shall have the right to locate and construct such feeders, feeder dams, side-cuts, and reservoirs, as may be necessary to supply said canal with water, and may take such timber, stone, or other materials as may be necessary for the construction of said canal, by making to the proper owners reasonable compensation therefor, on the same terms and in the same manner as the Superintendent of said canal is now authorized by law to do; and the word "canal" wherever used in this act, shall be construed to mean and include all its feeders, feeder dams, side-cuts, and reservoirs.

SECT. 24. Every person who shall willfully and maliciously injure or destroy any lock, culvert or embankment of said canal, or shall willfully or maliciously make any aperture or breach in any embankment of said canal with intent to injure or destroy the same, shall, on conviction, be punished by imprisonment in the State Prison at hard labor not more than five years, or by the fine not exceeding five hundred dollars and imprisonment in the county jail not more than two years; and shall be moreover liable to said trustees for the damages occasioned thereby, which damages when recovered shall be considered as a part of the revenues of said canal, and applied accordingly.

SECT. 25. The time of final payment on all sales of Wabash and Erie Canal lands, heretofore made shall, upon the request of the holder of any certificate of purchase, be extended for the term of five years from and after the term when the same shall fall due: *Provided however*, that the interest shall be paid annually in advance as now required by law.

SECT. 26. The State may at any time file her bill in Chancery in the Marion or any other Circuit Court in this State, against said trustees, to enjoin them from any violation of said trust, and also to compel them to execute the same.

SECT. 27. Should either of the said trustees, or any officer or agent appointed by them embezzle or fraudulently convert to his own use, or secrete with intent so to convert to his own use, any of the funds, choses in action, securities or effects which may come into his hands or possession under or by virtue of the trusts created by

this act, the Trustee, officer or agent so offending shall be deemed to have committed the crime of grand larceny, and upon conviction thereof, shall suffer the punishment prescribed for that offence, in the fifteenth section of article first, of chapter fifty three of the Revised Statutes of 1843.

SECT. 28. The capacity of that portion of said canal yet to be finished shall be the same as established and provided in the original and late surveys, and the said trustees shall cause to be constructed and kept in repair on the entire line of said canal suitable bridges over all State and county roads, crossing the same in the same manner as is now required on the line of said canal east of Tippecanoe.

SECT. 29. Said canal finished and to be finished, shall be deemed and taken to be a public highway, and shall be free to all persons whomsoever to pass and re-pass with their own boats or other watercraft, and with their own produce, goods and chattels, wares and merchandise; such persons conforming to such uniform, rules and regulations, and paying such uniform tolls as may be established and required.

SECT. 30. Said trustees shall establish at least one land office for the sale of said canal lands, at some convenient point in this State, for the transaction of all business connected with said trust.

SECT. 31. It shall be the duty of said trustees to return to the Auditor of State, on or before the first day of November in each year, a list of all lands sold by virtue of the trust.

SECT. 32. It shall be optional with the State at any time hereafter to call in and require a surrender of the outstanding stock issued under the first section of this act by giving to the holders of such stock a new certificate for the one half of the principal thereof to bear interest at and after the rate of five per centum per annum, and which principal and interest shall be payable at the pleasure of the State, and by giving to such holder another certificate for the other half of the principal of such stock to bear a like interest of five per centum per annum, and to be paid and redeemed, and only paid and redeemed out of the canal lands and the tolls and revenues of said canal as aforesaid, as provided in the eight section of this act, and from and after the time that the State shall call in said stock issued under the first section of this act, and shall issue new certificates as aforesaid, the State, its faith and revenues shall be only pledged and responsible for the payment of ½ of said principal and interest at the rate of five per centum per annum there on; for the other half of said principal and interest the holders of said certificates shall look solely and exclusively to said canal lands and the tolls and revenues of said canal as provided in the eight section aforesaid of this act. *Provided, however,* that the State shall have the option of redeeming said canal certificates out of the

revenues of said State in the same manner as if this section were not adopted. And, *provided further,* that the excess of the revenues of said Canal lands and tolls and revenues of said canal, after paying said interest of said five per centum per annum on said canal stock, (if any therebe,) shall be applied to the redemption and absolute retirement of said canal stocks.

SECT. 33. This act shall take effect and be in force as soon as the subscription mentioned in section six shall be made, and ten per centum paid thereon to the Trustees elected, as provided in section seven of this act, and not before. *Provided,* That until there is surrendered and cancelled, bonds of the State, to the amount of one half of all the bonds outstanding, (except bank bonds) it shall not be lawful for the Governor to convey by deed, the Wabash and Erie Canal, lands, tolls, &c, as provided in the 8th section of this act. *Provided, further,* that the acceptance, as provided in the eleventh section of this act, of a grant of land made by the General Government, by their act, to grant certain lands to the State of Indiana, the better to enable said State to extend and complete the Wabash and Erie canal from Terre Haute to the Ohio River, shall not be construed to make it obligatory on the State, at any time hereafter, to complete said canal out of its revenues, derived from taxation.

SEC. 34. That nothing in this act shall be so construed, as to allow the trustees, proposed to be appointed or elected, in this act, to erect any dam, bridge, or any other structure in the construction of the extension of the Wabash and Erie Canal, so as in any manner to impede the navigation of the east fork of White river in its present state, or as it may be hereafter improved by the construction of dams for slack-water navigation, as the right to do has been secured to a company chartered by the present Legislature in an act, entitled, "An act for the improvement of White river."

SEC. 35. The State reserved the right of fixing, by law, the salaries to be allowed the trustees, mentioned in the seventh section of this act.

JOHN S. SIMONSON,

Speaker of the House of Representatives.

J. G. READ

President of the Senate.

Approved, January 19, 1846.

JAS. WHITCOMB.

I, Jon H. Thompson, Secretary of State, do hereby certify that the foregoing is a true and complete copy of the original enrollment of an act entitled "An act to provide for the Funded Debt of the State of Indiana and for the completion of the Wabash and Erie Canal to Evansville," now on file in the office. In testimony whereof, I have here set my hand and affixed the seal of the State, at Indianapolis, this 19th day of January, 1846.

J.H. THOMPSON, Secretary of State.

*Fort Wayne Times & People's Press*

January 31, 1846

The Butler Bill. - This celebrated Act, the most important, perhaps, ever passed by the Legislature of this State, except that which originated the system of internal improvements, will be found in full in our columns today. A lengthy communication upon the subject of that act, from the pen of a legal gentleman, who is strongly opposed to the measure, will also be found below, and he promises to continue his review at another time. We then give place to his views without the slightest intention of endorsing, or becoming committed by them. We understand that he comes forward as the organ of those in this place who have taken strong ground against the measure, and he will doubtless make the most of his "case." We are willing to aid in throwing light upon both sides of this vexed question, that the public may be able to arrive at a just conclusion concerning it. In the mean time, we ask our readers to withhold a decision upon the merits of the measure, until they have investigated and properly weighed it in all its bearings. Nothing is to be gained by hasty conclusions, for no action can be had for more time to come, either to confirm or repeal the act. — There is no reason, then for haste. Let us wait awhile, and read, reflect, listen, and investigate, that we may decide wisely. Much discussion will grow out of the measure — it will probably mingle as an important element in the approaching canvas — let us, therefore hold ourselves in a position to profit by the information that may be elicited. Upon full and impartial investigation, if we find the measure promises to be pernicious, it will then be time enough to oppose it. But we beseech our friends not to suffer their minds to become prejudiced and led off on a false track; by any hue-and-cry that may be raised possibly for the accomplishment of ends and purposes that are not yet visible to the uninitiated. Remember that there is not always the most fire where there is most smoke; and especially should we "look before we leap." — Let us not be defeated by the cry that the measure is unpopular — that may be so, but it remains to be shown; and if so, it may yet be right. When it was before the Legislature, we recommended deliberation — we thought it might be as well to pass the subject over to next winter, and thus give the people an opportunity to decide upon it — but it has passed, and when it is threatened with repeal, deliberation is no less necessary. The readers of our paper shall in due time have full means of forming a correct judgment, and until they do, we ask them not to be influenced by noise and clamor.

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Extract of a letter from C. H. Smith, dated

Washington, Jan. 22, 1846

We are in conversation \_\_\_\_\_

For the *Times & Press*

Mr. Editor

Having resided for the last fifteen years in this, my adopted State, and become identified, both in feeling and interest, with the honor and welfare of Indiana, I have taken some pains to examine in all its bearings, the bill passed at our late General Assembly, entitled, "An Act to provide for the funded debt of the State." &C, but more familiarly and appropriately called "Butler's bill."

From a careful examination of the bill as first reported, I came to the deliberate conclusion, that it was the most perfect "bill of abominations" ever hatched in any legislative Assembly: A project "conceived in sin, and brought forth in iniquity." But, as we were informed from "head quarters" that important amendments had been made, materially changing the features of the bill, (without the least intimation, however, of what those amendments were,) and as our members on their return home, informed us that the bill as passed, was "all right," I have refrained from expressing my views in relation to this measure, until I had an opportunity of examining the amended bill, as it passed both houses, and became the law of the land.

It has been asserted from all quarters, by the friends of this bill, that by it we had paid off, and discharged one half of our entire State debt; that our bondholders were to take the Wabash and Erie canal lands, etc. in full payment and satisfaction of the one half on the bonds, outstanding against the State.

Without examining for the present, the propriety of yielding to the demands of European, and Wall street "Shylocks," not a "pound of hash" merely, but the right arm and main artery of a sovereign State; surrendering to a corporation composed of foreigners, our large and valuable public domain, and the fee simple of the Wabash and Erie canal, the key to one half, at least, of the commerce of the State; let us enquire for a moment, whether one half of our bonds has been, or will be, to reality, paid by this important bill, passed with such indecent haste through our legislature.

The bill provides that the holders of any of our bonds, (the bonds issued under the original bank charter excepted) may (if they choose to do so) surrender them up to the State to be canceled, and take certificates of stock in exchange for the bonds thus surrendered, which certificates shall specify the amount of the principal of the bonds thus surrendered, and also the amount of interest in arrear up to January 1st, 1817. Upon which certificates the State will pay interest on the principal therein specified, at the rate of two per cent per annum, until 1853, at which time the interest specified in such certificates shall be added to the principal, "and from that time forth the State shall and will pay interest on such principal and interest as added, at and after the rate of two and one half per cent per annum until the same shall be finally redeemed."

The bill further provides, that “for the purpose of saving and securing to themselves (the bondholders) the remainder of the interest,” &c. The bondholders may subscribe 2,250,000 dollars to complete the canal to Evansville, and then three trustees are to be appointed, two by the bondholders, and one by the State, who shall be a corporation, by the name of “the trustees of the Wabash and Erie canal,” to whom the Governor is required to convey by deed or patent, the bed of the Wabash and Erie canal, and its extensions finished and to be finished, from the Ohio State line to Evansville, including its banks, margins, tow-paths, side-cuts, feeders, basins, right of way, locks, dams, water power, and structures, materials, &c.; and all the property, right, title and interest, of the State in and to the same, with all its appurtenances; and also, all the land and lots (not sold or disposed of) heretofore granted to the State by the general Government, to aid in the construction of the canal or any part of it, and all moneys due, and to grow due and unpaid, on account of any sale or sales of any canal lands, or leases of any water power or other privilege; (in short to convey all the property belonging to the State except the Soap Factory and penitentiary) for the use and purposes following, that is to say: First to pay in full, out of the proceeds of the canal lands (sold or unsold) and the tolls and other revenues of the canal, the principal and six per cent interest of the sum advanced to complete said canal. Second, to pay in full to the subscribers making said advances, interest, at the rate of two and a half per cent per annum on the principal of the bonds they may have surrendered, and the balance (if any) to pay in full the stock created for “that portion of arrearages and accruing interest, charged over against the canal and for which no provision is made by the State” with interest; first paying the interest and principal in full to such holders of such special stock as shall have subscribed to the advance aforesaid. The foregoing are the principal features of the bill as first reported. The only amendments relating to the question now under consideration, will be found in the 32d and 33d sections. These amendments are, that “it shall be optional with the State, at any time hereafter, to call in and require a surrender of the outstanding stock found under the first section of this act, by giving to the holder of such stock a new certificate for the one half of the principal thereof, to bear interest at the rate of five per cent per annum, which principal and interest is to be paid by the State, out of the revenues thereof; and by giving each holder another certificate for the other half of the principal of such stock to bear a like interest for five per cent, and to be paid and redeemed only, out of the canal lands, tolls and revenues of the canal, as provided in the 8th section. — Provided, that until these are surrendered and cancelled bonds of the State, to the amount of one half of all the bonds outstanding (except

Bank bonds) it shall not be lawful for the Governor to convey by deed the Wabash and Erie canal, lands, &c. Now I would thank any of the wise heads who concocted this bill, or the silly ones who passed it, to inform me how this arrangement pays off one half of our debt. The Governor cannot convey the canal, &c., until one half of the bonds are surrendered. But what is this surrender? Look at the first section to the bill and you will see. The whole law must be construed together, and in such a manner, if possible, that the whole may be operative. — This provision in the whole bill for the surrender of bonds, and the 33d section fixes the amount which must be surrendered. And when the bonds are surrendered, new stock is to be given for the whole amount of principal and interest added; but this so far from reducing the debt, actually increases it, as it compounds the interest upon it.

Suppose the bill goes into effect, what will be, or what may be its operation? The 33d section requires bonds to be surrendered to the amount of one half of all the bonds now outstanding against the State (except Bank bonds whether issued under the original charter or not,) before conveyance can be made by the Governor.

I shall for the present estimate the amount of all the bonds now outstanding against the State, over and above the bonds issued under the original Bank charter (upon which the Bank has always paid interest) at about 11,000,000 of dollars. Deduct \$1,000,000 issued under an amendment in the charter of the Bank, which Merrill was swindled out of, and it will leave \$10,000,000 embraced within the proviso in the 33d section; one half of which must be surrendered before this conveyance can be made. Suppose the “gentlemen from Wall street” (Mr. Butler) makes his appearance with our bonds to the amount of \$3,000,000, surrenders them up to be cancelled, and takes certificates of stock for the amount of the principal and interest added, under the provisions of the first section, thereby satisfying the proviso in the 33d section, (which only limits the amount,) subscribes the \$2,250,000 required to complete the canal, in behalf of the holders of the five millions represented by him, pays the first installment of ten per cent on the subscription and demands a conveyance from the Governor, how is he to avoid making the conveyance without totally disregarding the law? Without say pretensions to being a prophet, or the son of a prophet, I will venture the prediction that before the year expires, our Governor will have the alternative offered him, either to make the conveyance under circumstances of this kind, or else to nullify and disregard the law.

This arrangement being consummated, the State has the privilege at any time, to call in or require a surrender of the stock issued under the first section, that is, the principal and interest due on the five millions surrendered, by giving new bonds for \$3,250,000 at five

per cent interest. Payable out of the revenues of the State derived from taxation, (being the one half with interest, of the bonds surrendered,) and also giving her bonds for the like sum of \$3,250,000 with the interest payable only out of the funds of the canal lands, tolls, &c., of the canal, as provided in the 8th section. Thus we see, that instead of paying by this arrangement, one half of the entire State debt, we only pay in fact, 2,500,000 dollars; considerably less than one fourth.

Having thus shown what we get, or what we may get by the great bargain, I propose to show in my next, what the other party will receive, and as connected therewith, more curious matters about the origin and passage of this bill. C.

*Fort Wayne Times & People's Press*

January 31, 1846

From the *Logansport Pharos*

PUBLIC MEETING. - In relation to the Peru Land Office Frauds

A rumor having spread in Cass, Wabash, Miami, and the adjoining counties, of the unparalleled frauds attempted to be practiced at the Land Office in Peru — a large number of the canal Land holders and others, to the number of five or six hundred, met in Peru on Monday, January 26, without any concert, but each with a determination to protect his own rights. At the ringing of the bell of the Presbyterian Church, the house was filled and many could not get an entrance; whereupon, H. MENDENHALL was called to the Chair, and E. P. LOVELAND appointed Secretary.

Judge Wright of Logansport, was called upon to state the object of the meeting, to state the nature and provisions of the laws passed at the last session, on the subject of canal lands, and to detail the frauds attempted to be perpetrated by Morris and his colleagues, — which he did in a plain and favorable manner, amid the plaudits and cheers of the multitude. After a speech from Col. Reyburn, the following resolutions were offered and adopted unanimously.

Resolved, That we look upon the conduct of A. W. Morris, E. F. Lucas, and their colleagues as becoming pirates and robbers, and they are requested to notify the public of the time of their next visit to the Upper Wabash.

Resolved, That Jonathan R. Smith be, and hereby is required to deposit in the hands of a committee hereby appointed, the bundle deposited in the hands by A. W. Morris, and that said committee pay the same to Cyrus Taber of Logansport if it contains money — and if it shall be decided to be the money of State, that said Taber pay it to the proper authorities and if it is the property of A. D. Morris and his colleagues, that he pay it to Mr. Morris in wild lands at the end of an execution, at their full appraised value.

Resolved, That to prevent future frauds by E. F. Lucas and his clerks, that the tract, sale, and installment books in the land office be placed in the hands of Col. Wm. Reyburn, until Stearns Fisher enter upon the duties of his office.

Resolved, That Jas. T. Miller, John A. Graham, Lewis D. Atkinson, M. W. Seely, and Col. Reyburn be a committee to receive the bundle of Morris, and to deposit the same with Cyrus Taber and to receive the books and deposit the same with Col. Reyburn.

Resolved, That an immediate compliance with the foregoing resolutions is expected from Jonathan R. Smith.

Resolved, That the citizens of Peru be and hereby are constituted a guard to prevent the entrance of E. F. Lucas to the town of Peru, previous to the expiration of this term of office.

Resolved, That we believe in the concurrent testimony of our Senators and Representatives, that the law here produced was a fraud practiced in the Legislature by A. W. Morris, E. F. Lucas, and their colleagues, and is no law, and that it conflicts with a law passed on the same day by the Legislature — which last law was well understood by the people and their Representatives.

Resolved, That the Governor be requested to withhold his signature from the patents on the certificates issued to John Fitzgerald, who was the tool of Morris — and that Judge Wright, Col. Reyburn, and Dr. Henton be a committee to draw up an address to the Governor and People on Indiana, on the conduct of the persons implicated in this fraud; and that these resolutions with said address, be published in the papers at Logansport, Fort Wayne, and Indianapolis,

Whereupon, the meeting adjourned until 2 o'clock, to receive the reports of the committees.

At 2 o'clock the meeting was again organized. Whereupon, the committee appointed to receive Morris' budget and the books, reported that Mr. Smith had sent the key to the meeting by Mr. Ross for the purpose of procuring the books — but that Mr. Morris' money and Mr. Smith were both from home; whereupon, the books alluded to were placed in the hands of Col. Reyburn, and the following resolution was offered and adopted without a dissenting voice:

Whereas it was generally believed in the town of Peru, that Smith would be, in his settlement, a defaulter to the State — (he having now the ability, we hope he may square the account,) — and whereas, this meeting by placing the money in the hands of Taber, wished to invest in wild lands for the benefit of the heirs of said Morris and prevent him doing any more harm with it — and whereas it is not likely that said Morris or his heirs will ever see any of it.

Resolved, That the committee be discharged; whereupon Judge Wright read and the meeting unani-

mously adopted, the following

ADDRESS

The undersigned, a committee appointed at a public meeting of the citizens of the Upper Wabash, held at Peru, on the 26th day of January, 1846, to address the Governor and the people of Indiana on the unparalleled frauds attempted to be committed at the land office in Peru, on the 23d and 24th days of January inst., in discharge of their duty make the following statement of the facts connected therewith:

By an act of the Legislature, at its last session, approved Jan. 20, 1846, the time for the payment of the balance due on canal lands was extended five years from 1847, the penalty reduced to 10 per cent, and when the interest on one years was unpaid, the lands so delinquent were to be advertised and sold as lands are sold for taxes. This law had passed the legislature after much discussion, and was well understood by the people living on the canal lands. This bill was usually called Taber's bill.

On the last day of the session, A. W. Morris, of Indianapolis, accosted Col REYBURN, and told him that he wished that the law on page 267, Sec. 218, of the revised Code, where one years occurs, to be amended so as to extend two years before a forfeiture should occur. Col. R. refused to have anything to do with it, and MORRIS, with tears in his eyes besought him to go for the measure, to relieve the poor on the canal lands, and not have their lands forfeited. After being told that relief was given in the other bill, Morris departed; but in the confusion of the adjournment, Morris' bill was offered by some member, and passed both houses; each branch supposing it was extending relief, when in fact, by reviving certain other provisions, the bill made it the imperative duty of the Commissioner to sell land, when the interest on it was due for two years, to the first applicant. In half an hour, Morris was seen by Col. Reyburn, with the bill enrolled and ready for the Governor's signature. On the 20th inst. The day of its passage, it was approved by the Governor—he supposing, with all others, that, as appeared on its face, the bill was barely to extend the time for the payment of interest. On the same day, before the law was made out and certified to — for the certificate is dated the 21st — E. F. Lucas wrote the following letter to the Clerk in the land office at Peru:

Indianapolis, In. Jan. 20, 1846

D'r SIR — The Legislature has passed a law of which the enclosed is a certified copy, which, if called on, you will have to enforce. There has been much legislation during the past session on those lands, but the last seems to repeal all the former, as to delinquents, and leaves all the lands that have not been promptly paid for, subject to private entry.

I shall be up in about two weeks, at which time I think of closing the office, so far as I am concerned,

and I desire that you will have the books up. Yours, &c.  
E. F. LUCAS

J. R. Smith, Esq., Cl'k Land office Peru, IN

[copy]

AN ACT

Amending the 216 Sec. Of Rev. Code, Chap 13, and Page 267

SEC. 1 Be it enacted by the General Assembly of the State of Indiana, That the one year allowed in the 216 Sec. of Chap. 13, page 267, of the Rev. Code, as the time within which the lands shall be redeemed in, is hereby extended to 2 years.

SEC. 2 When any purchaser has neglected the provision of said Sec. 216, for 2 years successively last past, then the proper Commissioner shall be governed in all respects by the 218, 219, and 220 Sections of Chap. 13 of the Rev. Code aforesaid,.

SEC. 3 This to be in force from and after its passage, and a certified copy being filed in each of the Canal Land Offices, or with the Commissioner thereof. And all laws contravening the provisions of this act to be, and the same is hereby repealed.

JOHN SIMONSON.

Speaker of the House of Representatives

J. F. READ,

President of the Senate.

Approved January 20, 1846

JAS. WHITCOMB

On the 23d, Morris, after riding day and night, arrives in Peru, delivers his letter, files the law, and proceeds to enter sixty-six of the best tracts of land on the whole Wabash river, with all their improvements at \$1.25 per acre, in White Dog, while the lands were worth from ten to sixty dollars per acre, and some of which sold at the first sale, at from five to fifty-three per acre. — The clerk in the office engaged assistance, and three persons were secretly employed in filling certificates. On Saturday evening the public attention was aroused, and the matter stopped. We ought to state, here, that the other law, extending the time of payment, was sleeping on the files in Indianapolis, and was not in force.

At a meeting on Saturday evening, Mr. Smith, the Clerk in the land office, stated that the certificates were in his possession, and that they would not be issued, but on Sunday morning, about day light, John Fitzgerald — a minor, in whose name Morris made his entries, as he saw it would be unpopular for him to take them in his own name — was seen passing through Logansport, on his way to Indianapolis, with the certificates, to get the patents.

There learning the fraud that was about to be practiced, a member of this committee, in connection with Mr. TABER, started a messenger to the Governor, and requested him to withhold the patents, which we

have no doubt he has done.

On Sunday night. Mr. SMITH appeared before a magistrate in Peru, and made his affidavit that he never delivered the certificates, that Morris had stole them, and that he never had received any money for them; but that Morris, when he first came, deposited a bundle in his safe, and that he never had opened it. Under these circumstances, the resolutions were passed at the meeting on Monday. It was the intention to place Morris' money in the hands of a man who is able to pay him on demand, and who would feel bound to give it to him as the resolution required, in wild lands. But Mr. Smith concluded that he was as safe a depositor as Mr. TABER, and of this we have no doubt. If Mr. Morris obtains his money very soon, it will be an exception to the general rule of his conduct.

As to Mr. Lucas, who could write a letter enclosing a law one day before it was duly attested, and sending it, and it alone, and giving the instruction, and stating that it repealed all other laws — laws, too, that were passed on the same day — sending it in the manner, and by the person (his late personal and political enemy) he did and also sending by him a draft for \$300 — the committee, and the people we represent, without regard to party, believe he was BRIBED.

In Mr. Smith, who kept secret such proceedings, we could have no confidence; and we could not tell but Mr. Lucas might send here, at any time, a person and issue certificates for all the lands liable to entry, before the owners could hear about the effect of this law.

Under these circumstances, the meeting placed the tract book, sale book, and installment book in the hands of a gentleman, for safe keeping, until the new officer comes into office. This arrangement will prevent any more frauds, and all the business of the office can go on as usual.

The committee cannot but express their utter detestation of the conduct of Morris and Lucas — the first, under a plea of benevolence, attempting to rob widows and orphans, and the last, conniving at it for the sake of money — a BRIBE.

To the persons whose lands have been purchased, we say be not alarmed at your situation, the Auditor of State will not and cannot certify as the law requires — as the certificate has not gone from this place, and will not go — if he should certify, the Governor will not sign the patents. But if these should all fail, there are other reasons legal and valid, why you will not suffer. But we have every confidence in the officers at Indianapolis, that they will arrest the fraud. There undoubtedly are others engaged in this plot. Mr. Spears of Delphi, was ready as soon as Mr. Morris got his business finished, to enter one hundred additional lots. But a stop has been put to the robbery of these men, and the law first alluded to will be here in a few days and in

force, and before your lands can be sold you will have notice.

The following are the numbers of the old certificates — which lots have now been re-entered in the name of John Fitzgerald for the use of Morris & Company: 25, 46, 47, 48, 49, 51, 52, 53, 54, 63, 88, 89, 91, 101, 107, 108, 302, 303, 304, 362, 381, 382, 394, 395, 396, 397, 398, 399, 400, 449, 450, 480, 490, 510, 517, 525, 526, 527, 529, 553, 562, 564, 571, 577, 587, 599, 609, 613, 616, 617, 620, 621, 625, 635, 636, 640, 641, 642, 648, 649, 672, 690, 692, 693, 720, 773.

The meeting having been addressed by Col. Reyburn, Judge Wright, Dr. Henton, and others, adjourned sine die.

R. MENDENHALL, Pres't.  
E. P. LOVELAND, Sec'y.

*Fort Wayne Times & People's Press*

February 7, 1846

For the *Times & Press*

Mr. Editor: In an editorial in your last paper, headed The "Butler Bill," you allude to a communication of mine in the same paper, in such a manner as to give just cause of complaint — Waiving the question as to the propriety of the conductor of a public journal in admitting an anonymous article to his columns, and then directly or indirectly designating the author (a matter of the most perfect indifference to me,) the statement that "he came forward as the organ of those in this place who have taken strong ground against the measure, and will doubtless make the most of his case," was, as I think gratuitous and uncalled for.

I have no fault to find with your advice to your readers, to "withhold a decision upon the measure, until they have investigated and properly weighed the matter in all its bearings." This is my advice also; and if I can by my humble efforts, aid you readers (many of whom have perhaps neither the time or opportunity to examine this question "in all its bearings") I have accomplished the only object I had in view.

But I wish is distinctly understood, that I "come forward" as the "organ" of no party here, or elsewhere; that I alone am responsible for any, and all the sentiments I may express — that I am not acting in the capacity of a "legal gentleman," employed or put forward by any man, or set of men, to make the most of a "case," as might be inferred from your remarks. Whether this was merely an inadvertence, or an attempt to forestall public opinion by cautioning your readers that whatever arguments (if any) I might advance should only be considered as the "special pleasing of the hired advocate," is a question I shall not attempt to decide.

I am aware that many individuals of this place, of both political parties, are extremely cautious how they express an opinion, or "commit themselves" in re-

lation to this great measure — careful not to unfurl their sails until they are sure of having them filled with the popular breeze. To those who are seeking popular favor and can only scull “with wind and tide baith their tail” this is best common prudence. But for myself, having no

Political favors to ask, and having no claims upon any political party and no party having claims upon me, I do not fear the “responsibility” of honestly expressing my opinions upon a great public measure, which (if it goes into operation) must for all time to come seriously affect, for weal or for woe, the ship of State in which I have embarked by all: and although but a passenger having but little to do with the management of the ship, I shall not fail to sound the alarm when I see “breakers ahead” for fear of offending the captain.

Before proceeding in the discussion of this question in the order I had intended, it may not be improper here to notice some of the arguments of our “Senator” in his “exposition” at the court house on Saturday evening. And here let me remark once for all, that I intend no disrespect to either of our members for I esteem them both as gentlemen, and personal friends, and I have no doubt if they have done wrong it was an “error of the head and not the heart.” I intend to wage no personal or party warfare.

The “honorable Senator” admits that our bondholders are only compelled to surrender one half of our bonds (except bank bonds) and that when they are so surrendered they will take new stock for the amount of principal and interest, and he says, he would have been entirely satisfied if this proviso requiring the surrender of half, had been left out altogether, thereby leaving it discretionary with our bondholders to surrender the bonds or not, he having no doubt but that they would all come in. Now this is but the opinion of the “honorable Senator.” Will the facts justify such an opinion? I have already shown that the surrender of about 5,000,000, or to be more precise 5,045,000 (the whole amount of our debt including the “Merrill bonds” being 11,000,000 dollars) will satisfy the proviso in the 33d section, one half of which with interest the State is to pay, and the other half with interest; the canal etc. is to pay. I have no means of ascertaining at present, the precise value of our canal lands (sold and unsold,) but I presume no one doubts that they are amply sufficient to complete the canal to Evansville, or to pay the money advanced for that purpose.

Suppose then that one individual with ample means at his command, held five millions of our bonds, and was disposed to avail himself of the benefits of this bill, what would his interest prompt him to do? Why certainly, if he could, to raise his bonds to par, or as near to it as possible, regardless of the interests of other bondholders. The question then is can he do this? I an-

swer unhesitatingly that he can. Let him surrender his 5,045,000 dollars in bonds and take your new stock for the principal and interest, subscribe the whole sum of 2,250,000 dollars required to complete the canal, and he will then own not only the canal lands, but the entire canal; and can hold the same against the State, and all other creditors, until his debt is fully paid...

...The State would be compelled (if this bill goes into effect, and is carried out according to its letter and spirit) to pay him the sum of 5,2700,250 dollars, and the canal, etc. the like sum. If then, one man or a set of men, have the power to do this, and their interest prompts them to do it, is it not a fair presumption that such will be the case.

This would leave bonds unprovided for in other hands to the amount of 6,045,000 dollars which, with the interest in arrear up to January 1st 1847, will amount to the sum of 7,859,500 dollars. Now what inducement would the holders of these bonds have for surrendering them under the provisions of this bill? They would get new stock for the same amount and the State would promise to pay one half the principal and interest, and given then the canal, (after the payment of the preferred debt) for the other half, with the absolute certainty however, staring them in the face, that not one farthing of either principal or interest on one half at least, would ever be paid. But says the “honorable Senator,” our bondholders will be glad to come into this arrangement, give up the bonds they now hold, upon which they get nothing, and take this new stock with the prospect of getting half; that they will find that a “half loaf is better than no bread” — and in the same breath, the “honorable Senator” talks eloquently about the “REDEEMED HONOR” of the State, and in a vein of thunder denounces REPUDIATION. “O consistency! thou art a jewel.”

The argument is simply this. We owe a debt which we cannot pay, but we will not repudiate, oh no, that would be dishonorable.

Our bonds are held in part by bankers, brokers, and money-lenders; and in part by widows, orphans, and other persons who have invested their all in our “promises to pay, and cannot be further “bled.” We want money, and money we must have to complete the canal. We will therefore pay the debt we owe to the rich money-lenders in full, (provided they will let us have a little more,) and to the poor men, widows, and orphans, we will offer the better alternative, either to give up the bonds of the State which they now hold, and take our new “promises” to pay half or else we will repudiate — no, not repudiate, for that would be dishonorable, but we will just pay them — nothing at all and if they have the impudence to hesitate about accepting so fair an offer we meet them with the old raw — “a half loaf I better than no bread.” And this is called “redeeming the honor



of the State!" This is the great measure of our last and most glorious Legislature which is to raise our poor degraded "non-paying State" from the lowest depth of infamy, and place her for all time to come on the highest pinnacle of fame, as a debt-paying State! Verily our rulers have taken a —

"Dive into the bottom of the deep

"Where fathom-line could never touch the ground

"To pluck up drowning honor by the locks."

The principal reason given why we should make this arrangement with our creditors, is, that Illinois has done so with her creditors and the consequence is that she is now hailed as a debt-paying State, with her honor redeemed, and that her people are prosperous and happy. I do not know the precise arrangement which Illinois has made with her bondholders, but I understand she has conveyed to them her canal, no part of which I believe was finished, in some manner similar to the provisions of "Butler's bill." It was predicted even before the passage of "Butler's bill" that it would give our bondholders a controlling political influence in the State, sufficient to enable them to carry any measure they might desire. It appears from the article in the *Peoria (Ill.) Press* of Dec. 24th, that the "wire workers" on the canal have already commenced the same game there, by trying to prevent the Governor from calling an extra session of the legislature to apportion the State, fearing it seems, that some of their rascality may develop itself so as to induce the legislature to repeal the law, before they finally and irrevocably fastened themselves upon that poor, unfortunate, and deceived State.

If such an attempt has been made on that short and unfinished canal, within the first year, what may we expect in the course of time, on this line running through the extreme diagonal length of the State, and commanding two third of its entire commerce? Comment is unnecessary. But perhaps I am already trespassing too much upon your columns; I will therefore conclude this article with this remark that perhaps some poor wight may be suffering under the fear that these articles may be attributed to him, and he will have to take the responsibility of "endorsing" my sentiments. For the relief of all such you are hereby fully authorized to ay tha this article is written by Wm. H. Coombs.

*Fort Wayne Times & Press*

February 7, 1846

The Land Frauds. - We find in the *Logansport Pharos* of the 4th inst. The following correspondence in relation to the Peru Land frauds.

Indianapolis, Jan. 29, 1846

Friend Hall — I enclose to you the correspondence between John Fitzgerald and myself in relation to the purchase made by him of Canal lands, at the Land

Office at Peru, a few days since. I will be seen from the enclosed communications, that John Fitzgerald has agreed to go to Peru, or send on tomorrow, and have all of the certificates canceled, except for ten tracts belonging to the United States.

As there is much excitement about this matter, it is due to the Governor to state that he proceeded, immediately on the first application, to effectually put a top to any farther sales under the law referred to. I hope no censure may be attached to Gov. Whitcomb. E. F. Lucas, however, deserves the censure of the whole community. I have been about two days and a half a trying to effect this arrangement, and have this moment succeeded. I am gratified that through any act of mine I have been enabled to relieve so many of my friends in the Wabash valley.

Yours, truly, WM. L. Ross.

The following is the correspondence referred to in the above:

Indianapolis, Ia, Jan 29, 1846

John Fitzgerald, Esq.

Dear Sir — On behalf of the citizens of Indiana, who are interested in the late sale of Canal lands, for the non-payment of interest, under the act of the General Assembly passed and approved on the 20th Jan. '46, I ask that you cancel all certificates for lands which belong to any citizens of Indiana.

Yours, Respectfully, WM. L. Ross

Indianapolis, Jan 29, 1846

W. L. Ross, Esq:

Dear Sir — I have your note of this morning, requesting me to have cancelled the final certificates for Canal lands, purchased by me under the act of the General Assembly approved Jan'y 20, '46. In answer I have

(this portion of the paper is missing)

to say, that I did not purchase any citizen's lands, either residents or non-residents, with a view of holding them finally; (though according to law they had forfeited all legal title to them.) I will do this: if the Governor will direct the clerk in the land office to hand back my

money for all except such lands that were forfeited by the United States, amounting to about ten tracts, and direct him to retain the money for these and report them in his list of sales, leaving the question of the validity of the law to be settled on its merits by the proper tribunal — then I will give up all the rest of the final certificates. If he will not do this, then I shall consider this proposition for a compromise as withdrawn, and maintain my right to the whole purchase. — If you see proper, in behalf [of] the citizens interested, to make this proposi-

tion to the Governor, you can do so; and if accepted I will abide by it — if not I withdraw it.

Your friend, John Fitzgerald.

Indianapolis, Ia. Jan 29, 1846

John Fitzgerald, Esq. - I enclose to you a letter from Gov. James Whitcomb, directing the Superintendent of the Wabash and Erie Canal, or the Clerk in the Land Office at Peru, to cancel fifty-six certificates which you lately obtained from the Land Office, and deliver up to you the money amounting to said purchase, which includes all of your late purchase, with the exception of ten tracts which were forfeited, belonging to the United States. Your immediate attention to this matter is requested.

WM. L. Ross

Indianapolis, Jan'y 29

Wm L Ross, Esq.

Dear Sir - I have just this moment rec'd your note inclosing a letter from Gov. Whitcomb, and wishing me to attend to the matter immediately, to reply I will state that I will start or send on tomorrow.

Y'rs resp'y, John Fitzgerald

We are requested to publish the following

Williamsport, Jan. 27, 1846

Dear Sir — Yours of the 25th came this evening to hand, informing me of the operations at the Land Office. I am sorry to learn that any attempt is made to enter any man's farm that is improved. I certainly, if I had charge of the office, would not permit it.

I was aware that such a law was passed at the close of the Legislature, and I regret exceedingly that such a law was passed; for I had, at the request of Mr. Taber (?) and the Committee on Canals drawn up such a law as was supposed would conduce to the goal of the purchasers of Canal lands and not detract from the interests of the State.

The contractors and holders of "Dog," who the big bill passed extending the time for the payment of lands to five years, felt themselves aggrieved at the depreciation of the Scrip, and they went to work, without my knowledge till all was done, and had a subsequent law passed, permitting the entry of all Canal lands on which there had been no payment made for two years past either on principal or interest.

The principle is this, however, that for all land bought; by speculators at the first sale, and no interest having been paid since, the law is not objectionable; but to purchase men's farms is outrageous beyond all precedent.

I shall leave for Peru in two days, and see what can be done. Yours in haste, E. F. Lucas.

C. Carter, Esq. Logansport, Ind.

P.S. — This is the result of hasty legislation. I closed the land office last fall against similar outrages, but hardly know how to justify — got my curses for it, and no thanks. In this case, I hardly know what to do.

*Fort Wayne Times & People's Press*

February 14, 1846

The State Debt & Canal. - Mr. Editor: The late law for the adjustment of the debt of Indiana, seems to meet with some opposition.

The law is lengthy — necessarily so, in order to meet the different interests of the bondholders — so far as the State and the bondholders as a whole are connected, the law is short enough, and with care easily understood. Its leading provisions are,

First. That the State shall pay two and a half per cent interest (being one half) of her bonds that now bear five per cent. To enable the State to do this a tax must be levied of five cents on each one hundred dollars of valued property, and twenty five cents on each poll.

The people will be burthened under this province, in addition to former taxes on this wise; to wit: In all cases twenty five cents on each poll; and for one thousand dollars of property fifty cents, for two thousand dollars one dollar, and in proportion as they are more wealthy. Few I think will object to the law on account of this slight tax.

Second. The canal lands, canal and its appurtenances are to be held by Trustees to defray the expense of completing the canal to Evansville; and to pay the other two and a half per cent interest, and half of our bonds due such of our bondholders as come into this arrangement.

This law goes into operation when one half of the bonds are surrendered, and the bondholders subscribe and agree to pay \$2,250,000 to complete the canal, and actually pay the trustees ten per cent on this amount, or \$225,000.

When the law may go into operation, there may be but one half of our bonds surrendered; and as one half of what are surrendered are entitled to draw two and a half per cent interest from the State taxes; the other half is only one fourth of our whole bonds, and for this one fourth, the canal lands, canal &c. may be placed under the management of the trustees.

Some objection has been raised to this feature of the law, let us look at it. The law contemplates that every bondholder may come under this arrangement, but permits one half in amount to do so without the others. This is a highly important measure — one that is calculated to benefit the whole; but knowing that no one can be compelled to adopt it without his consent, and believing some would not enter into it, made it necessary to make provision for a part to act without the whole, or be

morally certain that the effect would fail.

If all the bonds were compelled to be brought under this arrangement before the trustees could act, great injustice might be practiced. In order to succeed, the heavy bondholders must engage in this enterprise; and after they might have gone on in good faith for the benefit of all as far as they could, some sharp "Shylocks" might coolly look on and when requested to engage with the others for the welfare of the whole, refuse any cooperation, and require the others to purchase their bonds at full price, or even to ask an advance.

These, among other considerations made it essential that the State should pass over the canal, lands, &c. to trustees to enable such to get their pay as chose to seek that mode of securing it.

But the State does not allow the transfer to trustees without the best reason for believing all the bonds will be brought under the provisions of the law.

Those bondholders refusing to subscribe their proportion to finish the canal, are excluded from any benefit from the land, canal &c. until those are paid who do complete it — not is the two and a half per cent interest to be paid them by the State on their other half of the bonds, unless surrendered to take the other two and a half per cent from the canal &c. after those advancing money are first paid. Being thus entirely unprovided for if not surrendered at all, it is next to certain that they will unite with the others or sell their bonds at a fair price to those who will come into the arrangement. This portion of the bondholders have no reason to complain, for the law provides for paying two and a half per cent interest on all bonds surrendered, in condition to the advantages from the canal, which will raise the saleable value of their bonds and enable them to dispose of them more advantageously than they could before the passage of the law. There may be those among the bondholders, men, widows, or orphans, who from inability to make advances to finish the canal, must wait for their interest on one half of their claims until those who finish it receive their interest in full — this relates to interest merely — this half of the debt itself is to be paid equally to all, when the funds from the land, canal &c. will meet it. This preference seems only just; for without some compulsory interest, what would induce any rich man, rich widow, or the orphan to advance money to finish the canal — it certainly would not be the wish of any one to do it, and none would except from a desire to accomplish this great object as a means of relief to all parties.

The representative or rich widows and rich orphans might come forward first and subscribe their proportion willingly, and so might many others, while some rich sharpers — men, widows, or orphans would hesitate, and if possible decline, knowing they could use their funds to much greater advantage.

The legislature was called upon to consider a great measure, and it was impossible to suit every private interest; they would not know whether any of the bonds were held by widows or orphans, or if so, whether poor or rich; the fair presumption is, most of them were originally taken, and are now held by persons of wealth, and the only sensible principle to adopt was one calculated to do justice to the bondholders as a whole.

Third. The State may, by future legislation, require the bondholders who come under the law to take the lands, canal &c. in full for one half of the surrendered claims. In order to have the canal, lands &c. to pay one half of the whole bonds, it is necessary that all bondholders come under the law so far as to surrender the bonds; for the sale when perfected is for such portion of the bonds as may have been surrendered under the first section.

Whenever, if ever, it is desirable to make the sale, should a portion of the bonds remain out (which is next to impossible) the State can purchase them and be interested the same as a bondholder, and draw her proper share of the canal property, and also be relieved from the two and a half per cent interest on such amount. This law allows the State the privilege of waiting her own time to ascertain whether the lands, canal &c. will pay one half of the debt, and if it does so, the State may have all the remains — or if she finds it is not enough, and it is a losing operation to the bondholders; then she can say to them you must take the property and release us entirely from one half of the debt and interest.

in its general features is a good State, and I believe its details it, perfect to carry it into effect the act provides for any necessary paper is to effect the plain intention of only question, I think, for us there we will make a positive trustees manage for our united.

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A Mechanic

*Fort Wayne Times & Press*  
August 8, 1846

Death of Mr. Vermilyea. - The Board of Directors of the Fort Wayne Branch Bank had the following proceedings:

BRANCH BANK, FT. WAYNE, August 4th, 1846

At a meeting of the Directors of the Branch at Fort Wayne of the State Bank of Indiana, on Tuesday the 4th last, Mr. Bayless rose & states that he felt it to be a melancholy duty to notice the death of his neighbor and friend, Mr. JESSE VERMILYEA, who had held the

responsible position of Director in this Bank without interruption since its first organization, and who departed this life on Saturday last. Mr. Bayless further remarked that the urbanity of manner, the gentlemanly deportment, and the efficiency of character that had ever marked the conduct of the deceased as a director of the Bank, and endeared him in the affections of every member of this Board; that as a citizen he was patriotic, liberal, intelligent and enterprising; as a neighbor, obliging, hospitable, kind; as a husband and father his worth could only be appreciated by those who had the happiness to sustain those relations to him; and that his general bearing and influence in society, and standing as a member of this Board, indicate to us the propriety of testifying to his worth as a citizen, and manifesting the estimation in which he was held by the members of this Board: he would therefore move the adoption of the following resolutions.

Resolved, That in the death of Mr. Vermilyea, this institution has lost an efficient, consistent and honorable member, and while we desire to submit without a murmur to the dispensation of an all wide and overruling Providence, we mourn the loss of our departed friend and brother.

Resolved, That a copy of these proceedings be forwarded to the widow and family of the deceased, with the assurance that we sincerely sympathize with them in their affliction.

SAM'L HANNA, Pres't

*Fort Wayne Times & Press*

August 8, 1846

DIED. - At his residence in Aboite, on Saturday last, Mr. JESSE VERMILYEA, aged about 40 years.

Mr. Vermilyea had been long a resident of this county, and was extensively known, and universally respected and beloved. His death was very sudden. On Friday, we understand, he was about his usual occupation, and observed that he felt remarkably well. That evening he was taken with a slight chill, but it excited no alarm, and but little attention, until about one o'clock on Saturday, when it was discovered that he was rapidly sinking. Messengers were then dispatched with all possible haste for medical aid, but before it arrived the vital spark had fled. So true is the sacred admonition, that "in the midst of life we are in death."

Mr. Vermilyea will long be embalmed in the kind remembrance of this community; for his amiable and excellent traits of character were familiar to all. It may be truly said that all were his friends — enemies, he had none.

*Fort Wayne Times & Press*

August 15, 1846

TO TRAVELERS. - The route between Buffalo and

Cincinnati by Steamer and Canal Packet, is one of the best in respect to accommodations that can be found in the west. On the Lake a daily line of excellent Steamers, with officers who know their duty and perform it, plies between Toledo and Buffalo. These Steamers are the INDIANA, TROY, CHESAPEAKE, HARRISON, BUNKER HILL and GEN. WAYNE. Besides these is the noble Propeller Globe, which leaves Toledo every Monday and returns every Saturday.

On the Miami & Erie Canal, a daily line of Packets (Doyle and Dickey's) make trips with perfect regularity, and there are better Packets — No where.

This memorandum is made for the benefit of travelers who know too little of this route.

N. B. A tri-weekly line connects with Doyle & Dickey's at the Junction, and plies regularly between the Junction and Lafayette. — *Toledo Blade*.

We take much pleasure in adding our testimony in favor of the excellent accommodations furnished by the "Red Bird Line," that connects with Doyle and Dickey's at the Junction, and plies tri-weekly between that point and LaFayette. The Boats are of the first order, and make the trips with great regularity, affording facilities to the traveling public that are invaluable. The enterprise should be liberally sustained.

*Fort Wayne Times & Press*

August 15, 1846

Drowned. - On Tuesday evening last, Stephen Caspar, one of the waiters on board the packet boat Albion, was drowned in the canal near Fairport [in east Allen county, Indiana]. It appeared in evidence before the coroner, that he was sleeping on the deck, and on being suddenly aroused, got up partially awake and walked overboard. The boat was immediately stopped, but the unfortunate man was drowned before assistance could be rendered. His body was soon after recovered; but the vital spark had fled. — *Sentinel*

*Fort Wayne Times & Press*

August 15, 1846

St. Mary's Feeder. - The Legislature at its last session, passed an act directing a survey for an additional Feeder of the summit level of the Wabash and Erie Canal, and also for one to be introduced below Logansport. Capt. Cleveland, an experienced Engineer from Ohio, was appointed to this service. — He has just completed the survey of the St. Mary's Feeder, extending from Muldoon's Mill to this city. The distance is twelve miles, and the route favorable.

The necessity for an additional supply of water on this level, was early foreseen, and the plan originally contemplated for procuring it, was by means of a reservoir on the Aboite. The St. Mary's was not formerly taken into consideration as a source of an additional

supply, for the reason that during the summer and fall, when the supply was needed, that stream was usually very low, & unable to afford it. Since the construction of the Great Reservoir, however, near the town of St. Mary's, on the head waters of this river, from the leakage of that great artificial basin or from some other cause, the St. Mary's has, become more durable, affording a good supply of water through the season. A Feeder from this stream has, therefore, been suggested as a substitute for the Aboite reservoir. — Whether the increased quantity of water now afforded by the St. Mary's can be relied upon, or whether it is liable to be cut off by the action of Ohio, we are not informed; this will, of course, be satisfactorily ascertained before the work is commenced. As the Ohio portion of the W. & E. canal, extending from the State line to the Junction, is dependent upon this summit for a supply of water, there is little doubt but an arrangement might be effected with Ohio, by which its continuance would be secured; and if this could not be done, we are informed that the location for a reservoir upon the St. Mary's is quite as favorable as that upon the Aboite. Besides this, the inhabitants in the vicinity of the former are very anxious to have the Feeder, so much so that they are willing, we learn, to take the reservoir with it if necessary; while those on the Aboite are very hostile to the projected improvement being located in their neighborhood.

A navigable Feeder extending from this town to Muldoon's Mill would be a great convenience to the enterprising citizens in that vicinity, and also to those in a considerable part of Adams county. It would be a great injury to the valuable mill privileges of Mr. Browning and Mr. Fairfield, for which compensation would have to be made, but that would be a trifle when compared with the benefits that might be expected to flow from the work. This Feeder, when constructed, will probably empty into the basin west of Ewing's warehouse.

That some measures should be immediately adopted to procure an additional supply of water on this summit, seems manifest to all who have paid any attention to the subject. — It is the invariable law of all streams that they fail sooner as the regions of country which they respectively drain become cleaned up, and the thousands of little channels and rills from which they are fed, are cleared of the obstructions which originally restrained the free egress of the water. The fluctuations from high water to low become greater and more sudden, as the facilities for the water to drain off quickly are increased. This fact is more particularly observable in level countries, like our own, than in hilly or mountainous ones; it has been very remarkable in Ohio and Western New York. In both, multitudes of mill seats and other water privileges, that were valuable in the early settlement of those countries, have become comparatively worthless from the cause we have alluded to. It is

a well known fact that the St. Jo. has been gradually failing from year to year, and that it is not the same stream that it was when the canal was constructed. Hence the inadequacy of water, and the necessity for a supply from some other source.

Every available drop of water has, for a long time, been turned into the canal; while for the last two weeks, it has been too low for the passage of heavily loaded boats, and yet, during that time no water has been drawn off by the mills, and only five or six boats per day have passed. When the fall business commences we hardly know how navigation will be maintained at all. The best remedy, whatever it may be should be resorted to, and that speedily — the purpose of these remarks being to call public attention to the subject. — Last summer, it will be recollected, as well as this, there was much complaint from the Boat interest, and it was that which led to the survey of the new Feeder.

*Fort Wayne Times & Press*

August 15, 1846

To Contractors. - A notice from the Superintendent of the W. & E. Canal for the reception of proposals for the rebuilding of several locks, in the vicinity of Huntington, will be found in our paper to-day. It is a job worthy the attention of contractors. We may be under a mistaken impression, but it does appear to us that if these locks were let separately, instead of all in one contract, it would be better policy. It would, at all events, give contractors of small means, who are equally worthy and capable, a chance as well as the wealthy capitalist.

*Fort Wayne Times & Press*

August 22, 1846

Valuable Mills for Sale. - The valuable Mill property belonging to Fairfield & Freeman, 4½ miles south of town. This property consists of a flouring Mill with three run of stones in good order, a first rate new saw mill with a house attached to it to make shingles, lath and other machinery; also a dwelling house, stables, a house for country customers and every convenience; and about nine acres of land, and another privilege on the east side of the river. This stream affords plenty of water at any season of the year; and its location makes it the best mill property in the west. As Mr. Freeman's health is too poor for him to attend to the business and it not being convenient for me to do so, it will be sold very low; the terms of payment will be made easy, as I am not in want of much cash, and should like to keep a few "shot in the locker." Persons wishing to purchase please call on the subscriber. ASA FAIRFIELD

*Fort Wayne Times & Press*

August 29, 1846

NOTICE TO CONTRACTORS. SEALED PROPOS-

ALS will be received at the Canal Land Office in Peru on Friday the 25th day of September next, for removing Locks No. 2,3,5,6,7 and 8 on the Wabash and Erie Canal west of Fort Wayne, and substituting cut stone Locks in their stead — Lock No. 2 is the upper lock in the town of Huntington, and Lock No. 8 is situated about five miles west. [This was using the lock numbering system from the summit at Fort Wayne. When using the numbering system from the IN/OH state line, the lock numbers would be 5,6,8,9,10 and 11. Lock 2 would be Lock 5 Tipton's Lock, Lock 8 would be Lock 11 Cheesbro's Lock. Lock No. 4 or 7 was built on the combined stone plan and didn't need to be replaced.] The stone for the new Locks may be procured at the Salamonie or the Georgetown quarries, or at the quarry on the land of the undersigned, and must be purchased by the Contractor. Three of the said new Locks (to be designated hereafter by the proper officer) must be completed by the 20th of April 1848, and the other three by the 20th of April 1849. The work now to be let will all be embraced in one contract, and let to one individual or company.

Plans and specifications will be exhibited at Peru a day or two previous to the letting, and all necessary information given. [This project was never done.]  
S. FISHER.

*Fort Wayne Times & Press*

September 5, 1846

Notice to Contractors. SEALED proposals will be received at Northport, Noble county, on Friday the 11th day of September next until 3 o'clock P.M., for the completion of the Northport feeder dam, in pursuance of a law of last winter on the subject.

An estimate of the amount of the different kinds of work to be done, will be exhibited at the time and place of letting. The undersigned will be in attendance to give any explanations that may be required. Payment will be made in Canal land Scrip, usually denominated "White Dog."

It is expected that the State will, prior to the day of letting, obtain ground on which to use the water power — should this not be the case, the contract will not be awarded until ground is obtained. Bids must be so low as to brig the aggregate cost of the work within the appropriation otherwise it cannot be let. S. FISHER, Gen. Sup't W. & E. Canal

*Fort Wayne Times & Press*

September 5, 1846

A Crash. - On Sunday last, as a large drove of Cattle was crossing the Goshen Road canal bridge in this city, when about one third of the drove was over and the bridge crowded full, it broke down, precipitating twenty or thirty head of cattle into the canal below, amid the falling timbers, plank, &c. Singular as it may seem, only

one of the cattle appeared to be hurt, and that one not badly. It is, perhaps, well that the bridge fell, for it was old and rotten, never having been renewed since its first construction at the opening of the canal. We see as yet no step taken for its rebuilding, and, we learn, there is some doubt whether it belongs to the city, county, or state to do it. It should be attended to by some one, and that without delay.

While rebuilding this bridge; the Common Council will, of course, see that the South abutment is removed further from the canal, out of Canal street, so as to afford an unobstructed passage from Jones' building to Nichols' warehouse. To effect this, it will be necessary to remove the unsightly shell known as "Work's Old Warehouse," which should have been done long ago, as it is all kinds of a nuisance, and no use to any one.

*Fort Wayne Times & Press*

September 12, 1846

WABASH AND ERIE CANAL. — The *Toledo Blade* says the business of this noble channel is augmenting so fast that fears are entertained of deficiency of water on the Fort Wayne level. Some inconvenience has already been felt from this course — not enough to obstruct navigation, but the level has not been kept quite up to the mark so as to render the navigation as easy as is desirable. The *Blade* does well in urging upon the authorities of Ohio and Indiana prompt attention to this matter. The supply of water ought to be put beyond any probable contingency. The Wabash and Erie Canal, with proper care, will become one of the most important channels of inland commerce in the country, and it is very desirable, not only for the convenience of commerce, but the interests of the States directly concerned, that the Canal be placed and kept in such a condition as to invite to the trade of one of the greatest and most fertile valleys of the West. — *Buff. Com. Adv.*

*Fort Wayne Times & Press*

Sept. 12, 1846

[Randolph's blacks brought by canal boat Oct. 2011 *Hoosier Packet* ]

Mob Meeting in Mercer County. - The following are the resolutions of the Mercer County (O.) meeting, called on the 15th ult., for the purpose of devising means for the expulsion of the black population from the County, and to which the proclamation of the Governor of Ohio, which will be found in another column, refers.

*Resolved*, That the Negroes and mulattoes residing in Mercer county, came into the county in opposition to a well known law of the State and contrary to the wishes of the white population, and still remain here, contrary to law, and to our wishes, and therefore have no claims upon our sympathies.

*Resolved*, That we will not live among negroes, and as we have settled here first, we have fully determined that

we will resist the settlement of blacks and mulattoes in this county, to the full extent of our means, the bayonet not excepted.

*Resolved*, That the blacks of this County, be, and they are hereby respectfully requested to leave the county on or before the first day of March 1847, in case of their neglect or refusal to comply with this request, we pledge ourselves to remove them “peaceably if we can, forcibly if we must.”

*Resolved*, That we who are here assembled, pledge ourselves not to employ, or trade with any black or mulatto person, in any manner whatever, or permit them to have any grinding done at our mills, after the first day of January next.

*Resolved*, That in the opinion of this meeting, the laws of this State, commonly called “the Black Laws” ought not to be repealed, but should be so changed, as to absolutely prevent for all time to come, the emigration into the State of any black or mulatto person whatever, and to carry out this principle, we pledge ourselves not to vote for any man for office, who is not in favor of the enactment of such laws as will effectually prohibit the emigration of this class of people into our State.

On motion of John T. Furguson, the following preamble and resolutions were adopted:

WHEREAS, the Supreme Ruler of the Universe has fixed his immutable laws for the government of the world, and marked his lines and boundaries, and made undeniable distinction every where perceivable, between the different races of men; therefore,

*Resolved*, That we will use all and every means in our power to preserve inviolate those laws and distinctions ordained by the Creator, and handed down unimpaired to posterity.

*Resolved*, That we view with shame and disgust, the disgraceful attempts of the anti-republican portion of our American citizens’ to fasten disgrace upon the laboring classes of this country, by means of their miscalled philanthropy.

*Resolved*, That political abolitionism, as it has shown itself in our national councils, deserves the everlasting execration of all honest men, and the individual among us, who adheres to such sentiments shall be held in contempt and scorn.

*Fort Wayne Times & Press*

September 19, 1846

DIED. - In this City, on the 9th inst., after five days illness, SAMUEL BIGGER, late Governor of this State.

Gov. Bigger was born in Warren County, Ohio, in the year 1802, and was therefore in his 45th year. His father Col. John Bigger, emigrated from Pennsylvania, when Ohio was yet a wilderness. He occupied a prominent position in the events connected with her early history — having taken part in her Legislative councils,

through a period of 20 years. His son Samuel Bigger, the subject of this notice, was a graduate of Athens University. In 1829 he removed to this State, and resided first in Union County, and afterwards in Rush County. For two years in succession, he was chosen by the people of Rush Co, to represent them in the Legislature, in which body he was a prominent actor in all important Legislation. Soon afterwards, he was elected by the Legislature, President Judge of the Eastern Circuit, which station he filled for many years, with dignity and ability, until called from the Bench in 1840, to fill the office of Governor of Indiana. Of his acts in this exalted station, it is unnecessary to speak, as they form a part of the history of the Country. In his official and personal intercourse with the Legislature, and with citizens of various portions of the State, he secured many warmly attached friends, to whose hearts the intelligence of his death will carry a pang. Apart from those collisions which are inseparable from political life, he scarcely ever incurred the ill will of any one, — such was the urbanity of his manners, and the genuine kindness of his heart.

At the close of his Gubernatorial term, he removed to Fort Wayne, and resumed the practice of the Law. His stay among us was brief, but long enough to form friendships and social ties, the sudden rending of which has caused many a heart to bleed. — Indeed all seem to have been his friends — enemies we believe, he had none. All feel that there is a vacant place in our society, not soon, if ever to be filled.

Gov. Bigger possessed talents of high order; rather substantial and useful than brilliant. His judgment was remarkable sound, dispassionate and discriminations; and it was this chiefly, that made him eminently a leader in every circle, in which he moved, whether in Political life, at the Bar, or in Society at large.

For the last eight years he had been a member and part of the time a ruling elder in the Presbyterian Church. At the time of his death, he was superintendent of one of the Sabbath Schools of the place; and the affectionate interest with which the children gathered around his corpse, to catch a last look at their teacher, their guide, and friend, afforded evidence of the high estimate placed upon his benevolent efforts for the promotion of their highest interest.

The last hours of his life, were calm and peaceful, and his conversation with those present, indicated in a remarkable degree, the power of the Religion of Christ, to sustain the soul, in this conflict with the King of Terrors. He expressed in the strongest and clearest language, his resignation to the divine will, and his humble and entire dependence for salvation upon the Savior of the World. His mental faculties continued clear to the last. COM [governor when state going bankrupt]

*Fort Wayne Times & Press*

September 19, 1846

CIRCULAR. - *To the holders of Indiana Bonds in the United States, relative to the Indiana debt.*

NEW YORK, July 14th, 1846. SIR: — Having acted in behalf of a large body of the holders of Indiana bonds, in Europe, under the direction of a committee in London, whose names appear to the resolutions hereto appended; in a negotiation with the State authorities for the payment of the bonds held by them, and a law having been passed by the legislature making provisions for the payment of the public debt of the State, on the principles therein expressed, and which has received the assent of the parties in London to whom it has been submitted, at their request I address the holders of bonds in the United States, and invite their co-operation in the steps necessary to be taken to secure the benefit of the law in question.

The design of the law is to secure the payment of the entire amount of the principal and interest of the bonds of the State now outstanding. This result is provided for the extent of one half, by means of revenue to be derived from taxation, and for the other half, by means of the property and revenues of the Wabash and Erie Canal, and which are to be vested in trust for that purpose. The law, as at first introduced by the committee of the legislature, provided for the payment of two and a half per cent interest on the entire amount of the principal of the bonds from taxation, and the other half out of the revenues of the Canal, and the first section of the bill was framed with this view. In the subsequent action upon it by the legislature, it was so amended as the reserve to the State the right of dividing the principal of the debt, and transferring one half of it also to the Canal. It seems to be conceded that the debt will be adjusted agreeably to this provision of the bill, and that the first issue of the new stock should be in conformity with it, in order to simplify the plan, and avoid the unnecessary expense and inconvenience which would be involved in rendering it necessary to make two separate issues of stock materially different in form. The London committee, in their resolutions, have recognized and assented to this principle of the bill, and I have therefore assumed it as a basis of the present exposition.

January 1, 1847. Principal of Debt,	\$11,090,900
Interest from 1st January, 1842, to Jan. 1847, six years, at 5 per cent, is	<u>3,327,000</u>
1st Jan. 1847. Total debt,	\$14,417,000

As follows:

One half of it is to be provided by taxation, viz:

One half principal,	\$5,545,000
One half the interest,	<u>1,663,500</u>

\$7,208,500

Separate certificates of stock will be issued for the principal and interest above states.

Certificates given for the principal will bear interest at five per cent, per annum from and after 1st Jan. 1847, of which four per cent per annum will be paid, up to 1st Jan. 1853, at which last date the remaining one per cent will be funded in certificates, then to be given for it, and thereafter full interest will be paid on the principal. Certificates given for the back interest and for the *deficiency for interest* will bear interest at the rate of two and a half per cent from and after 1st January, 1853.

The other half is to be transferred to, and charged upon, the Wabash and Erie Canal, that is to say:

One half of principal,	\$5,545,000
One half of interest,	<u>1,663,500</u>
	\$7,208,500

Separate certificates of Canal stock will be issued for the principal and interest above states.

The certificates for principal, bearing five per cent interest, from and after 1st January, 1847, and the certificates issued for the interest, and denominated "Special Stock," to draw interest at the rate of five per cent from and after 1st January, 1853, (in consequence of the revenue of the canal not being sufficient to cover the full amount,) will be funded also at the latter date in stock, bearing five per cent interest.

For the payment of this entire sum, (\$7,208,500) principal and interest, the Wabash and Erie Canal, together with its lands and revenues, are to be vested in three trustees, two of whom are to be appointed by the subscribers to the advance for completing the Canal, and one by the State. The majority of the trustees govern.

The Wabash and Erie Canal extends from Toledo at the head of Lake Erie, in the State of Ohio, southwesterly through the State of Indiana, to Evansville, on the Ohio river, and will be (when finished throughout its entire length) four hundred and fifty-eight and three-eighths miles [468 miles when completed], is in the State of Indiana, and the property of the State, to be vested as above.

It is now finished and in operation from Toledo to Covington, in Fountain county, Indiana, two hundred and fifty eight miles, of which one hundred and seventy-four belong to the State of Indiana.

There remain two hundred miles to be finished from Covington to Evansville, on the Ohio river on which part about \$1,200,000 have been expended by the State, and considerable portions of which are finished. It will cost, according to the estimate made by Jesse L. Williams, R. A. Fauntleroy and W. J. Ball, Engineers of established reputation, the further sum of \$2,010,000 to finish the entire Canal.



To cover this amount, the State is to transfer to the trustees certain lands and property which have been heretofore donated by Congress to the State for that purpose, that is to say, nine hundred and sixty-three thousand one hundred and twenty-six acres of land lying adjoining to, and in the neighborhood of the Canal, and of which the largest portion has been selected with the utmost pains, under the personal supervision of Gov. Whitcomb. There is a balance due the State on contracts for lands sold east of Tippecanoe (and for the payment of which the land itself is held) outstanding to the amount of \$244,711, bearing six per cent interest, and on which the purchasers are entitled to a further credit, if they desire it, of five years from 1847, on paying the interest *annually, in advance*.

The value of the above property, viz: the lands and contracts, is carefully estimated at this time, at \$1,408,998. The completion of the Canal will give additional value to all the land remaining on hand; and it is necessary to *finish* the canal to make it fully available, as a source of revenue.

There are two modes proposed to finish the Canal. The first is by cash means alone. — The second by a cash advance equal to one third or one half of the estimated cost, using the revenues of the canal and the proceeds of the lands or the lands themselves, for the balance. The latter mode is proposed and expected to be adopted.

It is not doubted that contracts for the work may be made, payable partly in cash and partly in land, at its fair appraised value. The money to be advanced as the work progresses, and the land to be conveyed to the contractors when the work is finished. An experienced and responsible contractor proposes to take the contract for the completion of the entire Canal from Covington to Evansville within the four years limited by the act at the estimated cost, with a cash advance of \$600,000, to be paid one third the first, one third the second, and one sixth each of the last years; and to rely on the tolls of the Canal, and the proceeds of the lands for the entire balance.

The Canal is required to be finished within four years from the time the act takes effect. The net revenues of the Canal during that period of five years (1847 to 1851 inclusive,) will amount to \$933,700, as estimated by Messrs. Williams, Fauntleroy and Ball, which added to the proposed cash advance, it is perceived will make about \$1,733,000, leaving about \$510,000, (after paying the interest annually on the cash advance as provided for by the law at six per cent.) to be realized from the lands, and the debts now due for land, during the period of construction, in order to cover the whole cost.

[Here follows an explanation of the subscription required from the Bondholders to finish the Wabash canal.]

If the act takes effect by the filling up of the subscription, the bondholders will then receive from the State 2 per cent per annum on the entire *principal* of their bonds, or 4 per cent on one half, to be paid by taxation, commencing the half-yearly payments on the 1st July, 1847, up to January, 1853, and thereafter two and a half per cent on the whole, or 5 per cent, on half, besides the annual dividends from the revenue of the Canal as above stated.

The revenues of the Canal, by the terms of the law, [from and after the 1st January, 1847,] are to be applied — *first*, to the payment of the interest of the money advanced to finish it — *second*, to the payment [as far as they will go] of the interest falling due after January, 1847, upon the bonds held by the subscribers to the advance — *third*, to the payment in full of the back interest charged upon the canal, accruing prior to first January, 1847, and for which the parties hold “Special Stock,” with 5 per cent, interest thereon, as above specified, first paying the Special Stock held by the subscribers.

It is perceived that the back interest and deficiencies of interest on the State’s half of the principal, is to be funded in stock, bearing two and a half per cent, *interest from and after 1st January 1853*.

The reduced rate at which this portion of th arrears of interest is to be funded, was found to be indispensable, in order to bring the amount of interest to be paid annually on the public debt, from and after January, 1853, within the ability and resources of the State. To provide for the liabilities of the State upon this basis, a law was passed by the last legislature fixing the State tax at two and a half mills on the dollar, [or twenty-five cents on the hundred dollars,] besides a poll tax of seventy-five cents. The mill tax is calculated to operate upon a fair and actual valuation of the entire property of the State, real and personal, and the entire proceeds will be required, together with the proceeds of the poll tax, to enable the State to meet its obligations according to the provisions of the bill, as above set forth. The State expenses are restricted, for a period of fifteen years, [up to 1860 inclusive,] to a very small annual sum.

The tax required to provide for the first semi annual payment [1st July, 1847] is now being assessed, and will be collected the ensuing fall and winter. If from any cause there should be a deficiency in the current revenues of the State whereby they should at any time be unable to meet the interest [4 per cent] between January, 1847, and January, 1853, such deficiency is provided to be paid at the latter date, in cash, with six per cent interest added from the time it should have been paid. Such contingency it is believed, could only happen from one of two causes, viz: *first*, from an unexpected and unequal reduction in the assessed value of property in some counties of the State, and which might require

legislative actions to correct it; or, *second*, from the unexpected payment in any one year, of a larger portion of the revenues in State Scrip, now outstanding, than is estimated by the auditor of State, in which even the deficiency would fall upon and be made up by, the revenues of the succeeding years.

The amount of the State Scrip outstanding, and receivable on the face of it for taxes, and for which no other provision is made or can be made for its payment; is \$638,435, which is expected to be absorbed entirely out of State revenues, between 1847 and 1853, and allowance for which had to be made, and therefore the State could only provide for the payment of 4 per cent interest on the one half, as above. It is proper to add, that if the subscription be not made by the first of January, 1847; and 10 per cent paid into the hands of the trustees; the law will expire, and the bondholders will be left as if it had not been passed, with the exception of the effect to be produced by the rejection of the measure, which it is presumed the American bondholders will fully understand. I cannot urge upon you too strongly the importance of aiding to fill up the subscription and thereby encourage and strengthen the State in her efforts to redeem her credit. If the plan be adopted it is confidently believed that the entire amount of principal and interest of the bonds will be abundantly secured and ultimately paid.

CHARLES BUTLER

*Fort Wayne Times and Daily Press*

September 26, 1846

United States' Troops. - On Wednesday last, a Company of United States' troops, numbering 70 men, passed through this place on the canal boats "Logan" and "Lewis Cass." The company was commanded by Capt. Jewett, and were from Newport, Ky. We understand that they have been sent on for the purpose of assisting in the removal of the Miami Nation of Indians. It was thought in the fore part of the season, that these Indians would remove at the appointed time without any compulsory measures on the part of the Government; but the time has gone by in which they were to emigrate to the country selected for them in the westward of the Mississippi; and, so far as we know, they are no nearer their departure than they were a month ago. It is much to be regretted that force has to be resorted to in the removal of this tribe, but we suppose this is the only course left for the Government to pursue. It would be better for all concerned were the Indians to give up all ideas of remaining where they are during the coming winter, and remove peaceably. We cannot be hopeful that all difficulties will yet be settled, and the Indians be removed without much trouble.

*Fort Wayne Times and People's Press*

October 3, 1846

ANOTHER WAR - This is a great season for wars. A detachment consisting of 75 or 80 of Uncle Sam's boys from Newport barracks, under the command of Lieut. McFearin passed our office on Saturday morning, with knapsacks and "burnished arms," on their way to Huntington, Ia. They are ordered out for the purpose of assisting in removing the remnant of the Miami Indians, who have become obstinate, and refuse to depart for the new home provided for them in the Far West. The boys said they "expec\_\_\_\_\_ -

*Fort Wayne Times and People's Press*

October 10, 1846

The Miamis. - The remnant of this once powerful tribe of Indians passed through this place on Wednesday last on the way to their new homes west of the Mississippi. They number between 300 and 400 souls. [by canal boat]

*Fort Wayne Times and People's Press*

October 10, 1846

Charles Butler has returned from Europe, having accomplished all the objects of his visit, in obtaining the assent of the holders of Indiana bonds, to transfer to them the Indiana portion of the Wabash and Erie canal, according to the terms of the act passed at the last session of the Legislature of that State.

This fortunate arrangement will cause the speedy completion of this great work and enable the State of Indiana to pay the balance of the debts. *Laus Deo. — Toledo Blade*

*Fort Wayne Times and Press*

November 21, 1846

ST. MARY'S FEEDER. - In our paper of 22d August last, we referred to the necessity then apparent to all of an additional supply of water on this summit, to meet the demands of an increasing navigation. We then spoke of the superiority of this feeder in every respect over the Aboite Reservoir, which had been proposed at an early period, provided the increase of water in the St. Mary's river could be relied upon as permanent. This question is put at rest, by a letter from T. G. Bates, Esq., of St. Mary's to a gentleman of this place. Mr. Bates was for many years the Acting Commissioner on that portion of the Miami Canal, and is of course thoroughly acquainted with the subject. We are permitted to make the following extracts from his letter.

"The increase of water in the St. Mary's river will undoubtedly be permanent, because it occurs from leaking through aqueducts and from waste weirs.

Any desired increase may be obtained at very little expense by raising the surface of the Reservoir — and undoubtedly the Legislature of this State would be

willing to make such arrangement.

The original plan of our Reservoir contemplated an area (the plan of 1837) of seventeen thousand acres. And a depth of about eight feet higher than the present level. Experience has proved however that the present quantity of water is amply sufficient to supply the canal, although it has never been raised more than five feet above the level of the Feeder — last year the draft upon it only diminished it about two feet. The present area is not more than ten or twelve thousand acres, but as the State owns the whole area, and as the banks are completed upon the original plan, the quantity of water may be increased at pleasure, and at trifling cost. Two feet of additional water, I think, would give you a permanent supply of 5000 cubic feet per minute in the St. Mary's and I do not think it would cost more than five thousand dollars to effect your object. Observe that this is a very careless estimate.

The length of canal which leaks into the St. Mary's may be set down as twenty miles — there are two aqueducts, some culverts and several waste weirs.

The East Bank of the Reservoir is something over two miles in length, and there is no leakage except through the lock and bulkhead. There are no mills which discharge into the river.

Your supposition with regard to the cause of the increase of the water in the St. Mary's is undoubtedly proper and just and accords with the views of those who own mills upon the river below here, and with my own observation, I have no shadow of doubt but the supply will be permanent. But the suggestion I made above if carried out, will make it perfectly sure.

Your other questions I have anticipated as above, but I will state as my opinion, that the Legislature will cordially pass an act by which your State may avail itself of from one to five thousand cubic feet of water per minute in perpetuity — provided your State pays the expenses.

I have delayed sending the above this long in order to consult other Engineers and persons acquainted with the capacity of our Reservoir, as well as to ascertain the effects of the draught upon it during the present season. The result is more favorable than that of last year — and the opinions I have advanced meet the approbation of all with whom I have consulted.”

Yours, respectfully, T. G. BATES.

*Fort Wayne Times and People's Press*

November 24, 1846

We understand that the Captain of the canal boat, “James Durbin,” was killed by one of the passengers, one day this week, between this place and the Junction. We have learned none of the particulars.

**1847**

*Fort Wayne Times and Press*

January 9, 1847

Mr. Fisher, Superintendent of the Wabash and Erie Canal, in answer to an enquiry of the Senate, whether there is a sufficiency of water in the canal at Americus to justify the State in leasing a portion of that point, after giving his reasons at length, concludes his report by saying, “I am clearly of opinion that it would not be proper to lease any water power at Americus at this time.”

*Fort Wayne Times and Press*

January 9, 1847

High Water. - During the past week the water has been higher than it was ever known to be before. In 1828 it was higher than it had been for fifty years before, or since, until the present freshet; but on Monday and Tuesday last it was from one to two feet higher than it was in that year. The damage has been immense. The whole low part of the country in the vicinity of the St. Mary's has been submerged. Places that heretofore been considered entirely out of the reach of the flood, have been inundated, and cattle, hogs, fences, hay and wheat stacks, corn and every thing that came in its range swept away or destroyed. Numerous families have been driven from their houses and compelled to seek refuge in flight, some of them barely escaping with their lives. We have heard of several cases of great destitution and suffering. The bridge at Edsall & Smith's mill was carried away, and it was only by the most unwearied exertions of our citizens that the other bridges have been saved, the water is now falling rapidly, and in another day or two will be again within its banks; but the scene where its ravages have extended, will be one of desolation and ruin. But bad as it is, we have not heard of the loss of a single human life. There is some consolation in that.

The old aqueduct across the St. Marys was at one time considered in great danger, but through the untiring efforts of Mr. Bird, the engineer in charge of this portion of the canal, in keeping a strong force to clear away the drift, it was saved. The new aqueduct, we believe, stood the flood without danger.

Much credit is due to Mr. Jesse Coles, the agent in charge of the three bridges nearest the city for his sleepless vigilance in protecting them. Day and night he was on the alert, with all the force he could muster, keeping them clear of drift. He left his own house surrounded by water as it was, and at times in much danger, to attend to the duties that had been assigned him by the County Board.

To add to the horrors of the scene, on Thursday last the weather suddenly changed from moderate to intensely cold, and Thursday night was about as cold a night as was ever experienced in this latitude. Altogether, it was a season long to be remembered in this

region of country. If a like calamity has befallen the rest of the State, as it no doubt has, especially in the vicinity of streams it will take a long time to recover from its effects.

*Fort Wayne Times and Press*

January 9, 1847

HOUSE OF REPRESENTATIVES.- *Sketch of the debate on the bill for the relief of the purchasers of the Wabash and Erie Canal Lands.*

The 10th section of the bill provided for the postponement of the intermediate payments of the principal for five years. A motion being made to strike this section out of the bill,

Mr. CASSATT said: He hoped the motion would not prevail as the 10th section would prevent great injustice being done in many of his constituents. To enable the House to see this he would briefly refer to the conditions on which the land had been sold.

The lands disposed of in 1830 and 1832 were sold for one fourth down, the remainder to be paid in seventeen and fifteen years; those in 1840 for one fourth down, one fourth at the expiration of one year, and the remainder in ten years; and those in 1844, were sold on payments of one fourth annually till paid. — Now by the 25th section of the act commonly called the State Debt Bill, the final payment on all these lands is postponed for five years; in the second one-half, whilst in the third this extension of the time of payment is given on one-fourth only of the purchase money. The tenth section of this bill now before us removes this inequality, for it postpones all payment of the principal for five years. But if the motion now prevails, and this section is stricken out, the bill will postpone the intermediate payments no longer than the first of October next. Is this "relief" And under the circumstances is it justice? Many of these purchasers are recent settlers; they have opened small farms of ten, fifteen and twenty acres cleared, and are now but beginning to receive an income on their past labors. The last summer and fall have been unusually sickly, and many have been forced to expend the small earning they had so carefully laid by for the payments now due. To ask payment either now or by the first of next October is demanding an impossibility. The attempt to exact it would be oppression, and that, too, upon a class of citizens meritorious for their industry and economy. By suffering privations they were enabled to make the first payments; and now when a more cheering prospect is opening before them will you bring consternation and dismay to their humble homes, by longer inviting "land sharks" to deprive them without compensation, of these homes? Give them the time proposed by the tenth section and they will pay.

Much has been said about the incessant begging for relief by those purchasers of the canal lands.

But can any member on this floor point to the time when they were here asking for a postponement of any of their payments? It cannot be done. It is there has annually been laws passed securing to the settler, pay for his improvements, but none to postpone the payment of money.

Let all come to the rescue! Let there be none found like the dog in the manger to refuse relief because his constituents are not directly interested in this bill. Let not a permanent relief be now denied, for in a short time the control of these lands may pass from this House to the bondholders.

Mr. DOLE replied to Mr. Cassatt: He remarked that we ought not to grant a benefit to one at the expense of another. It will be recollected that in anticipation of the payments of these lands, scrip had been issued which had already depreciated because these payments had not been regularly made. If the tenth section was not stricken out and all the payments so long deferred, the effect on the value of the scrip could easily be foreseen. Its depreciation would be great, and the loss to its holders great. Are we justifiable in taking a step attended by such consequences. In issuing this scrip did not the state virtually pledge the money arising from the sales of the canal lands to its redemption? And can we now defer the payment of this money without a sacrifice of that pledge?

These lands were donated for the making of the canal, and an arrangement for its completion has been offered by the State. It will be accepted with some modifications, and how, consistently with good faith, can we make a different disposition of the payments due on these lands; than that contemplated in the arrangement? The prosecution of the canal is dependent on these payments and if we defer them are we not, in effect, diverting the lands to other purposes than that for which we received them? Still he was disposed to grant the relief asked for in the bill, but the tenth section is not for relief but for extending a favor which involved the rights of others and the plighted faith of the State.

Mr. WALKER said: The bill before the House was of a two-fold character; it asked relief which he was ready to grant; and an extension of the time when the intermediate payments should become due to which he could not consent. There was no necessary connection between them, and he thought that as the latter was calculated to affect the settlement of our State debt, it belonged more to the state debt bill than to the one now before the House. The language of the tenth section shows it to be a mere declaration on our part, of the meaning of a certain word used in the state debt bill of last winter; now he asked gentlemen whether such declaration ought not to be part of the amendments which it is expected will be made to the bill? Why retain this section, unless it be to retain a local advantage, which

may conflict with the settlement of our state debt — a matter so general and weighty that not only the whole State now, but for ages to come, will either bless or curse our legislation this session upon it.

He said he should never deny relief to any portion of the people of the State whether his constituents were interested or not, and now most willingly would he vote for the relief part of the bill. If the tenth section is not retained in it the relief is ample — it prevents the sales now advertised from taking place. Let us therefore pass the bill for relief, and in the state debt bill determine what shall be done with those grants of lands donated for the completion of the canal.

A large portion of the recent grant of lands by Congress lies in the counties he had the honor to represent, and the future settlers of them may one day desire an extension of the time of payment, with as much earnestness and need as the extension now asked for by the settlers on the northern grants. His sympathies, therefore, were with them, and he was ready in the state debt bill amendments, to make such provision for them as was consistent with the interests of the State and the faith now given to our bondholders. But by no unjust accusations of selfishness could he be induced to jeopardize the state debt arrangement his constituents are not to be allowed any credit for the canal lands they may purchase. Suppose he was now to insist upon an amendment to this bill extending to them a similar credit that has been given to the purchasers on the northern grants and that asked for by the tenth section. This would be no more than the “equal and exact justice” so much referred to by the gentlemen from Kosciusko and Wabash. But what would be its effect? Why, to put an end to all hope of an arrangement of our state debt. It would be diverting the appropriation of the land to other purposes than contemplated by the grant. And yet we are accused of selfish locality in asking that this tenth section may be stricken out, and the favors desired in it be made a matter of consideration in the expected amendments to the state debt bill. Was such a request unreasonable? Or was it selfish?

*Fort Wayne Times & People's Press*  
January 16, 1847

HOUSE OF REPRESENTATIVES. Saturday, December 26, 1846.

#### Bills Passed.

To incorporate the town of Mt. Vernon; to authorize county surveyors in the State to be elected by the people; to legalize the acts of masters in chancery in Huntington county; to reduce the expenses in Floyd county; to fix the time for the report of the trustees of the Indiana asylum for the deaf and dumb; to define the width of roads in the counties of Tipton and Clinton; for the relief of purchasers of canal lands in Clinton and

Carroll counties; for the relief of S. P. Morgan; to incorporate the Delphi manufacturing company; making an appropriation to Pay J. R. Morley, a contractor on the Madison and Indianapolis railroad; to extend the provisions of the statutes in relation to domestic and foreign attachment; to amend the charter of the Hagerstown canal company, and legalize their acts; to define the duties of county treasurers; amendatory to the act relating to county auditor in Grant county; to grant to the citizens of Madison the power of unfending their charter; to authorize the sale of a certain school section; to authorize the State Bank of Indiana to lay off certain land in town lots near South Bend; to regulate the mode of doing county business in Harrison county; to authorize the Secretary of State to make a deed in certain cases; to legalize the acts of the probate judge of La-Grange county, amended so as to read “An act to authorize probate judges to take the acknowledgments of deeds, &c.; the joint resolution in relation of preemptors in Indiana; to authorize the collectors of Richardville to collect certain taxes; to exempt certain improvements in Kosciusko county from taxation; to authorize the clerks of circuit courts in vacation to administer oaths; to vacate a State road in Randolph and Wayne counties; to locate a State road in Dearborn county; in relation to State roads in Putnam county; in relation to the improvement of roads in Bartholomew county; to provide for the re-appraisalment of real estate in Clay and Owen counties.

A large number of bills passed their second reading.

A bill in relation to collecting debts before a justice of the peace in the township where they were contracted being read the second time.

Considerable discussion ensued on Mr. Thompson's motion to indefinitely postpone, which will be given in our next.

On motion of Mr. Watts, the House adjourned until Monday morning.

*Fort Wayne Times & People's Press*

January 16, 1847

From the *Brookville American*

DESTRUCTIVE FLOOD. - Jan. 1st, 1847, will be a day long remembers in the White Water Valley. And many years will elapse before the citizens of the Valley will be in as prosperous circumstances as they were on that morning.

It is our task to record the most disastrous flood, that has ever swept along the White Waters. It had rained for two days previous to New-year's day, and the waters began to rise in our rivers on the morning of that day with fearful rapidity, and before midnight it swept almost every thing within reach of the river. It was higher by 10 or 11 feet than it has been for thirty three

years, and about three feet higher than it was at the memorable flood of 1813. It is almost useless to enumerate individual losses. Every farm on the river is divested of fences and in many cases the soil. Mills and mill dams are either ruined or seriously damaged. Roads are torn up, filled up with drift, or deep and impassable pits of water. And the White Water Canal is in ruins. The Southern part of Brookville, between the forks of the river, suffered most seriously. Some fifteen or twenty dwelling houses, with all the furniture, provisions and clothing of the occupants are gone together with an innumerable number of stables, shops, out buildings, &c. , &c. The new saw mill of Lynn & Adams is gone. James White lost five houses. But the heaviest loss sustained in our town in the damage to the Mills of Messrs Speer & Stephens. We have collected the following items of loss. This list is incomplete and may be in some instances over estimated, whilst in others it may be under the real loss. But in all cases there is a greater loss in detention of business. The following are some of the losses in this place.

Here follow in the American, the names of near fifty individuals and firms, with their respective losses attached to each, varying from \$50 to \$10,000.

The damage done the White Water canal is estimated at \$100,000, and the American says:

It is impossible for us to specify the various breaches in our canal. Not more than one lock (that at Harrison) is destroyed. But most of the locks on the line are washed round, which can be repaired by embankment, which is the cheapest of constructions., All the dams are remaining but the water has washed round all of them, and formed a channel which only requires cheap embankments. Three aqueducts, one across White Water at Laurel, one across Williams Creek, six miles above Laurel, and the other just below Cambridge, are gone But they have not floated far, and much of the timber can be replaced. Where the canal was constructed on low bottoms and bluff sections, the water has made fearful inroads. The bridges at this place and at Harrison are safe.

*Fort Wayne Times & People's Press*  
January 16, 1847

THE FLOOD! - The greatest rise that has occurred in the Miami for 41 years took place of Friday 1st inst. We had some rain on Thursday, and on the evening of that day for some hours a regular "pour down," after which it ceased for a few hours, when it again commenced and continued to rain without ceasing through the night and until after noon on Friday. At daylight on Friday morning the river was quite high, and continued to rise at a rapid rate through the whole of the day and up to 10 o'clock at night. The damage to the Canal and to private property in this region is heavy. The embankment of the

canal is washed away in two places at the lower, and two at the upper end of town. At Col. Johnston's — 2 miles above town — it is also washed out for a considerable distance. Col J. thinks the breach there will require \$4,000 to repair it.

The Villages of Huntersville and Rossville on the opposite side of the River from Piqua, were both completely inundated. One or two dwellings with several stables, shops, and other out-houses were swept away, with all their contents save the owners and their families. Most of the families left their houses as it was not safe to remain in them. Owing to the very favorable location of this town it has suffered but little. A few houses on the eastern side of it, on the bottom land, below the race, were surrounded. A part of these were abandoned by the tenants, and in some of them the Furniture, &c., sustained considerable damage.

The Farmers along the river have also sustained heavy losses — most of the fences having been entirely swept away. The loss in this respect must be very great in the lower part of this county and all the counties on the river below where the bottoms are more extended than here. Mill property on the river has also suffered severely; large quantities of lumber and saw-logs having been carried away.

In Shelby county, too, there has been great destruction of property. A new and very good bridge across the River near Sidney is gone, as also two or three saw-mills with a large number of logs. The Feeder, too we learn, is considerably damaged near the head.

From Mercer county we have but little news except from the vicinity of St. Marys. Here also the canal has been greatly damaged. The Feeder leading from the Reservoir to the Main Canal is much injured, and we have been informed that a large amount of embankment on the Main Line, just below the town, has been washed away. Beyond this we have no information at the present writing. As there was a great deal of rain north it is feared much damage has been done on the whole line in that direction, as on the Wabash and Erie Canal.

On the Canal south of the Aqueduct across the Miami is so much damaged that it will have to be rebuilt. It had not fallen down at the last accounts, but fears were entertained that it would. Our information is that it cannot be repaired without being taken to pieces. If this be the case there will be no navigation in that direction next spring, as it will require several months to do so large a job. — Piqua Register.

*Fort Wayne Times & People's Press*  
January 16, 1847

From the *Tippecanoe Journal*.

THE RAINS - HIGH WATERS - DESTRUCTION OF PROPERTY, &c.

An immense quantity of Rain has fallen within

the last ten days, producing unusually high waters, and occasioning great injury to the crops on the river and creek bottoms, and damage to the Canal, Bridges, Mill Dams, Fences, &c. &c. — The Wabash has been about as high, we believe, as it was in the Summer of 1844, when the destruction of property, public and private, was so general and wide-spread. The smaller streams, of course, have been high in proportion.

There is no estimating the amount of damage done. The Canal above this, is broke in some three or four places between here and Wild Cat. A part of the Wild Cat Bridge is carried away; — so that, beyond there, we have no means of knowing how things are. We are informed this morning, (Wednesday,) that there is imminent danger of the whole course of the Wild Cat being changed, leaving the dam, when the water shall fall, if not “high and dry,” at least of no particular use.

The centre pier of the Wea aqueduct has sunk about 2 feet — but the sinkage is perfectly level, and the Canal may be said to be uninjured. There is a small break, however; in the feeder embankment, just below the lock. There is a breach in the towpath about a half mile above, and another about 2 miles below Granville. The Flint Creek and Shawnee Aqueducts are both uninjured.

There is no such thing as passing on the different Stage Routes, and hence we are without mails, except for a short distance. A letter from Crawfordsville, we hear, states that all the bridges between that place and Indianapolis, are carried away.

We have no late news, of course, either, from Indianapolis, Washington the Seat of War, or any where else; but we hope that the contents of our paper will, nevertheless, be acceptable to the reader.

*Fort Wayne Times & People's Press*

January 16, 1847

Great Freshet. - The Indiana State Journal of the 4th says:

During Wednesday night, Thursday and Friday last, the rain came down in torrents. White River, Fall Creek, and Pogue's Run were never known to be so high as at this time.

The Bloomington Stage attempted to cross Pogues' Run on Friday morning, but could not. In the effort a horse was drowned, and the mail so badly wet as to be destroyed. — We don't expect any mail to leave this city or to arrive for many days to come.

The Central Canal aqueduct across Fall Creek, has been carried away and it will require many months to rebuilt it, In the meantime the grist mills, (from which this city is supplied with breadstuffs, ) and the paper mill on the canal, will be idle. The extent of the damage is not known., If the rain has been general, it must be immense throughout the whole State.

*Fort Wayne Times & People's Press*

January 16, 1847

The Flood at Dayton. - In addition to the particulars relating to the tremendous flood at Dayton, from the Journal of the city, we copy the following from a private letter to a gentleman of this place, dated DAYTON, Jan.3d, 1847.

We are in the midst of a second deluge. Our beautiful city of Dayton is so nearly inundated that there are not left more than a hundred acres of dry ground upon which our population of 10,000 can rest the soles of their feet. So you perceive that the elevated portion of our town has become a sort of little Arrarat. The destruction of property in the Miami Valley will be immense. — We have no means of estimating even the amount destroyed within the corporation.

The number of buildings swept away, and the loss of life, we suppose, will be small, having as yet heard of but two persons and two houses. The rise of water was unparalleled and rapid, and had it not been for the loud alarm of our church bells and the vigorous efforts of our citizens during the night of the first, in all probability many lives would have been lost. News from Cincinnati of the 31st of December, gave the rise in the Ohio at the rate of one foot per hour — so that by this time that great river must be booming in a most frightful and terrific manner. This letter will not probably start for a day or two or until the water subsides, it being impossible for us to get out of the city. The eastern stage was unable to come up third street to the P. O. yesterday afternoon, and the mail was brought in through a rapid and deep current on horseback. Most of our bridges are left standing, though several are gone and several injured. The smaller towns below are rumored to be inundated — the canal bank for miles is swept away — and the waters playing havoc with everything within their reach — but I must close.

*Fort Wayne Times & People's Press*

January 16, 1847

From the *Dayton Journal*, Jan. 5.

GREAT FLOOD AND LOSS OF PROPERTY. - On Saturday morning about 2 o'clock our citizens were called from sleep by the ringing of bells, and alarmed by the announcement that the Levee had given way at several points, and the waters of Mad River and the Miami coming upon us. The flood poured in on the east of the City, and ran through the canal with the swiftness and violence of Mad River itself.

Before morning the water had found its way to the City and was standing in the streets on a level with its surface in the Miami, which surrounds the City like a Crescent. It now covered the town east of the canal, and west of it to Jefferson street as far North as Fourth street

— on the West side of the town to Perry street, and on the North to First.

The spectacle presented at this period was truly beautiful, grand, and exciting. The full moon shone upon a bright plain of waters, — here still, there rushing and foaming in its new and eccentric channels, studied by houses and trees, and checkered by the dim lines of the fencing.

May persons did not leave their dwellings until it was too late to retreat. Horses and boats were employed to remove them, and all were placed beyond danger in this way, through the indefatigable labor and effort, and in some cases, at the imminent peril, of those who promptly and nobly under took that service.

The destruction of public and private property is great, but the exact extent of the loss can not yet be very accurately computed. — The streets in many parts of the City, are greatly damaged by washing, — the grade being destroyed, and the paving of the gutters entirely torn up and carried away. Of the canal bridges, there is but one that can be crossed by horses and wagons, and that is the new one across the canal in the vicinity of the break at the head of Water street. The First street canal bridge was the first one destroyed. Those across Third, Fifth, Sixth, Jefferson and Main streets, are badly damaged, and will have to be rebuilt. The abutments of some are undermined and the superstructure of others either partially or entirely carried away.

On the Western side of the city the principal damage was sustained by the owners of building materials on the ground, and new buildings just in the course of erection. A new brick dwelling belonging to Mr Witherup, (painter,) and just finished, was entirely destroyed.

Others have also been damaged, but we defer the particulars for notice hereafter.

The principal sufferers by the flood on the line of canal, are

D. Bickford, Boot and Shoe maker,  
James A. Walters, Druggist,  
H. good, Tavern keeper  
Estabrook & Phelps, Grocers,  
B. Gilbert, do  
D. Jackson do  
James Greer, Stove Store and Foundry,  
C. Thompson & Sons, Stove Store,  
G. C. Davis, Iron Store.

Mr. Davis has a Pork House in the rear of his establishment, in which was a quantity of bulk meat cut on commission, which is more or less injured.

Orin Wiley Stove Store  
John Rench, Pork house, in which there was a considerable quantity of bulk meat, salt, &c.  
Swaydin's Hotel,  
Chambers & Harries, took the precaution to

move the principal part of their produce to the upper story of their ware house on the Canal — but suffered some loss at the ware house on First street.

Gustavus E. Haines, Stove and Tinware Store.  
Wm Davis, Pork house  
E. Brown and Son, Iron and Grocery store  
Pruden & Smith do do  
Wm Simms, Lumber merchant,  
John H. Achey, do do  
Collins Wight, do do  
James Hoglan, do do  
\_\_\_\_\_ Morrison, Boat Builder.

W. & F. C. Estabrook, had some 4000 bushels of Flaxseed stored in a lower floor at the Basin and Jos Clegg & Co. 7300 bushels of same in the lower story of the Montgomery house building, which must be considerably damaged.

Doyle & Dickey lost a quantity of lumber, intended for their new packet boats and some 200 barrels of salt.

C. Forrer Montgomery House

Swain & Mead, anticipating trouble, removed their stock of Groceries, beyond high water mark and suffered but little.

James & Edward Smith, had a large quantity of cotton in store which was covered by water.

H. & P. Pease have lost 300 bushels wheat and 1000 bushels ship stuff.

Mr. Conger, from Detroit, has lost about 20,000 feet of Pine lumber.

Westerman & Stout, Iron Foundry  
W. & F. C. Estabrook, Oil Mill  
Jos. Clegg & Co. do  
A. & Z. Crawford, Peg and Last manufactory.

#### THE CANAL.

We have information from the North to a point three miles beyond Troy. The river is said to have overflowed and destroyed the banks of the canal threr, and swept through the bottom lands a distance of six miles. The breaches in the canal at the extremes of this flood, are represented to be serious, and it is not yet known how the banks have been affected along the intermediate line.

The Aqueduct, twelve miles North of Dayton is represented to be greatly injured. The piers have settled about three feet on the lower side, and given the superstructure that inclination from a horizontal position.

From the South we have news as far as Middletown, where the head gate for the Feeder was entirely washed away. The whole body of water was thereby poured into the canal, and it broke near Mr. Enoch's farm below.

The banks of the canal were cut near Snyder's mill, some 4 miles south of Dayton to allow the water to escape into the river. We have not yet heard whether any



breach was made between here and that place. We think it highlyl probably, however, that such is the case.

Mr. Commissioner Forrer is here, and although confined to his room by indisposition, is directing operations for repairing, as speedily as possible these unexpected ad unavoidable disasters. His superintendents and engineers are actively employed in ascertaining and reported the nature and extent of the injuries, and we are assured that every thing which zeal and the utmost activity can accomplish will be done to complete the necessary repairs, and save the interests of the State and the public.

#### FRESHET IN THE SCIOTO.

The Columbus Journal of Saturday evening, says: The Scioto is up — booming. — The waters are higher, we are told, than they have been for twenty years past. A portion of the National Road between Franklinton and the table land west, was submerged this morning. The pork houses in the city and vicinity are already partially inundated — and much damage is apprehended to their contents, as well as to the farms in the lower valley, from the washing away of fences and crops.

POSTSCRIPT — 2 o'clock, P.M. — The Scioto at this place has attained a height of two feet beyond any previous example. The National Road between the river and Franklinton is completely inundated, can be passed but with difficulty on horseback. The water is several feet deep in the lower story of several warehouses. Much damage is apprehended.

COLUMBUS, Jan 2, 1847

Messrs. Comly's — The two Houses met at 3 P.M. and elected Samuel Galloway Secretary of State, Jacob Blickensdaffer, member of Board of Public Works, William Johnson, Judge Superior Court Cincinnati; and Judges of the Common Pleas, for the Counties of Trumbull, Jackson, Tuscarawas, Greene, Hardin, and from Athens, all Whigs. The new Senator elect from Delaware and Marion appeared this day ad took his seat. Nothing of interest in the Legislature these few day.

We are all flooded with water here. The Scioto is higher it is said than it has been for 20 years — it is one extended sea from the bridge to the hill at Sullivants. Great damage of property is the consequence. A rumor is afloat here, but how it came I don't know, that your City is in great danger from being overflowed, and I confess I feel great solicitude on that account. In haste yours, &c.

Great apprehension has been felt this afternoon that the Head Gate of the Mad River Reeder was about to go by the board. The alarm is entirely groundless. The water lacks some three feet of reaching the top of the embankment, and the river is falling.

*Fort Wayne Times & People's Press*

January 16, 1847

AN ACT: *To amend an act entitled "An act for the relief of purchasers of Canal Lands," approved January 19th, 1846.*

SEC. 1 *Be it enacted by the General Assembly of the State of Indiana,* That the time fixes in the above recited act for the sale of forfeited Canal lands, shall be changed from the first Monday in January to the first Monday in October in each year, and that the sale advertised to take place of the first Monday in January next be, and the same is hereby postponed until the first Monday in October 1847.

SEC. 2 That is shall be lawful for the owner of any forfeited canal lands at any time prior to the day of sale, by paying up all arrearages of interest together with ten per cent penalty thereon and the costs of advertising the same for sale, if any, to place his land upon the same footing and have the same credit on the balance of the principal due the State, as if the interest had been promptly paid when it became due,

SEC. 3 All lands the interest upon which became due prior to the first day of October 1846, and remained unpaid at that time shall be considered forfeited, and shall be offered for sale on the first Monday of October 1847, and all lands the interest upon which shall become due prior to the 1st day of October 1847, and shall remain unpaid on that day, shall be considered forfeited, and shall be offered for sale on the 1st Monday of October 1848, and so of all future years; all lands shall be considered forfeited, and offered for sale on the 1st Monday of October of each year, the interest upon which was due and unpaid on the 1st day of the October next preceding, *Provided,* however, that a sale may be prevented by a compliance with the provisions of the second section of this act.

SEC. 4 Such of the canal lands as were classified prior to having been sold shall be continued in the same class, and at the same rate, and shall not be sold at a less price than the minimum fixed by the law under which they were originally sold, unless they shall be appraised at a less sum. Those lands which were not classified before having been sold, shall be, by the General Superintendent, or other officer having charge of the sale, divided into three classes. Those lands placed in the first class shall not be sold at a less price than three dollars and fifty cents per acre. Those lands placed in the second class shall not be sold for less than two dollars and fifty cents per acre. And those in the third class, at not less than one dollar and fifty cents per acre. And in no case shall any be sold for a less sum in the aggregate than the amount due the State, for principal, interest, penalties, and the costs of advertising.

SEC. 5 The sale shall in all cases, be continued from day to day until each tract has been offered for sale. And any tract or tracts that may remain unsold at

such public sale, shall be liable to be purchased at private entry, by any person applying for the same, on the same terms, and at the same price they were offered at public sale.

SEC. 6 The terms of the sale be one half of the purchase money and one year's interest in advance on the sum to be paid, on the day of sale; and the remaining half of the purchase money in five years thereafter, with six per cent interest, payable annually to advance; and on failure to pay either principal or interest at the time both or either become due, or within sixty days thereafter the contract of sale shall be void, and all payments of principal and interest forfeited to the State; and the State may proceed to dispose of said lands, in the same manner as if no such sale had ever been made.

SEC. 7 It shall be lawful for the former owner of any tract or tracts of canal land that may hereafter be sold under the provisions of this act, to redeem the same any time within two years after the same may have been sold, by depositing in the Land Office where the same may have been sold, the amount paid by the second purchaser together with fifty per cent interest thereon, and such deposit shall entitle the former owner to all the rights the subsequent purchaser may have acquired by his purchase, and the certificate of purchase given at the sale of any forfeited canal lands shall contain a clause giving the right of redemption contemplated by this section.

SEC. 8 It shall be the duty of the General Superintendent or other officer having charge of the Land Office, to advertise the sale of all forfeited canal lands, at least four weeks prior to the day of sale, in two newspapers published in the town of Indianapolis and three others in the neighborhood of where the lands lie, said advertisement shall specify the number of the former certificate, the description of the land, section, township, and ranges, and the number of acres in each tract.

SEC. 9 That in all cases where any tract of forfeited land shall sell for more than the amount due the State for principal, interest, penalties, and cost of advertising, such excess shall be refunded to the holder or owner of the original certificate upon his surrendering the same when final payment shall have been made by the subsequent purchaser.

SEC. 10 That the term "final payment" where it occurs in section twenty-five of an act entitled "An act to provide for the funded debt of the State of Indiana, and for the completion of the Wabash and Erie canal to Evansville," approved January 19th, 1846, shall be understood to mean all deferred payments of principal.

SEC. 11 All laws and parts of laws conflicting in any way with the provisions of this act be and the same are hereby repealed.

SEC. 12 This act to take effect and be in force from and after its passage.

ROBERT N. CARNAN,  
Speaker of the House of Reps.  
PARIS C. DUNNING  
President of the Senate

Approved Dec. 28, 1846: JAMES WHITCOMB

*Fort Wayne Times & People's Press*  
January 23, 1847

THE FLOOD. - We occupy much room today with details of the late freshet in the various parts of the country, and trust they will be as acceptable as anything we could lay before our readers.

*Fort Wayne Times & People's Press*  
January 23, 1847

PIQUA, it seems, is like Fort Wayne — quite above the floods. This is comfortable. The Register says: The citizens of Piqua never had more reason to be proud of their location than during the late freshet. While nearly all the towns on the Miami were suffering the evils of inundation, they, with the exception of a few who have settled in the bottom at the eastern extremity of town, were high above the raging waters.

*Fort Wayne Times & People's Press*  
January 23, 1847

THE FLOOD - has been extremely destructive of bridges. The four nearest the mouth of Rocky river have been carried off. We have great fears of injury in our canals. The Maumee is still very high and great quantities of ice are floating past us. The current is too strong to allow it to freeze over. Toledo Blade

*Fort Wayne Times & People's Press*  
January 23, 1847

THE FLOOD. - More rain fell on or about the first inst. In this vicinity than had fallen for several weeks previous. The consequence was the ground was well nigh submerged and the stream much swollen. The Maumee River has been higher than the "oldest inhabitant" recollects having seen if for several years past. There has been a good deal of damage done from high water but how much we have not learned to any certain extent.

P.S. Since the above was in type we learn that the bridge at Defiance is gone, and that there has been considerable damage done to the Canal, between that place and Napoleon. Maumee River Times

*Fort Wayne Times & People's Press*  
January 23, 1847

THE FRESHET. - The greatest rise of water, within the memory of "the oldest inhabitant," ever seen in the Wabash river, has just occurred, During the last week immense quantities of water have fallen in the region of the upper Wabash, filling to overflowing everything in the

shape of a creek or marsh. The river, at this place, had been gradually rising, but without any appearance like reaching the extreme height at which it stood when it commenced falling until Saturday when it began to overspread its banks so rapidly as to excite apprehension of great damage resulting from it. The water reached its highest point, at this place, on Sunday, and at the time we go to press has fallen several feet, being within its banks. The island in the Wabash was nearly submerged, and a large body of water, with a strong, rapid current, flowed over the road between the bridges to the depth of two or more feet. "The Point" from fifteen to thirty rods, was entirely under water. The water over the Eel river dam was rendered level by the backing up of the water in the Wabash. The most of the damage done, in this place, was above the Wabash bridge. The water stood, in some of the dwellings below the Leamy House; only an inch or so deep, but further up, the inhabitants were literally drowned out. In all the houses between Wabash street and the river, which were occupied, the water was at a height varying from three inches to two feet according to location. Here most of the damage was done, in moving furniture, beds, &c. by the aid of boats, to land.

— Water from the Wabash ran as far north as the gutter on the south side of Market street. The amount of damage done has not been ascertained. It cannot be very large, in comparison to the height and force of the flood.

The flood of June, 1844, was thought to be high, but the present one rose from two to three feet above it, according to the judgment of those who saw both.

Much damage must have been done father up the river, as hay-stacks, saw-logs, flats, rails, &c., were seen floating past. It is said the canal is completely destroyed in some places; and if reports are true, it will cost near \$30,000 to repair it. Fears, we understand, were entertained that the Peru Feeder Dam would be unable to withstand the immense power which was brought to bear upon it, but it stood firm. At Peru, the water rose so high as to endanger the bridge, and the weatherboarding was knocked off, to allow the water and drift to pass over the bridge. The lower part of the town was covered. *Logansport Pharos*.

*Fort Wayne Times & People's Press*

January 23, 1847

Upwards of three millions bbls. of flour, nearly three millions bushels of wheat, a million and a half bushels of corn, and nearly the same of barley, were received at Albany, during the navigation of the canal the past season.

*Fort Wayne Times & People's Press*

January 30, 1847

*Mr. Cleveland's Report*. - The following is the report

of Francis Cleveland, Esq., the engineer employed by the State to survey the St. Mary's Feeder.

It will seem that the engineer finds an ample supply of water in the St. Mary's river at the driest time for all the wants of navigation on this summit, leaving also a large supply for water power; and he is of the opinion that this supply will be permanent. In this opinion he is sustained by Mr. Bates the former Commissioner in Ohio whose letter we published a few months since.

#### THE ST. MARY'S FEEDER.

The St. Mary's river having been considered the most available source from which to introduce a feeder into the summit level, the examination with that view was commenced by carrying a random level of the canal on the summit level, up that stream. In doing this, it was found that the top of the dam at Muldoon's mill was 2½ feet above the bottom of the canal on the summit reach; so that, by raising this dam 2½ feet, a pool might be obtained, the surface of which would be five feet above the bottom of the canal, at the town of Fort Wayne.

By adopting this as the feeder dam, several advantages are secured. In the first place there will be a very considerable saving in the difference between the cost of a new dam, and that of raising this in the requisite height. Secondly, the pool of the dam will be considerably larger than if it were located several miles further up the stream thereby serving the purpose of a reservoir, and tending to maintain a more \_\_\_ surface and constant flow of water into the feeder, with deeper cutting than is encountered where it now leaves the river, And fourthly, the additional head afforded by the present plan at the mill, and the exemption from all expense of keeping the dam in repair, would do away all ground of claim for damage, on the part of the proprietor.

The only motive for carrying the dam higher up the stream, is to avoid the inundation of grounds adjacent to the river, between the present dam and one higher up. But from the general character of the bottom lands of the St. Mary's, it is not probable that any serious damage would be done to lands high enough for safe cultivation at present; at all events, the damage could not equal the cost of a new dam and several miles of canal.

Further examinations, however, into the comparative merits of the two plans, may very properly be made, whenever it shall be determined to commence the construction of the work.

Adopting the plan of raising the dam at Muldoon's mill, as the preferable one, the line of feeder was commenced; about 30 rods above the dam, calculating for a bottom 20 feet wide and one foot above the bottom of the summit reach, with slopes and banks of the ordinary dimensions. This will give a canal sufficiently capacious

for navigation and for passing all the water that the St. Mary's will afford during the dry season, while the elevation of the bottom at the head, by being again gradually reduced, will give an average descent of an inch to the mile, which will probably give a sufficient velocity to all the water than can be commanded during a dry time. — If it should be found otherwise, temporary fixture may be added to the dam, in order to raise the surface of the pool.

In passing down the valley of the river, the topographical character of the bottom lands, which for the first 8 miles, is that of an uniform inclined plane, throws the line very near the river, thereby increasing its length.

Two bluffs are also encountered, where the towing path must be thrown into the river. The first of these is 28, and the second 24 chains in length. They are composed of a very compact clay, mixed with gravel and oxide of iron, forming a hard mass, which will not easily be moved; but which at the same time, will not be inclined to slip, nor to be worn away by the action of the river. The excavation of the upper 5 or 6 miles is chiefly a compact clay, while the lower portion is generally a clayey and sandy loam.

There are no very formidable streams to pass, nor high and long embankments to raise.

It will be a tight line, and will not require much expenditure to keep it in repair.

The line reaches the summit reach of the Wabash and Erie canal at Edsall's mill, near the western boundary of the town of Fort Wayne, in a distance of 12 miles and 48 rods.

The aggregate cost, as estimated, is \$72,077 or an average of \$5,032.26 per mile. — For particulars I beg leave to refer to the detailed estimate herewith presented, and the accompanying maps.

I have endeavored to estimate both quantities and prices large enough to cover all contingencies.

It having been represented that a line might be about as cheaply constructed, passing through the town of Fort Wayne, and at the same time be of some advantage to the place, two or three lines were run branching from the first at station 145, a mile and a half from its termination, and entering the canal at different points in town. The only one of these which it is necessary to mention, is that which, passing up a small branch running westwardly, intersects another small branch running northwardly through the town. This line may pass through any one of two or three streets with about equal advantage, entering the canal at what is called Ewing's basin.

With the exception of its increased length, this eastern branch is as favorable as the western. It is 91 rods longer, as actually run, and will cost as estimated \$1,276.80 more than the west branch.

As the western branch is the cheapest and most

natural route, there can of course be no reason why the State should adopt the eastern, unless by desire of the citizens of the town, accompanied by a guaranty of their part, to make up to the State the enhanced cost, in which case, the particular route thro' town might be left to their own decisions.

In running the entire line, some regard was had to shortness and symmetry, and in the lessening of damage to lands through which it passed. An improvement, however, in all these respects may be made by spending more time in running and comparing different lines, than it would have been proper to devote to that purpose in the present preliminary survey.

Whenever the time arrives for a final location of the line, it will probably be found advisable to run an entire new line on the west side of the St. Mary's, inasmuch as it might be found both cheaper in construction and less beset with claims for damage than the line on the eastern side. In all other respects, it would be equally advantageous to the State, except in the single contingency of a failure in the St. Mary's aqueduct, when the line on the western side would fill the canal east of Fort Wayne, enabling boats to reach the town from the east, and to meet those from the west, within a very short distance.

As the chief object of the present feeder is to supply the deficiency during dry seasons in that from the St. Joseph's river, which at present is the only source of supply, at such seasons, for 64 miles of canal, and as it is well known that, until about three years past, the St. Mary's has usually gone dry during the extreme drought of summer, it becomes an object of prime importance, to ascertain accurately, not only the quantity of water which the stream now affords in its lowest stages, but also, from what sources the increased supply, which evidently exists in such stages, is drawn, and whether this increased supply can be relied upon as constant and enduring.

There being a number of mills along the stream and the pool of one dam generally reaching to the foot of the one next above it, and as but little, if any, water is suffered to pass from one pool to another, except what is used to drive the water wheels of each mill, it was a matter of no little difficulty to ascertain what quantity of water constituted the actual flow of the stream.

At the time the location was commenced, namely, on the 7th of August, I measured the St. Mary's just below Muldoon's dam, while the wheels were in action, and using, according to the opinion of those who had had charge of the mills for some time previous, about the quantity of water that would keep the pool of the dam at a uniform height, and found a little more than 3,000 cubic feet per minute then flowing. I also noticed the surface of the water above the dam, at night, when the mills stopped work, and again in the morning when

they were set in motion. \_\_\_\_\_ in so doing, and the passage through the dam and forebay, I arrived, as near as could be expected from these imperfect data, at about the same result, namely a natural flow of 3,000 cubic feet per minute.

About a week after these measurements were made, Messrs, Williams and Ball made an estimate of the water passing the tail race of Fairfield's dam, two miles above Fort Wayne, when the wheels were using, as was supposed, such quantity of water as would keep the surface of the pool of the dam at the same height. According to their estimate, if I rightly recollect, there was 2,500 cubic feet passing per minute.

About two weeks after the measurements at Muldoon's dam were made, I went to the town of Decatur, about 22 miles above Fort Wayne, and two and three miles above the back water of the dam, where I again measured the flow of the river. I divided the stream into several sections, by two lines of stakes across it, one at the head and another at the foot of the portion to be measured. I took the depth of each section, and noted the velocity of the current in each, at different periods of the day, during more than two days, and the result was, that nearly 2,000 feet per minute was found to be the natural flow of the stream at that time.

I then went to Goddard's mill, five miles above Decatur, and about three miles below Wilshire, in Ohio. At that mill, the dam was very tight, and the wheels being all of the reaction kind, and the head low, it was important not to use so much water as to depress the height of the pool. The machinery at the mill is driven by four separate wheels, giving action to two run of stones, a saw, and a carding machine. Only a part were in operation at the time, and these kept the surface of the water at the constant height, or, in other words were using the natural flow of the stream. I measured the quantity used by these wheels, together with a leak in the forebay, and found it considerably upward of 1,000 feet, being almost precisely the amount found at Decatur. The quantity was about two-thirds of what the stream had afforded at this mill about two weeks previous, until which time, during the whole season, all four of the wheels were used.

It will be seen by the foregoing, that at the time I found 3,000 feet at Muldoon's dam, the mill at Goddard's was using about the same quantity, and had done so during the whole dry season. What caused the diminished flow at the time 2,000 feet were only found, I am unable to say. But it must be remembered experience has proven that public money, invested in whatever manner in private enterprise, is but too frequently surrendered, or otherwise ultimately lost."

These points, and others, are argued at length, and with ability; and, although as we have already said, our sympathy is with the unfortunate company, we hope

Gov. Whitcomb will never perform a worse official act than this veto.

The bill may become a law by the veto of a majority of all the members elected to both Houses, in defiance of the veto. We suppose however, that such majority will not be obtained in this case.

that the present season has been throughout the northern part of the State remarkably warm and dry, and that during the season previous there was less than the average quantity of rain.

From the foregoing facts, **I think it may very safely be concluded, that during all ordinary dry seasons, the St. Mary's river will furnish 3,000 cubic feet of water per minute**, this quantity being subject, under extraordinary circumstances, to a reduction of one-third, or to 2,000 feet, during a short period, which will occur only after a protracted drought, at the close of summer and just before the early fall rains.

As to the permanency of the supply for years to come, I was unable to obtain the full satisfaction that was desirable, or that will be necessary before the construction of the feeder is finally determined upon. I was informed by those who had watched the stream that, although the two past seasons have unusually dry, the water in the St. Mary's has been continually increasing in quantity. The source from which this increased quantity is derived is by all considered to be the large reservoir in Ohio [Grand Lake St. Marys], and the 20 miles or more of canal along the valley of the St. Mary's in that State. As I could learn of no waste-weirs throwing any quantity of water directly into the stream, the water which finds its way there, would appear to do so by the natural leakage and filtration of the canal and reservoir, the bed of the St. Mary's being the lowest depression in all that region of the country, and of course the natural drain for all the water to a certain depth below, as well as on the surface. When it is considered that this reservoir covers some 12 or 15 thousand acres, and that the leakage and filtration from this will, in all probability, never be materially diminished, and that from the canal may, with about the same probability, be estimated to remain nearly what it now is, there appears to be strong reasons for believing that the present, if not an increased quantity, may be depended upon in the St. Mary's as long as the reservoir and canal along the valley remain filled.

Some further and more ample examination, during a dry time, along the reservoir and canal in Ohio, or information from those perfectly familiar with them, will doubtless be deemed necessary before commencing the construction of the work.

If, however, the present supply can be relied upon, (as I believe it can be), it is gratifying to think that the construction of this feeder will afford to the region of country 22 miles up the St. Mary's — for the eleva-

tion of the dam at Muldoon's mill will make slack water to the town of Decatur — a cheap outlet for their bulky produce, lumber, &c., to the market at Fort Wayne; and what is of still more importance, will insure a sufficient supply of water on the summit reach of the main canal, whenever the feeder from the St. Joseph's shall prove inadequate, as it must do ere long, to maintain the increasing business of the canal.

**Editor's Note:** The original Wabash & Erie Canal Feeder was located on the west side of the St. Joseph River and extended about 6½ miles from the dam to its junction with the mainline canal near Rumsey and Wheeler Streets in Fort Wayne. Due to potential droughts, increasing canal traffic, higher consumption of water by mills and opening access to the canal for Decatur, they studied adding a canal feeder from the St. Mary's River. It was never built, probably due to lack of funds.

*Fort Wayne Times & People's Press*  
February 3, 1847

WHITE WATER VALLEY CANAL - GOV. WHITCOMB'S VETO. - The "White Water Canal" appears to be an unfortunate work. It belonged to the mammoth system of 1836, and upwards of eleven hundred thousand dollars had been expended upon it at the time of the general suspension of the public works. — Subsequently under an act providing for the transfer of the unfinished works, to companies that would undertake their completion in a specified time, this canal was made over to a company, upon the condition that it was to be completed from the Ohio river to Cambridge City by the first of March last. The company, accordingly, prosecuted the work with vigor, and it was finished, or nearly so, when the great flood of January 1847 came, and nearly destroyed it — damaging it to the amount, if I recollect right, of about a hundred thousand dollars. Under the pressure of this misfortune the company applied to the Legislature at its last session for relief, and within the last day or two of its sitting, a bill passed both houses, authorizing the Treasurer of State to loan to said company, for the term of five years, the State revenue to be collected for the year 1846, in the counties of Wayne, Rush, Henry Fayette, and Franklin, some \$50,000, on condition that the company should give satisfactory security for the repayment, and six per cent interest. This bill failed to become a law for want of the Governor's sanction. Without this aid, however, the company raised the means and repaired the damage done the canal by the flood of 1847; after which during the past fall, another great freshet occurred in the White Water Valley, and left the Canal in nearly as bad a condition as it was before the then late repairs had been effected. The canal has, then, been twice very seriously damaged within the

year 1847. The public have lost confidence in the work, and, it is understood, the means at the command of the company are exhausted.

Upon the back of all these disasters, at the opening of the present session of the Legislature, Gov. Whitcomb sent to the House, the bill that had passed at the heel of the previous session, loaning to the company the State revenue of those five counties, for the year 1846, with his veto. However our feelings may be enlisted in favor of the company, on account of the energy they have manifested, and the misfortunes that have befallen them, we cannot but regard the reasoning of the Governor as conclusive in the matter. In the first place, by their charter, the company was authorized to negotiate loans, and issue its bonds therefor which were to be a valid lien upon the effects of the company in the order of their issue, and that the company had outstanding bonds against it, which would have had priority over this State claim, to the amount \$112,000. Another reason assigned by the Governor for withholding his assent from the bill, and a very good one, too, is that an act had been passed and gone into effect, for the arrangement and final liquidations of the State debt, by which the State revenues were pre-pledged, — that the Agent of State was under the necessity of making a small, temporary loan to meet the interest due last July, — that if this measure had taken effect he would have to have borrowed, in addition, the amount thus loaned to the company — that going into the money-market to borrow the first installment of interest to be paid under the new arrangement, would have destroyed the confidence of the bond-holders, in its efficiency, and would have deterred many of them from surrendering their bonds; and finally, that it would have established a precedent, to be followed by other parts of the State, and large sums of money would thus be drawn from the State Treasury never to be returned, "as experience has proven that public money, invested in whatever manner in private enterprise, is but too frequently surrendered, or otherwise ultimately lost."

These points, and others, are argued at length, and with ability; and, although as we have already said, our sympathy is with the unfortunate company, we hope Gov. Whitcomb will never perform a worse official act than this veto.

The bill may become a law by the veto of a majority of all the members elected to both Houses, in defiance of the veto. We suppose however, that such majority will not be obtained in this case.

*Fort Wayne Times & People's Press*  
February 20, 1847

The Flood - Canals - We carefully examined out exchange papers on the line of our canals, to enable us to form an opinion of the damage to these works, but can

find nothing very definite. Great injuries are reported to have been sustained at points distant from each place, but we are inclined to think the damage will prove much less than has been apprehended. Toledo Blade

*Fort Wayne Times & People's Press*

February 20, 1847

"The Butler Bill." - A Senator has furnished the *Wabash Express* with the following synopsis of the difference between the original bill as passed last winter, and the amendment, passed at the close of the late session:

1. The bill of last session exacted of the bondholders a subscription of \$2,250,000 to finish the canal to Evansville, and compelled them to finish it in four years. The present law reduces that subscription to \$800,000, but exacts of them such further advances as will be necessary to complete the work in six years, making the lands a source of revenue to finish the work.

2. The bill of last session gave the bondholders who advanced means to finish the canal the priority of payment, out of the canal revenues, for the interest on the sums advanced, and the principal of the advance, also; and there it stopped. The present law gives them the Priority on the advance, principal and interest, out of the canal revenue; and, in addition, priority for the payment of principal and interest on the bonds held by them (and surrendered under the law,) out of the said canal revenues. This last feature of the act was demanded by Mr. Butler, at the session of 1845-6, but the Legislature refused it; and hence the delay, and failure of the measure for one year. This, it may be added, is the most important amendment, and the only real innovation on the bill of last winter.

3. The bill of last winter proceeded on the supposition that all the canal lands, sold and unsold, should be disposed of at the prices placed upon them, under previous appraisement. The present law provides that the Trustees shall appoint one discreet person, whose duty it shall be to re-appraise the lands donated for the prosecution of the canal, east and west of Tiptecanoe, and place upon them such fair cash value as they, under oath, shall decide to be fair and equitable. It also gives to pre-emptors, in the Vincennes Land District, the right to enter their lands at the Canal Land Office, at \$1.25 per acres, to be paid in cash, and one yer is allowed them to do so. In default, the lands are to be subject to entry, at their appraised value, varying from \$1.25 to \$2.50 per acre.

4. The bill of last session failed to point out the mode by which the subscribers to canal stock should elect their Trustees. The present one provides that said subscribers, according to numbers and value, shall make the election in the city of New York, after giving four weeks public notice in the papers of that city and London, said election to be legal, whenever four millions are

subscribed, and 5 per cent (or \$200,000) actually paid in; but the Governor is not to make the deed to the Trustees till an amount of bonds amounting to \$5,515,000 shall be surrendered to the Agent of State.

5. The State reserved to herself the right to redeem the Canal at any time after twenty years, by paying the principal of the Canal debt. This feature differs from the bill of last session, in so far as the accruing interest (if any,) against the Canal is not to be charged against it.

6. The time for subscribing to the canal stock is extended from May, 1847, to November, 1847, thus giving all the bondholders, however scattered or remote they may be, ample opportunity to come into the arrangement.

7. Those who do not subscribe to the canal stock from a want of disposition, or for any other cause, can at any time surrender their old bonds, and receive new certificates or bonds (payable half by the State and half by the canal,) and draw their five per centum semi-annually, on one half the debt, (as in the case of subscribers,) and their chance for the interest on the canal bonds, whenever prior claims are satisfied.

8. The present law declares that the State will "make no other provision" for the bonds withheld; and if any of the Shylock class (those who expect the "pound of flesh.") will not come in (when all can,) then they will have to wait for an indefinite period — not named. This is not the language of the law, but the substance and import of it.

9. The present law provides for a strict account of all the proceedings of the Trustees to be furnished to the Auditor of State and to the Legislature, semi-annually and annually, and sundry safe-guards are thrown around the interests of the State.

10. Like the bill of last session, it divides the debt of Indiana equally between the State and the Canal — and reduces State indebtedness to \$5,545,000 exclusive of half the back interest ("which may be some \$1,500,000 more.")

This is thought to be a fair exposition of the difference in the bill of last year and the act of 1847.

A tax of 25 cents on the \$100, with a poll of 75 cts. It is thought, will meet the interest accruing yearly.

Mr. Butler has gone to New York, and it is expected that the provisions of the bill will be speedily carried into effect.

*Fort Wayne Times & People's Press*

February 27, 1847

Early Canal Navigation - From the mildness of the winter we suppose that navigation on the Lake will open unusually early the coming spring. If this should be the case, and the trifling repairs required in the canal between this place and Toledo, be completed as early as

we learn they will be, it will become a matter of much importance to our produce dealers, as well as merchants generally, that the Erie and Hudson canal be opened earlier than usual also. We accordingly find the subject is being agitated on the line of that great work. The *Rochester (N. Y.) Advertiser*, in alluding to this matter, says —

We understand that some of our millers and forwarders are about to urge upon the canal board of the necessity of opening the canal as early as the 1st of April if practicable. It seems to us that this is a project worthy of very serious consideration by those whose action is to decide the matter. The condition of the starving millions of Europe is such that we ought to send forward our surplus breadstuffs with the least possible delay. The farmer here is deeply interested in getting his grain to market as early as it can be shipped. This plan, too, is tantamount in a temporary increase of the capacity of the canals, and that fact should not be lost sight of. The mass of produce seeking an eastern market will be immense, and every facility ought to be afforded which the nature of things admits of. We hope the board will be able — as we are sure they will be willing — to get the canal in navigable order some weeks earlier than usual.

*Fort Wayne Times & People's Press*

March 6, 1847

Opening of the Canal. - We are gratified to learn from the gentleman having charge of the canal that the aqueduct it is now being built across Spy Run, near this town, will be completed at an earlier day than has been supposed, and that the canal will be fully open for navigation between the 1st and 10th of April. Those engaged in the work are entitled to much credit for the energy and perseverance with which they are prosecuting it.

*Fort Wayne Times & People's Press*

March 13, 1847

EARLY OPENING OF CANAL NAVIGATION. - The *Rochester Democrat* urges the importance of an early opening of canal navigation in the spring. The foreign demand for American breadstuffs will clear out all the sea board stocks in the course of a very short time, and the freighting facilities of the railroads are wholly inadequate to replenish or keep up the supply. Vast quantities of flour are lying in stores and boats along the whole line of the canals, which it is very desirable to get to an early market in order to meet the high prices. The *Democrat* thinks the unusual mildness of the season is indicative of an early opening of the Lake navigation, when the enormous quantities of flour and grain in the western storehouses will commence pouring at once into our canals for an outlet to the seaboard. These circumstances render it very important that the canal should be

in readiness for use at the earliest possible date.

Some of the western forwarders have already written to the Canal Board on this subject, and a united movement of produce dealers, boat owners and boatmen is recommended, with the view of inducing the Board to hasten the opening of navigation. *Osteego Whig*.

*Fort Wayne Times & People's Press*

March 20, 1847

STATE DEBT ACT. - The *Wabash Express*, the great champion of this act, familiarly known as "The Butler Bill," says:

We learn that letters from New York give the gratifying intelligence that the arrangements of the State Debt of Indiana, and the completion of the *Wabash and Erie Canal*, passed at the late session of the Legislature, meets the entire approval of prominent holders of bonds in that city. We further learn that active measures are in progress to carry the act into effect at an early day, and in all probability, operations on the canal will be resumed as early as the first of July next. — This intelligence will be gratifying to all the friend of public credit.

*Fort Wayne Times & People's Press*

March 20, 1847

We have no change of consequence to note in the market for the past week. The roads are getting bad, and but little produce is coming in. Wheat remains at 60-61 cents according to quality.

TERRE HAUTE March 10

We have rainy weather with extremely bad roads — almost impassable in many places.

PRODUCE — Corn is somewhat unsettled in price along the *Wabash*, and varies from 20 to 25 cents.

A friend has handed us files of *New Orleans* papers of the 24th ult. From which we give the following:

Flour \$5 to 5.25; Corn, \$1 to 1.2; Some sales have been made as high as \$1.07 to 1.10 per bushel. White beans \$3.75 per bbl; Whiskey, 23 cts. — *Express*

LAFAYETTE March 10

The river is 13 feet above low water mark, but receding slowly. The water was let into the canal on this level a few days ago, and the *City Flouring and Paper Mills* are again in full operation.

Canal navigation to the Lake cannot be calculated upon with certainty, much before the middle of April; but Steamboats of the River are quite as "plenty as blackberries" just now.

The roads are deep and teaming is a "soft" business — Very little grain arriving, of course, and we have no occasion to alter our figures except for Corn and Oats. The latter was quoted at 15 c. and the former at 16-20 c. for shelled and 22 cts without.

We hear of a sale of 6,000 bu. Corn at 25½ c.



and that price has been offered for another lot of 5,000 bu., and refused. We note a sale of 3,500 bu. of Wheat at 60 c. to be delivered on board boats.

BACON — hog round 5 c.; shoulders 4½; sides 5; hams 5½; sugar cured hams 7½ aDc

Sale of bbls. of flour, quote Canal Mills, quote at \$4.00 — *Jour.*

*Fort Wayne Times & People's Press*

March 27, 1847

RELIEF FOR IRELAND - The Ladies of Fort Wayne will prepare a supper at the Saloon of the Hedekin House, on next Thursday evening, the proceeds of which will be invested in provisions to be forwarded to Ireland, for the relief of the suffering Poor in that ill-fated country. Committees on behalf of the Ladies will wait upon the citizens of Ft. Wayne and vicinity to solicit donations for the supper. — From Farmers in the country, Poultry, Milk, Butter and Cream will be gratefully received. These articles should be sent in as early in the week as practicable, and will be received at the Store of T. & J. M. Hamilton. People in town are requested to prepare articles suitable for the occasion, and send them to the Hedekin House on Thursday morning. Every article will be acceptable which is necessary to make the supper what the singularity and importance of the occasion require that it should be.

The young gentlemen of Fort Wayne are requested, on behalf of the ladies, to assist in fitting up, for the occasion, the room which has been generously offered, by the proprietor of the Hedekin House. The doors of the Saloon will be opened at seven o'clock. An admittance fee of 25 cents will be required of each person, and a substantial supper furnished at the same price. For Ice-Cream and other extra articles and additional sum will be charged.

*Fort Wayne Times & People's Press*

March 27, 1847

FOR OREGON! - Valuable Mill Property, Farm, Town Lots, and unimproved Lands for Sale. - Wishing to move to the far west, I hereby give notice that I will sell for less than cost, the equal undivided one half of the splendid new well known SAWMILL at the St. Joseph Feeder dam, known as Thompson and Miller's mills. The mills, new built of the best materials, 60 feet in length and 29 in width, well finished, with onesaw and one set of portable burrs for grinding corn; it is well calculated to attach most any other machinery, and is built with a high roof, making room for elevators if needed. It is situated at the head of the Feeder, 6 miles from the city of Ft. Wayne, in an excellent country for timber, and will saw 4000 feet of lumber in every 24 Hours, and Fort Wayne is the best market for lumber in the State — always a demand and never a supply. The

few mills in the country cannot supply the rapid growing city. With the mill there is a team and boat. A large canal boat can load at the head of the mill.

ALSO FOR SALE,

A FARM adjoining the mill, containing 54 acres, well improved; a large Dwelling House, 30 by 40 feet, one and a half stories high, upon a cellar, will finished above and below, an excellent well of water with a pump; there are 100 engrafted apple trees of two years growth — Also two comfortable log dwellings, calculated for the sawyers or teamsters.

ALSO, for sale, adjoining the same, and lying on the river, a fraction of 98 acres, with excellent springs and good timber, with a cabin and a small improvement.

ALSO FOR SALE,

320 acres of Land lying upon the river, and adjoining the above, known as a part of the Hoare Section: has upon it a number of springs, and two cabins, with 8 acres of cleared land. The above lands are rich river bottom land, with excellent timber, oak, ash, walnut, sugar-tree, beech, and a variety of other kinds of timber. The one half of the above I will sell and give a good title for the same.

*I will also sell the whole of the following property.*

The well improved Town Lot in Hanna's addition to the city of Fort Wayne, on the corner of Lafayette and Madison streets, south of Dr. Huxford's, and opposite Striker's known as the Asa Naylor property, on which is a large House one and a half story, upon a cellar, with a kitchen, porch and cistern and a quantity of shrubbery, a good barn, &c. are upon said lot.

ALSO, I will sell the premises where I now reside in the old town plat of Fort Wayne, on Water street, containing near 1¼ acres of land, running through to the canal, and lying 350 feet on canal, opposite it. W. Taylor's Ware House, with a good frame house 22 by 40, one story, with five rooms, hall, porch, and cellar, a splendid well of water, good wood-house, ice-house, &c.

ALSO, for sale, 110 acres of Land, heavy timber, soil of the best quality, seven miles from Fort Wayne, near the State Road leading from Wayne to Defiance by the way of Hicksville, known as the Ridge Road, adjoining Esquire Wakefield's lands, lying in section 19, town 31 north, range 14 east. The above property I will sell at such prices that it would be an object to almost anyone that has a few dimes by them to call and see the property and hear the prices. I will sell for part pay down, balance on time; or will take such stuff as I can skip off. I would take \$1000 or \$1500 in shoes, boots, leather, or dry goods of almost any kind. Any person wishing to see any of the above described property can find me at my residence to show them the property. JOSEPH MILLER

*Fort Wayne Times & People's Press*

April 10, 1847

The *Baltimore American* states that a resolution has passed the lower House of the Pennsylvania Legislature unanimously, directing the Canal Commissioners to pass free of toll, over the state work, all donations of produce, clothing &c., intended for the relief of Ireland.

*Fort Wayne Times & People's Press*

May 8, 1847

Packet Lines. - We understand that there will be two daily lines of Packets on the Canal in a few days, We noticed a new and very splendid boat the "Ohio," belonging to Messrs. Doyle and Dickey's line, yesterday morning. Nine of the teams passed through this place, last Wednesday, on the way to their stations west of here. The horses were generally good ones, and the whole arrangement promises to serve the public in a superior manner.

Brockway & Co.'s line, we believe, is not yet in operation, but will be in a few days. — The very name of "Brockway," in connection with a line of Packets, is a sufficient guarantee that nothing will be wanting to render it all that a line of Packets can be. We shall refer to the subject again when more at leisure.

*Fort Wayne Times & People's Press*

May 15, 1847

THE CANAL BREAK. - It was stated on Monday evening, by men who had been employed in repairing the break, that the water would undoubtedly be let in yesterday (Tuesday.) The utmost exertion has been made by the Superintendent of Repairs ( Mr. JOHNSON,) to push the repairs as fast as possible, and have them completed at the earliest period. It is said that one hundred and fifty men were employed, and the work has crowded day night by working two sets of hands. — *Logansport Pharos*

*Fort Wayne Times & People's Press*

May 29, 1847

WABASH AND ERIE CANAL. - We have very gratifying intelligence for the readers of the Express this week, in relation to this great State work, as it now seems to be beyond the "contingency of a failure." The laws of our legislature of 1846 and '47, will go into speedy operation, and by the middle of July it is confidently believed that operations will be resumed on the canal, which when completed, will place Indiana in an honored and honorable position among the State of the Union.

We shall hail the commencement of this work as the beginning of a new and auspicious era, which shall elevate our State in an immeasurable degree, and

which shall bring upon our people some of the advantages enjoyed by other States, which are now reaping the fruits of an enlarged internal improvement legislation; and when the canal is done, then its last enemy will certainly entomb his hostility. — *Wabash Express*

*Fort Wayne Times & People's Press*

May 29, 1847

COL. BLAKE, - We are happy to state (as will be seen by our N. Y. Correspondence,) that our fellow citizen, Col. THOS. H. BLAKE, has been unanimously elected resident trustee of the Wabash and Erie Canal on the part of the bondholders.

That the duties of the office under Col. B. will be promptly, faithfully, vigorously, and impartially executed, his public life heretofore gives the most ample guaranty, and as the Col. Has always been the unwavering friend of this great work, (and of the best interests of the State,) in its darkest days, this compliment to him in the hour of its probably completion, is as due as it is deserved.

Col. B.'s personal sacrifices in aid of resuscitation the Wabash and Erie Canal and restoring the credit and character of the State, have been much greater than that of any other gentleman of Indiana.

We also take pleasure in stating that there is a peculiar fitness in the appointment of Mr. CHAS. BUTLER of New York, for we well recollect that the first ray of light that began to illuminate the dark future of our financial condition, was contained in the speech of this gentleman delivered in our Court House, before the Canal Convention, which assembled in this place on the 22d of May, 1845; which address we gave to the public at the time and can now be readily referred to.

Mr. Butler on that occasion, spoke as the representative of a large portion of our foreign bondholders, and his proposition became the rallying point around which the friends of the State faith gathered; and whatever modifications may have since been made, the spirit of the proposition then first made by Mr. B., has never been materially changed, but is the basis upon which the Wabash and Erie Canal now approaches completion.

We congratulate our adopted State, upon the gratifying results of her Herculean efforts in aid of her credit and condition, and too much praise cannot be given those fast friends, who originated the plan of her relief and stood by her steadfastly, when her troubles were like the billows of a storm-encircled sea. — *Wabash Express*

*Fort Wayne Times & People's Press*

June 18, 1847

The Canal Board. - The Trustees for the Wabash & Erie canal, Messrs. Butler, Palmer, and Blake, convened in this city on Thursday last, and organized by the appoint-

ment of Charles Butler, Esq., President of the Board. Messrs. Butler and Blake are Trustees on the part of the bond-holders, and Mr. Palmer, on the part of the State.

— The selection of these gentlemen as Trustees to be entrusted with the management of this great work, we look upon as peculiarly judicious and fortunate. Mr. Butler is emphatically the father of the arrangements, by which our State is relieved of a heavy amount of debt, and, for the last two years he has devoted himself to its consummation with untiring energy, and the complete success that at last crowned his labors must be highly gratifying to his feelings. Messrs. Blake and Palmer are citizens of the State of the highest standing and capacity; and respect, that the selection of members of the Board is as judicious and fortunate as could have been made — we see not how it could have been improved. — They enter upon the discharge of their duties in a few days. The only official act they have yet performed, we believe, is the appointment of J. L. Williams of this City as Chief Engineer; an appointment tht will meet the hearty approval of all.

*Fort Wayne Times & People's Press*  
July 3, 1847

Doyle and Dickey's Packets. - This line of packets plies regularly between LaFayette and Toledo, and Cincinnati, and we confidently believe that in all that constitutes excellence in a line of packets, this is not exceeded by any in the United States. The boats are all new, and of the very first order — the teams are of the best kind — and the Captains are Gentlemen. What more could an intelligent and reasonable public require.

Arrangements have been made to arrive at this place, going east before dark.

DICKEY, DOYLE, & DICKEY'S  
Daily line of new and  
Splendid Packet Boats

Ohio,	“	“	Capt. Smith,
Indiana,	“	“	“ Alvord,
Illinois,	“	“	“ Hubbell,
Missouri.	“	“	“ Scott

Running from LaFayette, Ind. To the Junction of the Wabash & Erie and Miami Canals. — There connecting with Doyle & Dickey's daily line of Packets from Cincinnati to Toledo, carrying the U. S. Mail.

Leave Lafayette at 10½ o'clock, A.M. every day — running through to Toledo in 60 hours, and to Cincinnati in 84 hours.

Passengers from St. Louis across to Lafayette, Ind. Can there take a packet boat to Toledo, and no detention caused by changing from stage to boat. This route is the shortest, cheapest, best and most expeditious for persons visiting the eastern cities. The boats connect at Toledo with the first class of steamers for Buffalo, Detroit, and Chicago.

Fare from Fort Wayne to Toledo,	\$3.25
“ “ Cincinnati,	6.75
“ “ La Fayette	3.75

Leave Fort Wayne, going east at 7 o'clock P.M.  
“ “ west at 10 “ “  
For passage apply to the Captains on Board

*Fort Wayne Times & People's Press*  
July 10, 1847

Whitewater Canal. - The Cambridge City (Ind.) *Revelle*, of the 9th inst, states that the repairs on the Whitewater canal are progressing rapidly; the whole work is under contract, and a heavy force is employed along the line. We are informed that all repairs will be completed by the 10th July, at which time the water will be let into the canal. The water will be let in at Cambridge City about the 16th inst., when the person having the contract will commence repairing the feeder dam, and complete it in a few days. The people along this line of canal will be much gratified to hear that they will have an opportunity o sending their summer and fall crops to market through this channel The resumption of business affairs will be good for the business portion of our citizens, especially those living in the lower part of the city. — *Cin. Com.*

*Fort Wayne Times & People's Press*  
July 10, 1847

Mr. Ewing and the St. Mary's Canal. - The *Sentinel* charges the defeat of this measure to the “selfishness” of Mr. Ewing, in endeavoring to make the Western Addition its termination. We shall see.

On the 11th of February a joint Resolution from the House, on the subject of the St. Mary's Canal, was read a first time in the Senate. On motion of Mr. Ewing, of Cass., it was read a second time, and passed to the orders of the day; and although he made several attempts to reach it, he could not do so, and it was left among the unfinished business. — See Journal page 151.

As we have said, it reached the Senate on the 11th of February, and the Legislature adjourned on the 18th. So it lost a final action, by unfortunately getting into the Senate only a few days before the adjournment of the Legislature, and behind a vast amount of other business that had precedence by the rules. Mr. Ewing of Allen had been out of the Senate, by reason of sickness, from the 15th of January, and was not expected to live. His Physician had positively interdicted all communications upon public business and his family had been sent for. His name will not be found in the Journal from the 15th of January to the close of the session, nor was he in the Senate Chamber during that time. And yet he is charged with the defeat of this Joint Resolution, that reached the Senate seven days before the adjournment.

This might be sufficient refutation to the

charge, but to show its utter groundlessness and mendacity, by reference to the Journal, page 379, January 11th, (about the last act of Mr. Ewing that session.) be offered a resolution proposing to unite with Ohio in constructing a canal up the St. Mary's river. — After he was taken sick, Mr. Ewing of Cass, (whom W. G. Ewing had requested to take charge of his business, ) reported from a select committee upon petitions from the citizens of Allen and Adams, for said canal, and also a joint resolution for the same purpose. And although this got a second reading, and was in the Senate a week before Dr. Thompson's joint resolution for a survey from the House, yet it failed of a final hearing, being too late in the session. Had it been acted upon it would, beyond doubt, have been defeated, as were all new surveys and projects, the State being then utterly bankrupt. The resolution from the House proposed a survey merely; Col. Ewing's proposed to unite with Ohio in a canal up the river from Ft. Wayne — these resolutions did not in the least conflict with each other. They were intended to effect the same object. Col Ewing of Cass. Was in favor of both, and exerted himself to the utmost for the success of both, as W. G Ewing would have done, had he been able to be in his place. But when these resolutions were before the Senate his life was despaired of, and he knew nothing about them any more that if he had not been in existence. — And yet he is held accountable in some quarters for the defeat of this measure! Such perversity and recklessness cannot injure him with an intelligent community.

*Fort Wayne Times & People's Press*  
July 17, 1847

Clear At Mud. - The following luminous passage occurs in the Report of Mr. LUCAS, late Superintendent of the Wabash and Erie Canal. How could a hundred and fifty grave Legislators have the effrontery to laugh at such a specimen of concentrated wisdom — so much in a nutshell — and then vote the author out of office besides? Hear him —

“The whole amount of tolls the coming year can with safety be estimated at \$150,000; a net income of sixty-six per cent, over repairs, which are at this, of all times that have been or will again, after the period of five years next succeeding, in the dilapidated state of the old wooden structures, most costly.”

*Fort Wayne Times & People's Press*  
July 31, 1847

The *Sentinel* says that if the people wish a grant of land to complete the Northern Canal, the likeliest way to get it would be to elect Mr. Rockhill. This is a strange conclusion. Is it reached, because of Mr. Rockhill's thoroughly useful business habits and capacity as a state Legislator, and Senator? Or is it because he proclaims

through his organ, the *Sentinel*, that it is “demagoguery” to think of such a thing, or ask for it, or agitate it?

But, says the *Sentinel*, “he” is a supporter of an administration.” Yes, he is a supporter of an administration that vetoes every cent that is appropriated fro the improvement of the country, because such appropriations are unconstitutional, and the money is wanted to prosecute the war — he is the support of an administration that can find plenty of constitutional power to serve the Devil, but none to serve the country. All the advantage that the support of such an administration gives Mr. Rockhill; for he literally “goes it blind.”

*Fort Wayne Times & People's Press*  
July 31, 1847

MESSRS. EWING & ROCKHILL - DEBATE AT DECATUR.

Saturday the 17th of July came, and with it quite a large number of the citizens of our county, to hear the speech of Wm. G. Ewing. Long before the hour arrived, his competitor Wm. Rockhill, Esq., alias “Corn Planter,” made his appearance in town, taking our citizens all aback by the suddenness of his advent. The object of his visit was the topic or remark until about the hour of two, when Mr. Ewing arrived and repaired to the court house, where a goodly number had already assembled, for the fulfillment of his appointment. Here was also found Squire Rockhill with a bundle of documents before him in the shape of Senate Journals for 1839 & '40.

[Our Correspondent then goes on to give a luminous and full synopsis of Mr. Ewing's speech, but which we regret we have not time to put in type, and then proceeds:]

When Mr. Ewing resumed his seat, Mr. Rockhill rose and remarked, that it was by accident he appeared before them today — that he could very rarely learn Mr. E's. appointments — that he had been chasing him all over the four northern counties, and could never catch him; but was always about a day behind him — that his “old mare” was a “first rate old fellow” and “stuck her head and tail right straight out.” &c. &c. After this splendid exordium, he commenced readying from the Journal, to show that it was through the selfishness” of Mr. E. that the St. Mary's canal bill was defeated; but Mr. E. just modestly suggested to the Squire, that he was “barking up the wrong sapling,” that he was reading in reference to the widening of the St. Jo. Feeder, and that he [Mr. E.] was not in his seat in the Senate during the pendency of that bill; but was lying upon a sick bed, and not expected to live. Mr. R. answered that be it “reckoned” he discovered what he was about; that “Mr. E., defeated the bill any how,” and that he was “suspected of selfishness,” in the matter at the time!! He then mounted that other doubtful little hobby,

the "Coon Skin Bill," and rode it one or two rounds showing some tall specimens of horsemanship, and ground and lofty tumblings; but the audience soon became tired of the "sport of the ring," and began to leave the house.

I find I shall have room but for little more suffice it to say, that Judge Ewing fully met the most sanguine expectations of his friends triumphantly sustain his former reputation for ability and experience as a politician, while the friends of Mr. Rockhill appeared crest-fallen and dejected although he told them "My name is Haines." — if murdering the King's English was a capital crime, poor Rockhill would have felt the halter long ere this, and in reference to the literary character of his speech, I cannot better concur than in the words of a devout bard and man of letters: —

Ye monsters of the bubbling deep,  
Your maker's praises sprout,  
Ye codlings from your caverns peep  
And wag your tails about.

CHRONICLER

*Fort Wayne Times & People's Press*

July 31, 1847

W. & E. Canal Land Interest.

Notice is hereby given that I will attend to the receipt of Canal Land Interest at the following times and places:

At Huntington, Sept. 3d.  
At Fort Wayne, Oct. 18th & 19th

At the latter place I will receive money due for lands in the counties of Allen, Kosciusko, Noble, and Whitley.

In all cases the land owner will produce his last year's receipt, and be prepared with the exact amount of money due, as I cannot make the change. The forfeited lands can only be redeemed at this office.

J. W. WRIGHT Canal Land Office, Logansport, July 23d, 1847

*Fort Wayne Times & People's Press*

August 29, 1847

FORT WAYNE CITY - Last week we talked a little about Jamestown seeds and Dog fennel, but that was only intended as a little pleasantry and pretty broad hint to our City Officers to keep the street clean — we have no such stuff growing in the business part of our City; on Columbia and most of the other business Streets, you could not find weeds enough to fill your eye, but in the back streets the thing is a little different — every thing indicates a growing and prosperous state of affairs here; the warehouse now nearly completed, of the Messrs. Comparett at the eastern basin, will vie with any for size and convenience in the State, and our neighbor P. PO. Baily, has one in progress of erection across the Canal no way inferior — Kaiser and Avaline, have now under

roof their elegant and commodious three story Brick Store and Major Edsall, has put up another three story, that would do credit to any City — the splendid new Brick First Presbyterian Church when finished will do honor to the State and redound to the credit of those immediately interested in its completion; the German Presbyterians have added a beautiful Steeple to their Church this Spring, and for beauty of proportion and style of Architecture, is surpassed by any in the City — Mr. Lauer, the able architect is entitled to much praise. — the Lutherans have the tallest Steeple and when finished, we think, the largest Church, but they have need of it, for they have a very large Congregation — the Methodist female Seminary now in progress of erection at the West end of the City will, when completed, be the most splendid affair of the kind West of the Allegheny Mountains, but the handsomest situation in the whole City, is owned by the Catholics, and when they shall have built their new Church, they can justly boast at the most beautiful place in the State — and here allow us to suggest to all those gentlemen interested in these affairs, to plant ornamental trees in front, at the sides, and all around their Churches, nothing is so refreshing on a warm day as the delightful shade afforded to those who come to worship, and nothing adds so much to the solemnity of the Sacred Ceremonies, as the low whispering of the Gentle Zephyr, as it plays among the dark green foliage of the trees., and gently fans the cheek of pious beauty.

*Fort Wayne Times & People's Press*

September 11, 1847

Canal Lands. - It will be observed that the list of delinquent Canal Lands advertised in this paper are all West of Tippecanoe. It does not include any lands in this region.

*Fort Wayne Times & People's Press*

September 11, 1847

RAILROAD - PLANK ROAD - ROAD LAWS.

Adjourned Meeting. — Pursuant to adjournment, a meeting was held at the court house in this city, on Saturday evening, August 28, Allen Hamilton, Esq., in the chair, and Thomas Tigar, secretary.

H. McCulloch, Esq., from the committee appointed at the previous meeting to prepare resolutions, &c., reported the following:

The Committee appointed by the meeting, of which this is the adjournment, to prepare resolutions expressive of the views of the citizens of Fort Wayne and Allen County upon the following subjects:

1st, The action of the late Muncietown Convention;

2nd, The Fort Wayne and Lima Plank Road;

3rd, The improvement of the roads in this

County generally:

Now offer, the following resolutions, for the consideration of the meeting.

*Resolved*, That we disapprove of the decision of the late Muncietown Convention, that the Madison and Indianapolis Rail Road should be continued through Muncietown, to Bellefountain in the State of Ohio, instead of some point on the Wabash and Erie Canal.

*Resolved*, That the course of said Convention in admitting to its deliberation citizens of Ohio, and in refusing to entertain a motion of our delegates for an adjournment made for the purpose of giving the citizens of Indiana interested in the extension of the Madison and Indianapolis Road, a full and proper representation at some future day, — given great ground for the opinion, that the action of said Convention had been previously prepared to forestall public sentiment, in utter disregard of the true interests of Indiana.

*Resolved*, That the interests of the State in general, and those of central and northeastern Indiana in particular, require that the Madison and Indianapolis Rail Road should be continued to some point of the Wabash and Erie Canal, and that the people of Indiana have to correct a perception of their own interests to permit the terminus of that road to be in another State.

*Resolved*, That the situation of Fort Wayne on the eastern division of the Wabash and Erie Canal, its great local and commercial advantages, together with the fact that the country between it and Indianapolis, is one of the richest and most productive sections of the state, must convince every disinterested mind, that it is the point at which said road should terminate.

*Resolved*, That our Senator and Representatives, and others interested in this great enterprise, be requested to exert themselves to obtain from the legislature, next winter, a liberal charter, for a railroad from Indianapolis to Fort Wayne.

*Resolved*, That the citizens of Fort Wayne and Allen County hereby pledge to all interested in this enterprise their best and united efforts, for its commencement and completion.

*Resolved*, That while we thus pledge our means and energies to effect at the proper time, a union, by Rail Road, of the Ohio River and the Wabash and Erie Canal at this point, we will relax no effort to improve the roads which connect Fort Wayne with the country which is naturally tributary to it.

*Resolved*, That a committee of Five persons be appointed by this meeting, to solicit additional subscriptions of stock to the Fort Wayne and Lima Road Company, from citizens of this county and the counties through which the projected Plank Road is to pass, and that if this enterprise fail it shall not be owing to a want of spirit and liberality on the part of Fort Wayne.

[The chair appointed H. McCulloch, P. P.

Baily, R. E. Fleming, H. Mason, and S. Edsall, said committee.]

*Resolved*, That the improvement of roads connecting Fort Wayne with the surrounding country is a matter of vast importance to every one of our citizens, and that to effect this object, all should contribute according to their interest and means.

And whereas it is understood, that certain merchants, property holders and others of this city and county decline contributing anything towards such improvements, thereby throwing upon others, the entire burthen, a part of which they should themselves bear; therefore

*Resolved*, That it shall be the duty of the Committee who may be appointed by this meeting or otherwise, to submit subscriptions for the improvement of the roads connecting Fort Wayne with the surrounding country, to make out a list of the names of the merchants, property holders, and others, as refuse to contribute for such purpose, and hand the same to the Editors of the Times and Sentinel for publication.

*Resolved*, That the Auditor and Treasurer of this county be and they are hereby requested to prepare a report, for the action of some future meeting, and for publication in our newspapers, of the amount of the annual road tax, as assessed and paid or worked out, in this county, and also such facts as go to show that the money raised is judiciously or injudiciously expended, and whether any amendments of existing laws and what are necessary, to effect the object for which such tax is imposed.

On motion of W. Rockhill, it was resolved that the resolutions be read and acted on separately.

After speeches from Mr. Baily, Judge Hanna, Mr. Sweetser, Mr. Kiser, and others, on the amount of road tax assessed in this county, and the manner of its expenditure, the resolutions were severally read and adopted.

Mr. Fleming, from same committee, offered a series of resolutions providing for the appointment of a committee to ascertain the amount of business done and capital employed by the business men of the place — the probably increase of the same, if the railroad or plank road should be constructed, the amount of real estate owned, and its probably increase in value if such improvements be made, &c, &c. Said committee also to assess the amount of stock that each individual ought to take in proportion to his means, and submit a report thereof to the public.

After an animated debate in which Messrs. Fleming, Hanna, Rockhill, McCulloch, Church and others participated, the resolutions were passed; but upon consideration were rejected.

On Motion of Mr. Stophlet,

*Resolved*, That a committee of three be ap-

pointed to wait on the county commissioners at their next session, and solicit an appropriation for bridging the Bluffton Road. — The chair appointed Messrs. S. Stophlet, M. Jenkinson, and S. Church said committee.

Judge Hanna, offered a resolution for a petition to the Legislature asking authority for the county commissioners to subscribe for stock in the Fort Wayne and Lima Plank Road, which after some debate was withdrawn.

On motion Mr. Church,

*Resolved*, That when this meeting adjourns it adjourns to meet again on Saturday, Sept. 11th, at 10 A.M. and that notice therefore be given in the papers, and the citizens of the country generally be invited to attend.

On motion Mr. Tigar,

*Resolved*, That a committee of three be appointed to prepare a report showing the practicability and necessity of the railroad from Fort Wayne to Indianapolis; the probable amount of business to be done on it, prospect of the stock's yielding a fair interest, &c. That said report be published in newspapers of this City and in the eastern cities that the committee take such other means to ensure the completion of the work as may seem advisable; and that they prepare petitions to be circulated in the different counties on the line of the proposed work asking the Legislature for a charter.

The chair appointed Messrs. P. Heaguard, S. Hanna, and H. McCulloch said committee.

On motion, the chairman, A. Hamilton, was added to the committee.

On motion, resolved, that the proceedings of this adjourned meeting be signed by the Chairman and Secretary, and published in the Fort Wayne Sentinel, and Times & Press.

On motion, the meeting then adjourned.

ALLEN HAMILTON, Ch.n. THOMAS TIGAR, Sec'y.

*Fort Wayne Times & People's Press*

September 11, 1847

THE CANAL AND THE LAKES. - Oh! What a 'solitude' the canal has been this season! And the lake — what a 'waste of waters!' — All for the want of a United States Bank. — When, O, when, will prosperity return to our dearly beloved but totally ruined country? Immortal EWING — shade of BIDDLE, tell us when. — *Buff. Republic*

These fellows administer their political nostrums to the country, and then, because the energy and enterprise of the people rise above their deleterious influence — because the people prosper in spite of their quack prescriptions, and insane management of the affairs of the country — they cry out, "behold the wisdom of our measures? The prosperous working of our

policy!!

The progress of the country may be retarded for a time; but it cannot be turned back, even by loco-foco misrule. If in the wisdom of Polkery, they were to abolish all the improvements of the age — arrest the telegraph, annihilate steam, demolish the factories — and in addition to these involve the county in a debt of thousands of millions and leave the bodies of one half our young men withering to mummies under the burning sun of Mexico — the country would rise from the calamity, and go on and prosper. Then, as now, we should hear demagogues exclaiming in irony and ridicule, "When, O, when, will prosperity return to our dearly beloved, but totally ruined country? Immortal EWING — shade of BIDDLE, tell us when."

*Fort Wayne Times & People's Press*

September 25, 1847

The people of Delphi have held a public meeting for the purpose of protesting against taking the water from that town to be used on machinery at Lafayette. They allege that while the mills at Delphi have been stopped by order of those having charge of the matter under the pretense of wanting this water to feed the canal below Lafayette, it has been used to propel machinery at the latter place. They resolve that they will at all times be ready to resort to physical force if necessary, to prevent a conversion of the water from this place (Delphi) to Lafayette, for the purpose of propelling machinery.

*Fort Wayne Times & People's Press*

October 9, 1847

We learn from the *Eagle*, that the contract for constructing a canal around the Rapids of Grand [Maumee] River has been let, and the work is to be completed forthwith. The object of the canal is "to secure ample facilities for navigation, and besides afford a vast water power" When this work is completed, the water power of Grand Rapids will be immense.

*Fort Wayne Times and Press*

October 28, 1847

*Canal Trustee*. It will devolve upon the Legislature, at its ensuing session, to elect a Trustee of the Wabash and Erie Canal, in the place of Mr. Palmer, who holds his appointment from the Governor. Mr. Butler is the non-resident Trustee, and Mr. Blake, the resident Trustee on the part of the Bondholders, resides at Terre Haute. This being the case, it seems just and proper that the other Trustee, who is to be elected by the Legislature, should be located on the eastern portion of the Canal; and we know of no one whose election would give more satisfaction to the people of the State generally, or who would discharge the arduous and responsible duties of the station with more ability and fidelity, than our re-

spected fellow citizen, Samuel Hanna. Judge Hanna has been long and largely identified with the interests of the State, and is entirely familiar with all its policy; particularly with its canal policy, from its inception to the present time. He has served several years in the Legislature, and been employed in other public capacities, in all of which he has acquitted himself to the entire satisfaction of his constituents. — We believe, moreover, that the idea of this Wabash and Erie Canal originated with him, and he was its earliest and most efficient champion. In the very commencement of its construction he was one of the Commissioners, and much of the laborious duties of that responsible place devolved upon him — how they were discharged, the success of the project is the best evidence.

Upon the whole, as no better selection could be made, we hope to see him elected Trustee.

*Fort Wayne Times & People's Press*  
November 11, 1847

**WABASH AND ERIE CANAL.**— We are gratified in stating, (says the *Terre Haute Express*) that navigation on the Wabash and Erie Canal, has been opened as far south as Lodi — the mouth of Coal creek, on this great State work. The Canal boat, *Planet*, reached Lodi from Toledo, on the 27th ult., and marks another era in the history of the progress of this Canal. This lower division of the Canal, from Covington to Coal creek, making fourteen miles, has been finished and brought into use since the Canal passed into the hands and under the charge of the Board of Trustees, and brings Canal navigation to a point only thirty-six miles north of this place, and from that point to Terre Haute, the whole line is under contract and the work in progress. In this connection we may state, that a large number of additional laborers could find work on this line during the ensuing winter, at fair wages, and prompt cash payments.

JESSE L. WILLIAMS, Esq., authorizes us to state, for the information of Produce Shippers, that they may safely rely upon having **FOUR FEET WATER** throughout the Canal from Lodi to the lakes, on the opening of navigation next spring.

We notice from the *Perrysville Eagle*, that the arrival of the *Planet* at Lodi, was made the occasion of general rejoicing along the lower part of the line. Citizens from Perrysville, Eugene, &c., were on board, a handsome dinner was prepared, which was partaken of by ladies and gentlemen, and the day passed away in general festivity. We hope the same spirit will be kept up as every section of the Canal is brought into use, until one grand army may meet to celebrate the union of the waters of the lake with those of the Ohio.

The winter stock of merchandise intended for this place, which have been bought in New York, are all arriving by the Canal route, which must considerably

increase its tolls, and as every mile is finished, more business will be added to the Canal; and when shipments from this part of the country are made both ways, the State will then feel the immense value of this great western work, and producers will realize a profit from their toils, to which they are now strangers.

*Fort Wayne Times & People's Press*  
November 11, 1847

**Heavy Rain.**— On Sunday night last this place was visited by a most severe rain, accompanied by vivid flashes of lightning and tremendous peals of thunder. The approach of the storm was sudden and quite unexpected. At half past nine in the evening, the sky was clear and the atmosphere serene; and at one in the morning the cellars and cellar kitchens of those citizens living in low places along Tan Yard Run, were filling with water. The culvert under the canal, and those under Main and Berry street were totally inadequate to discharge the immense rush of water, and each operated partially as a dam, flooding the lots above it. We have never seen the water in the run so high but once before in eleven years. It soon ran off, however, leaving the citizens to clear out their basements at their leisure.

*Fort Wayne Times and Peoples Press*  
November 18, 1847

**Great Freshet.**— A Dayton paper of Thursday says:

**Breach on the Canal.**— We understand that the canal is badly broken near Troy. It is said it will take a week to repair the breach.

The Miami continued rising the whole of Tuesday night. At daylight it was at a stand, and slowly receded during yesterday. Persons crossed from the old bridge to the new levee in a skiff, as the water was too deep to ride.

At the Third street bridge, between the embankment and the levee, the water was three feet deep.

This sudden and unexpected swell in the river, was within about four feet of the great rise on the first of January last.

Much damage has been done to the corn in the bottoms, as large quantities remained in the fields.

The *Hamilton Telegraph* of the 11th says:

On Monday night and Tuesday forenoon, the Miami river at this place rose very high. The damage to farmers on the bottom lands along the river is very great. An immense amount of corn, and a great number of hogs, have been swept off. Many farmers, on Four and Seven Mile Creeks, have sustained very considerable losses. The damage in the immediate vicinity of Hamilton, is very little. The Miami canal has sustained more injury, but not enough to impede navigation.

The White Water canal sustained great injury, and the losses to farmers below have been greater than



above this place. The White Water streams rose higher than ever before known, and the damages to millers, farmers, &c., is greater than ever sustained by any previous floods.

We have not heard whether the flood has been so great on the Little Miami, but we presume it has, and the damage very great.

The *Hamilton and Rossville News* says:

Since Sunday night we have had an unusually heavy rain for the season, and the waters have risen to an uncommon height, with great rapidity. The Miami, at this place, rose within four feet five inches of January last, which stand above all others. It has subsided since, but very slowly. For so great a rise at this season, the damage done seems to be small. The greatest loss we hear of, is the new bridge at Enoch's, above Middletown, which was only partly raised, one span being on the trestles, and the other timber within reach of the water. Still there must be great injury done to the corn crops in the low lands. Some hogs have been seen passing.

*Fort Wayne Times and Peoples Press*  
November 25, 1847

W & E Canal Land Interest. - Notice is hereby given that I will attend to the receipt of Canal Land Interest at the following times and places:

At Huntington, Sep 24,  
At Fort Wayne, Oct 16th & 19th.

At the latter place I will receive money due for lands in the counties of Allen, Kosciusko, Noble, and Whitley.

In all cases its land owner will produce his last year's receipt, and be prepared with the exact amount of money due, as I cannot make the change. The forfeited lands can only be redeemed at this office.

J. W. WRIGHT. Canal Land Office, Logansport,  
July 23, 1847

*Fort Wayne Times and Peoples Press*  
November 25, 1847

Life on the Canawl,

A life on the raging canawl,  
A home on the raging deep,  
Where through summer, spring and fall,  
The frogs their revels keep,  
Like a fish on a hook I pine,  
On this dull unchanging shore —  
Of give me the packet line,  
And the raging canawl's dread roar.

Once more on the deck I stand,  
The horses trot off the land,  
And the boat follows close abaft.  
We shot through the turbid foam,

Like a bull frog in a squall —  
And like the frogs, our home,

We'll find in the raging canawl.

The sun is no longer in view,  
The clouds have begun to frown,  
But with a bumper or two,  
We'll say let the storm come down.  
And this song we'll sing one and all,  
While the storm around us pelts,  
A life on the raging canawl!  
Oh, we don't want "nothin else."

*Fort Wayne Times & People's Press*  
December 16, 1847

Vessel Building in the Maumee Valley. — This enterprise is on the increase here as elsewhere. Mr. B. F. HOLLISTER of Perrysburg, intends building a small Steamboat and another Schooner, to match the Robert Hollister, this winter. Mr. C. C. Roar is also building a large Schooner at the same place. At Maumee City, Messrs. SPENCER & MOORE are building a Steamboat of 800 tons burthen. A great number of canal boats are building at the different boat yards on the river. [*Toledo Blade*]

*Fort Wayne Times & People's Press*  
December 30, 1847

GREAT FLOOD IN CINCINNATI

Correspondence of the Times & Press  
Cincinnati, Dec. 13th, 1847

Dear Sir - The Ohio River at this point is within less than two feet of the high water mark of 1832, and it is yet rising. All the lower part of the city is under water, and the factories in that quarter have had to suspend operations, throwing great number of people out of employment. The Gas and Water Works have both been stopped several days, and the city is enveloped in Egyptian darkness.

Hundreds of families have been driven from their habitations, and the Churches, Engine-houses, &c. in the higher parts of the city have been thrown open for their temporary accommodations. Through the exertions of the Mayor and Marshall, a meeting was held at which some measures were adopted for the relief of the sufferers. Committees were appointed for the purpose of raising funds, and providing places for those who have been flooded out. Several houses have been seen floating down the river. The White Water Canal, nearly in its head, is over flown, and makes, with the river, but one sheet of water. I saw a skiff today, in full head-way passing down Columbia street, the most populous part of the city. Wood is \$8 a cord, and coal 25 cents a bushel. Great quantities of coal have been over flown.

Distressed families may be seen in all directions, rescuing their furniture, but having no shelter to cover them from the inclemency of the weather. The cold is intense — snow has been falling for two or three days, and continues to fall. When this great calamity will end Heaven only knows. D.W.T.

## 1848

*Fort Wayne Times and Peoples Press*

January 13, 1848

State Trustee - On the 23 ballot, AUSTIN M. PUETT, an ultra locofoco of Parke county, was elected, on yesterday, a trustee on the part of the State, under the provisions of the State debt bill of last winter. This result, will surprise the Whigs throughout the State. They struggled hard at the last August election for the ascendancy, and succeeded in sending a majority to the Legislature. It is truly mortifying, and will have a tendency to dampen their ardor in future contests. — They will ask themselves, why the necessity of electing Whigs to the Legislature, when they do not carry out our wishes after being elected? Until men who thus betray the trust placed in their hands by their constituents are held up as unworthy of their future confidence, just such results as that of yesterday will frequently occur. — *State Journal*

*Fort Wayne Times & People's Press*

January 13, 1848

Fire at the Junction. - We understand that a fire occurred at the Junction, on Sunday night last, destroying D. Columbia's Grocery Store, the Collector's office, Brubaker's Stable &c. Further particulars we have not learned.

*Fort Wayne Times & Press*

January 27, 1848

From Indianapolis, Senate Chambers, January 13th, 1848

Dear Sir: I have nothing, perhaps, worthy of your notice; but as Major Edsall is about to leave us, I concluded to drop you a line, and speak of things that you may not fully learn from the papers. And first. The Whigs are defeated in the election of Canal Trustee.

This was caused by the members from the "Pocket" having pledged themselves to vote for no many north of Terre Haute. Division, the usual cause of our defeats, have prevented us from succeeding, and unless our divisions can be in some measure healed, we shall always be beaten.

Our State Convention was tolerably harmonious. I watched its every movement with attention, and I deliberately assure you that as often as Mr. Clay's name was mentioned, the acclamations might be distinguished from those attending the mention of other names, as

distinctly as the roaring of majestic thunder from a volley of musketry. All pledged themselves to abide the decision of a National Convention. How imprudent, my esteemed friend, to rely upon a candidate whose life is in the midst of danger, where the glittering steel and hissing bullet have no respect for persons.

We get Washington news early, but I presume you have it before we could send it to you. Mark me — Benton will not fight Gen. Kearney. Jackson chased him all about Nashville. Scott is in a hornet's nest. Worth and Duncan are justly popular, and Pillow is not without friends. I have not heard any public sentiment — the opinion is my own. The South wing of the Democracy has retreated, New York has faced about, and we can beat them with any of the names we have presented, save Scott; he has enemies now, not only in the "rear," but all around. He is a tall man, but he has enough business of his hands.

I think our nominations for Electors, &C., pretty good.

Business is progressing in the Legislature, & I hope will be creditably brought to a close. The small pox (six cases, or more;) is here; but I think "a fire in the rear" will keep the members together.

I will have the pleasure to give you the news, if any occurs. No general measures of importance are before us. Adieu, my friend, E. M.

*Fort Wayne Times & Press*

January 27, 1848

State Trustee - On the 25 ballot, AUSTIN M. PUETT, an ultra locofoco of Parke county, was elected, on yesterday, a trustee on the part of the State under the provisions of the State debt bill of last winter. This result will surprise the Whigs throughout the State. They struggled hard at the last August election for the ascendancy, and succeeded in sending a majority to the Legislature. It is truly mortifying, and will have a tendency to dampen their ardor in future contests. They will ask themselves, why the necessity of electing Whigs to the Legislature, when they do not carry out our wished after being elected? Until men who thus betray the trust placed in their hands by their constituents are held up as unworthy of their future confidence, just such results as that of yesterday will frequently occur. — *State Journal*

*Fort Wayne Times & Press*

February 3, 1848

White Water Valley Canal - Gov. Whitcomb's Veto - The "White Water Canal" appears to be an unfortunate work. It belonged to the mammoth system of 1836, and upwards of eleven hundred thousand dollars had been expended upon it at the time of the general suspension of the public works. — Subsequently under an act providing for the transfer of the unfinished works, to companies that would undertake their completion in a speci-

fied time, this canal was made over to a company, upon the condition that it was to be completed from the Ohio river to Cambridge City by the first of March last. The company, accordingly, prosecuted the work with vigor, and it was finished, or nearly so, when the great flood of January 1847 came, and nearly destroyed it — damaging it to the amount, if we recollect right, of about a hundred thousand dollars. Under the pressure of this misfortune the company applied to the Legislature at its last session for relief, and within the last day or two of its sitting, a bill passed both houses, authorizing the Treasurer of State to loan to said company, for the term of five years, the State revenues to be collected for the year 1836, in the counties of Wayne, Rush, Henry, Fayette and Franklin, some \$50,400, on condition that the company should give satisfactory security for the repayment, and six per cent interest. This bill failed to become a law for want of the Governor's sanction. Without this aid, however, the company raised the means and repaired the damage done to the canal by the flood of 1847; after which during the past fall, another great freshet occurred in the White Water Valley, and left the Canal in nearly as bad a condition as it was before the then late repairs had been effected. The canal has, then, been twice very seriously damaged within the year 1847. The public have lost confidence in the work, and, it is understood, the means at the command of the company are exhausted.

Upon the back of all these disasters, at the opening of the present session of the Legislature, Gov. Whitcomb sent in the House, the bill that had passed at the heel of the previous session, loaning to the company the State revenues of those five counties, for the year 1848, with his veto. However, our feelings may be enlisted in favor of the company, on account of the energy they have manifested, and the misfortunes that have befallen them, we cannot but regard the reasoning of the Governor as a conclusive in the matter. In the first place, by their charter, the company was authorized to negotiate loans, and issue its bonds therefore, which were to be a valid lien upon the effects of the company in the order of their issue, and that the company had outstanding bonds against it, which would have had priority over this State claim, to the amount of \$112,000. Another reason assigned by the Governor for withholding his assent from the bill, and a very good one, too, is that an act had been passed and gone into effect, for the arrangement and final liquidation of the State debt, by which the State revenues were pre-pledged, — that the Agent of State was under the necessity of making a small temporary loan to meet the interest due last July, — that if this measure had taken effect he would have to have borrowed, in addition, the amount thus loaned to the company — that going into the money-market to borrow the first installment of interest to be paid under

the new arrangement, would have had a bad appearance, and would have destroyed the confidence of the bondholders, in its efficiency, and would have deterred many of them from surrendering their bonds; and finally, that it would have established a precedent, to be followed by other parts of the State, and large sums of money would thus be drawn from the State Treasury never to be returned, “as experience has proven that public money, invested in whatever manner in private enterprise, is but too frequently surrendered, or otherwise ultimately lost.”

These points, and others, are argued at length and with ability; and, although as we have already said, our sympathy is with the unfortunate company, we hope Gov. Whitcomb will never perform a worse official act than this veto.

The bill may become a law by the vote of a majority of all the members elected to both Houses, in defiance of the veto. We suppose, however, that such majority will not be obtained in this case.

*Fort Wayne Times & Press*

COMPARET HUBBELL & CO.

Forwarding & Commission

**MERCHANTS**

Fort Wayne, Ind.

We Receive, Store and Forward Goods by the  
Pittsburgh Fort Wayne & Chicago

The

Toledo & Wabash Rail Roads, And

By the Wabash & Erie Canal,

And Deal in all Kinds of

**PRODUCE,**

SALT,

FISH,

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**PORK, BEEF,**

FLOUR,

GLASS,

COAL,

&C. &C.

WE ARE ALSO AGENTS FOR FAIRBANK'S

**CELEBRATED SCALES,**

OUR WARE HOUSE IS WELL LOCATED ON

The Canal Basin,

February 3, 1848

From the *Wabash Courier*

WABASH AND ERIE CANAL. - The Annual Report of the Wabash and Erie Canal has been laid before the

Legislature. The Trustees say, that the number of bonds subscribed is eight thousand one hundred and forty-three, amounting to eight millions one hundred and forty three thousand dollars, the five percent on which has been paid, amounting to four hundred and seven thousand, one hundred and fifty dollars, all subscribed and paid on or before the first of November, 1847. A copy of the Report has been sent us, from which we extract the following:

STATEMENT

Showing the amount of moneys received and the disbursements made by the Board of Trustees of the Wabash and Erie Canal, from the 10th day of May to the 1st day of December, 1847.

RECEIPTS.

From what sources	Amount
Tolls, etc. up to Dec. 1st	\$ 77,742
05	
Lands east & west of Tippecanoe	5 , 1 1 5
00	
Lands in Vincennes ladv district	2 3 , 1 7 6
25	
Bondholders' sub., 5 per cent	4 0 7 , 9 6 0
63	
Treasurer of State of Indiana	<u>7 , 0 0 0</u>
00	
96	\$ 5 2 0 , 9 9 3
There has also been received for	
lands west of Tippecanoe	
in scrip	1 3 , 1 3 4
26	
East of Tippecanoe, in scrip	
Principal	42,909 70
Interest	<u>7,250 98</u>
	<u>50,159 68</u>
	\$ 63,293 93

DISBURSEMENTS

On what account	Amount
General expenses, including office expenses and salaries of trustees and clerks	\$ 5,449 67
Ordinary repairs of Canal	10,653 17
Extraordinary do do	6,166 78
Expense of; superintendence	1,337 79
Expense of surveys and engineering	1,631 85
Construction of canal between Covington and Coal creek	4,154 89
Construction of Canal between Coal creek and Terre Haute	5,382 00
Salaries and office expenses of Collectors	924 84
Expense of land office east and west of Tippecanoe	1,201 36
Expense of land office in Vincennes District	<u>508 60</u>
Total disbursement up to the	

1st December, 1847 37,382 46  
520,993 96

Leaving a balance on hand on 1st December, 1847 \$483,511 50

*Fort Wayne Times & Press*  
 February 3, 1848

DIED. - At her residence at Aboite, on Saturday last, Mrs. Maria Vermilyea, relict of the late Jesse Vermilyea, deceased, aged about 36 years. [canal contractor]

*Fort Wayne Times & Press*  
 February 3, 1848

The weather is exceedingly mild and pleasant for the season. The canal [Wabash & Erie] is free from ice, and the wood boats are running. We saw a few days ago a large pirogue from Lagro, as we understood, that had been to the Junction for goods which has been frozen in, last fall. From present appearances the ice-houses will be empty in the spring.

There is but little doing in produce; wheat old yesterday at 37½ — corn 23 — and oats at old rates.

*Fort Wayne Times & Press*  
 February 3, 1848

The Mails, again. - Mr. Post Master Stewart has handed us a latter from the Post Master at St. Mary's, dated Jan. 24th, the gist of which is contained in the first paragraph, as follows:

"A number of the People's Press dated Jan. 20th, '48, came to hand, in which is a communication signed by H. M'Culloch, dated Piqua, Jan. 2d'48, to Wm Stewart, Esq., uttering some unpleasant charges, not only against the P.M. at Toledo, but also against the P. M. at St. Mary's Some representations in this communication are perhaps correct — other erroneous. Whether the P.M. At Toledo has misconceived or neglected his duty, we will leave for him to determine; but that the P. M. at St. May's has "acted rather unkindly towards the people of Fort Wayne," and that "since the new arrangements has commenced, he has refused to send papers forward by their old route, notwithstanding he might have done so without making the mails too heavy," and when papers have been sent to him to forward by that route, "has has repeatedly returned them to this office," (meaning Piqua,) he denies altogether."

Then follows a somewhat lengthy explanation in regard to the management of the mails, for which we have not room, but which shows, as we had previously expected, that the contractor on the old Piqua route, conceived that he was exonerated from carrying the heavy mail between this place and St. Mary's, in consequence of the establishment of the Junction route by canal. However the agitation of the subject has been beneficial

already; for the missing papers, &c. , now begin to come along freely.

The want of proper bags appears to be the cause of all the difficulty, for which the P.M. at Toledo appears to be to blame. This letter says that a canvass bag, sent to his office from Piqua, as I am informed by the mail carrier, sometimes breaking open, a part of the mail is scattered by the way, &c.

But the want of bags could not have caused those that were in use to come to this place empty, while "cart loads" of mail matter for Fort Wayne and the north, were piled up at Piqua, as was often the case.

We suggested, some time ago, that the appointment of an agent to pas along the route from here to St. Mary's, would be of service in ferreting out delinquencies, and so it has proved. Mr. McCulloch, though on his own business, undertook the task, and the result is apparent already.

*Fort Wayne Times & Press*

February 17, 1848

GLORY TO OLD CAVE - We have received the morning's mail, Cincinnati, Dayton and Piqua Papers, between the dates of December 14th and 16th. The Post Office department is admirably administered. — *Toledo Blade*

Such things with us, have become so common that they excite no remark — hardly any notice. Instead of giving "Glory to Old Cave," we give it all to the Post Master at Toledo. We learn that, when the boats stopped running, the P.M. At Piqua was directed to call upon the P. M. at Toledo for horse bags sufficient to transport the mail from Piqua, to the Junction; and that he accordingly, required of the latter functionary, nine such bags. Instead of nine, however, he received the whole of one small bag. The consequence is, that he has, through the winter, been utterly unable to forward more than a portion of the mail matter belonging to the north, and that it has accumulated at his office "in cart loads." Can the *Blade* tell why the bags were not sent?

Since the above was in type, we have received the *Blade* of the 11th, with the following paragraph upon the same subject:

We shall soon be in possession of our delinquent Cincinnati papers. We had an arrival yesterday morning, under date of December 1st. Only 10 days, reader, from the Queen City. Certainly CAVE JOHNSON deserves well at the hands of all lovers of late news.

We are now receiving, by every mail installments of our Cincinnati papers for December. We begin to think the Toledo Post Master has sent on "them bags." We yesterday received Cincinnati papers of the 1st and 3rd of December. We did not estimate the time of transit at forty days, though.

*Fort Wayne Times & Press*

March 23, 1848

The Canal. - Mr. O. P. Morgan has been re-appointed Collector of Tolls on the Canal for this City, Mr. T. DeKay, Inspector and Mr. B. H. Tower Superintendent of Repairs.

WE are informed by the Superintendent of Repairs that the work necessary to be done on th Aqueduct across the St. Marys, will not be completed until Saturday, next, at which time the water will probably be let in, and navigation be opened to the Lake [Erie].

*Fort Wayne Times & Press*

March 30, 1848

The Canal. - A breach was made in the Feeder near the Aqueduct at this city, a few days ago, which has caused a temporary suspension of navigation on the Canal. But a short time, we understand, will be required to make the necessary repairs.

*Fort Wayne Times & Press*

March 30, 1848

We invite the attention of the traveling public to the advertisement of MESSRS. DOYLE & DICKEY's Line of Packets in another column. Arrangements have been made by which Boats will arrive here at daylight. The Boats on this line are commodious, fast-running, and commanded by urbane gentlemanly men.

*Fort Wayne Times & Press*

March 30, 1848

PACKET BOATS  
DOYLE AND DICKEY'S  
DAILY PACKET LINE.

THIS line of new and splendid Packet Boats will start fro m LaFayette on Monday March 27th '48, at 10 o'clock A.M. arriving at Fort Wayne at 6 P.M. going east. The Line at present consists of four Boats, on the 1st of May there will be an addition of three new Packets, forming a daily Line between Covington Ind. & Toledo Ohio

OHIO.....Capt. CLARK SMITH.  
ILLINOIS,..... W. N. B. HUBBELL.  
INDIANA.....G. B. ALFORD.  
MISSOURI,.....A. VAN NESS.

For particulars apply to the Captains on board,  
W. H. NOBLE, Agent

*Fort Wayne Times & Press*

March 30, 1848

FOR CINCINNATI DIRECT! - The fast sailing and well appointed Canal Boat NIAGARA, Captain C. S. SILVER will leave Fort Wayne for Cincinnati as soon as the water is let into the Canal. The Niagara having

large, well furnished Cabins and State Rooms offers greater inducements to the traveling public than any other Line Boat on the Canal.

CAPT. SILVER pledges himself that nothing will be unattended to that can in any way add to the comfort and convenience of those that may travel with him.

*Fort Wayne Times & Press*

March 30, 1848

We are requested by the Administrators to state that the Administrators' sale of the estate of Maria Vermilyea, dec'd, will take place at her late residence, on the 4th of April, next. [wife of canal contractor]

*Fort Wayne Times & Press*

April 4, 1848

We clip the following extract of a letter from Charles Butler, Esq., dated Feb. 28, 1848, from the *Tippicanoe Journal*:

"The New York Canal Board have reduced the toll on Indian Meal and Corn from 3 to 2 mills per 1000 lbs., per mile, being equal to a reduction of 33½ per cent, from the rates of last year. Two years ago they reduced the tolls on the same article 2 mills, which with this, makes a reduction of one half from the rates previously existing."

*Fort Wayne Times & People's Press*

April 20, 1848

The Canal. The Mails. - Our readers will excuse the non-appearance of the latest news in our paper this week, when they learn that we have not had an eastern mail for several days. We regret this much, but console ourselves with the hope that things will not remain so long.

We understand there was a break in the Canal a few days ago, near Piqua, Ohio, the extent of which we do not know, as all mail communication in that direction has been cut off for several days.

*Fort Wayne Times & People's Press*

May 11, 1848

From the *Indiana Journal*

Wabash and Erie Canal - Side Cuts. - It is rumored that some of the citizens of Warren County recently had a meeting and resolved that they would not pay any more taxes for the purpose of paying the State debt, until the side-cuts to the Canal are completed. We do not think there can be any truth in the rumor, as the State debt law provides a mode, by suit in Court, to enforce the contract entered into by the bond-holders.

The state debt law requires the construction of the side-cuts opposite Independence and Williamsport within eighteen months after the acceptance of the conditions of the act by the bond-holders. In their report to

the last Legislature, the trustees use the following language:

"To construct these side-cuts will require the construction of either six or eight locks, and the supply of water must be drawn from a division of the canal which is already deficient in water. Entertaining serious apprehensions that the immediate construction of these side-cuts and the locks connected therewith, might, on account of the use and unavoidable waster of water, seriously impair and probably destroy the usefulness of the main-line of the canal, and regarding as they do, the obligation resting upon them to carry out in its full intent the law creating the trust, and at the same time considering the paramount importance to the great object of the trust as well as to the people of the State, of securing and maintaining a full and perfect navigation of the main-line of the canal; the trustees are constrained in view of all the facts, and under a deep sense of their duty, to defer the construction of those side-cuts and locks until the measures adopted by them to secure a supply of water for the navigation of the main-line shall have been fully executed, and until it shall appear that the side-cuts and locks may be supplied without detriment to the navigation of the main-line; and in order, "that the chief engineer direct his attention particularly to that question of the supply of water and the probable effect of the side-cuts and the locks connected therewith upon the navigation of the main line; and that he report to the board at their next meeting or read as all the facts having a bearing upon this subject can be ascertained."

It will be for the interest of the bond-holders to carry out, as far as possible, the exact terms of the contract, and this being the case, we have no doubt they will do it. It is thought by the trustees that water sufficient to supply the side-cuts cannot be withdrawn from the main-line of canal without greatly impeding navigation. The reason why it cannot be, seems not to be understood by the people interested in these works. Without reflection, they come to the conclusion that it is a mere excuse on the part of the Trustees. An examination of the report of the Engineer would enable them to understand it. A sufficient supply of water cannot be afforded, because the canal, is not wide enough to pass the water. The canal is of the width required by law, and the question is, shall the bond-holders be compelled to enlarge it at their own expense for the purpose of enabling it to pass water to the side-cuts, or, whether, it being impossible to construct them without destroying the canal, it shall be done. We hope some plan may be devised which shall give satisfaction to all, as it is of the utmost importance to the State, that her compromise with her creditors be carried out in good faith.

*Fort Wayne Times & People's Press*

May 11, 1848

Death of Mr. Hannegan. - By this morning's mail we received intelligence of the death of the Hon. E. A. Hannegan, United States Senator from this state. Mr. H. recently left Washington on a visit home, and while out on a hunting excursion, accidentally shot himself. We are in possession of no particulars. [senator during canal era]

*Fort Wayne Times & Press*

June 8, 1848

The Freshet. - On last Friday night we were visited with one of the hardest rains that has fallen within "the memory of the oldest inhabitant." — From almost every direction we hear of bridges being swept away and vast amounts of property destroyed. At this place the St. Marys and St. Jo. were so swollen as to do much damage. The bridge across the St. Marys at the west end of the city is totally destroyed. Several streets in the city are damaged by the water sweeping across them.

The Canal, too, has suffered great injury; two breaches were made within a few miles of this city, east, one here, and one or two west. We understand that the Aboite Aqueduct has also sustained considerable damage of the extent of which, however, we have not been informed.

The repairs, we understand, are about completed and navigation will be resumed, perhaps today.

*Fort Wayne Times & Press*

June 8, 1848

NEW IRON MINE. - Mr. LEWIS HOUSE, of Carroll county, in this State, recently entered a tract of the Wabash & Erie canal lands, and he has discovered on it an iron mine, the richest, perhaps, in the country. The ore yields 80 per cent in some parts, and none has yet been discovered that yields less than 40.

*Fort Wayne Times & Press*

June 8, 1848

Mail Route. - Complaint is useless, effort is vain; we must submit to the decree of Old Cave Johnson, and be thankful for a semi-weekly mail hereafter, between Toledo and the Wabash. During the past year, it has been conveyed at ruinous loss to the Contractors by Messrs. Doyle and Dickey, but with no small gain to the department at Washington. They having struck for a higher price, the mail is restored to its primitive condition, and will hereafter be carried in a pair of saddlebags across the back of a Canada pony, at the rate of 3 miles per hour. We shall receive our Cincinnati and Wabash papers, letters, &c., &c., in installments, many of which will come long after they are due. And this is economy. The niggardly occupant of the Post Master General's chair, is willing for the sake of a few dollars gain to the department, to restrict one of the most important Post Routes in the northwest, to a miserable pony back con-

veyance, of twice a week. — This is done with a full knowledge of the fact that the route extends along the line of the Wabash and Erie canal, through some thirty villages, all of which are engaged in an active Commercial business, and dependant upon this mail for late news from the east and south. It is known also that the amount of business done upon the Canal, in grain, pork, lard, flour, and all the multiplied products of the three richest valleys in the northwest, exceeds six millions per annum at its eastern terminus. We venture to say that a greater outrage was never practiced by the Government upon the people, yet who shall gainsay the acts of President POLK's administratee. — *Toledo Blade*

*Fort Wayne Times & Press*

June 8, 1848

The Nicaraguan Canal. - The editor of the *Cincinnati Enquirer* has read a very interesting letter from Mr. Squire, our Charge to Central America, in relation to a ship transit between the Atlantic and the Pacific oceans, by means of the river San Juan and Lake Nicaragua. Mr. Squier is of the opinion, from a careful observation of both the river and lake, that the project cannot be successfully carried out. — The river is entirely too shallow for vessels of even moderate tonnage; nor will the lake answer for vessels of larger size. This would seem to end all hopes of having a ship passage in that quarter. A small canal would be of no consequence. To make a canal of a hundred feet wide by thirty feet deep, would require an outlay which, we suppose, will not be risked. This statement of Mr. Squire will add additional interest to the construction of the proposed railroad over the Isthmus, from Cruces to Panama.

*Fort Wayne Times & People's Press*

June 8, 1848

The Canal. - MR. O. P. MORGAN has ben re-appointed Collector of Tolls on the Canal for this City. MR. T. DeKAY, Inspector and MR. B. H. TOWER, Superintendent of Repairs.

We are informed by the Superintendent of Repairs that the work necessary to be done on the Aqueduct across the St. Marys, will not be completed until Saturday, next, at which time the water will probably be let in, and navigation be opened to the Lake.

*Fort Wayne Times & People's Press*

June 22, 1848

We take great pleasure in laying before our readers, the following interesting letter,

Exports of the Wabash Valley,

Fort-Wayne, April 20, 1848

Dear Sir: Since my connection with the Wabash and Erie Canal, I have devoted some attention to the subject of the trade and commerce of the Wabash Valley, for

which this Canal forms in part the channel of transportation. Through the assistance of gentlemen connected with the produce business residing at the various towns on the Wabash, (for whose polite attention I wish here to express my thanks,) I have been furnished with an accurate statement of the shipments south by the Wabash River, of all leading articles of produce, during the shipping season of 1847. From the reports of the collectors, I have, in like manner, gathered the shipments of produce north by the canal during the same year. Believing that a condensed statistical view of this subject, showing the amount of shipments from various points, the aggregate value of exports of the Wabash Valley, together with the proportion shipped by the canal and by the river, would be interesting to you, I have prepared the following statement:

1st. Of agricultural products shipped south by the Wabash River, during the shipping season of 1847, from all points between the dam at Delphi and the south line of Vigo county.

	Aggregate value
From Delphi and Pittsburgh,	\$ 29,551
“ Lafayette and vicinity	96,079
“ Independence (no ac’t received.)	
“ Attica	69,645
“ Williamsport	58,339
“ Covington and vicinity	68,681
“ Perrysville	45,401
“ Eugene and Vermillion river	100,422
“ Lodi and vicinity	36,040
“ Newport,	43,087
“ Montezuma, Armiesburg, Sugar Creek	107,857
“ Clinton	108,183
“ Terre Haute and vicinity	471,294
“ Darwin	<u>24,730</u>
Total,	\$ 1,259,309

2nd. Of agricultural products shipped north by the Wabash and Erie Canal during the season of navigation of 1847:

	Aggregate value
From Lafayette, including also Attica, Covington and intermediate points,	\$ 1,061,748
From Logansport, including Delphi, Pittsburgh and intermediate points,	325,035
From Lagro, including Wabash, Peru and other intermediate points,	220,586
From Fort Wayne, including Huntington and other intermediate points,	<u>298,898</u>
Total,	\$ 1,916,267

By a detailed analysis of the foregoing statements several interesting facts have been deduced, among which are,

1st. In respect to that portion of the valley ex-

tending from Delphi to Covington, inclusive, throughout which the exporter of produce has had free choice between the river and the canal as a channel of transportation, the canal shipments amount in value to \$1,224,264, while the river shipments amount to \$322,293, showing that a preference was given to the canal during the year 1847, in the proportion of four to one. Estimating the tonnage shipped in both directions the proportion is as five to one in favor of the canal.

2nd. Of the total value of exports by canal and river from the State line to the south line of Vigo county, amounting to \$3,174,576, the largest item is Wheat and Flour amounting to \$1,298,215, or near two-fifths of the whole; the next largest or second item of export is Pork, Bacon and Lard, which amounts to \$1,091,029, or near one-third of the whole export, while the next largest or third item of export is Corn, the total value of which amounts to \$564,710, or over one-sixth of the whole export.

3d. From that portion of the valley embraced in the counties of Tippecanoe and Fountain, the exports (Flour,) and the export of Pork and its products (Lard and Bacon,) are very nearly equal in value. North of these counties, Wheat appears to be the great staple, while south of them Pork is the leading production of the country. The opening of the canal south of Fountain county will doubtless increase the production of Wheat in that region, by affording a cash market at all seasons of the year.

4th. Estimating the trade of the Wabash Valley by its tonnage, it appears from the facts collected that the total shipments of produce south by the river from all points between the Delphi Dam, and the south line of Vigo county, amounted in 1847, to 40,119 tons; of which 33,008 tons descended the river in flat boats, and 7,111 tons in steamboats. The whole number of flat boats loaded with produce on the portion of river between the points names was 331. By the same mode of computations, it appears that the aggregate tonnage of the same items of produce shipped north by the canal during the same year, from all points east of Covington inclusive, amounts to 73,854 tons.

5th The total tonnage of the Wabash and Erie Canal, estimating the entire transportation in both directions, including exports and imports, together with the local trade, amounted in 1847, to 117,730 tons, of which 84,911 tons were shipped eastwardly towards Lake Erie, and 32,7708 tons were shipped westward.

It will be recollected that the whole country bordering the canal east of Delphi, has only recently changed proprietorship from the Indian to the White Man; and further that the improvement of this region has necessarily been tardy, from the uniform denseness of the forest, unrelieved by the facilities which prairies afford. The emigration flocking in to possess the new



lands in this region, has heretofore made a market at home for a portion of its productions, leaving comparatively a small amount for export. — These facts account sufficiently for the smaller aggregate value of exports from the towns above Delphi in comparison with those below the point. The race of red men who subsist only by the chase, refusing to cultivate the soil, having yielded this fertile country to an agricultural people, under a beneficent arrangement of Providence everywhere observable, the arm of the husbandman is now rapidly gaining the mastery over this forest; and the region of the Upper Wabash has already reached that stage in the history of its improvement, from which a large and annually increasing surplus product may reasonably be anticipated for transportation.

Below Delphi and from that point to the south line of Vigo country, the country in its agricultural improvement is much more advanced, and the aggregate value of its surplus, collected from transportation to distant markets is much larger, amounting as may be seen by the foregoing tables of shipment both by canal and river, to the immense sum of near two and a half millions of dollars. — This large sum of money is returned into the country in some shape or other, either as money or merchandise, as the earnings of our agricultural labor. And when it is considered that this surplus of production was gathered from a district of country only 120 miles in length with the river, and about 60 miles in width, being equal in area to less than one-fifth part of the State of Indiana, the result would seem to indicate a good degree of prosperity, and an encouraging increase of our permanent wealth. It may well be questioned whether an equal number of inhabitants on any part of the globe, after subsisting the home population, contribute more towards supplying the substantial articles of food for the world at large, than do the people residing in this section of the Wabash Valley.

I do not overlook the fact that 1847 was more than an average year in respect to the value of our exports — prices during that year ranging usually high. As regards the quantity of the agricultural exports, the difference between that year and others, would not be so material. The export of pork, lard &c., has been greater in 1848 than in 1847 — that of wheat and corn will probably be less.

With great respect your obed't servant,

J. L. WILLIAMS.

CHARLES BUTLER, Esq., New York

*Fort Wayne Times & People's Press*

August 17, 1848

Canal Break. - A serious break occurred in the Feeder, near this city, on Sunday evening last — suspected to have been wantonly made, with a view of keeping the State hands from the polls. — *Fort Wayne Sentinel*

The above is certainly one of the boldest and most reckless charges ever made in any civil community. That citizens, whose interests are identified as ours are in the canal, should be charged with "wantonly" making a breach in that canal for the purpose of securing a triumph at a county election is certainly a specimen on the most unadulterated impudence we ever read of. We know the editor himself much to be ashamed of what he has said, and we will not add to his mortification by further alluding to it.

*Fort Wayne Times & People's Press*

November 30, 1848

The Pork Trade. - A number of our merchants are making active preparations for the coming Pork season, any of them, we understand, designing to engage in the business largely. We have not yet ascertained what prices will probably be paid, but we have no hesitancy in assuring the farmers that as much or more will be paid at Fort Wayne, than can be received at any other point on the Canal, or in the State. — To these farmers having hogs to dispose of, we would say if you wish to obtain the highest and best prices, first hear from our dealers.

*Fort Wayne Times & People's Press*

November 30, 1848

A fellow came running and panting out of breath, after the canal packet, when under weigh. [way]

'Holoa, there! I want to get aboard.'

'Well why don't you get one off the fence!'

was the cool, but not very polite reply of the captain, as he ordered the driver to go ahead.

*Fort Wayne Times & People's Press*

December 7, 1848

Canal Meeting. - During the late term of the Noble Circuit Court, a large meeting of the friends of the completion of the Northern and Michigan Canal was held in the court house at Albion, when Wm. Shears, Esq. was appointed President, N. Ritter and D. Harsh, Esqrs. Vice Presidents, and Wm. M. Clapp and H. S. Towsley, Esqrs. Secretaries.

Addresses were made by E. Q. Webster, Wm. M. Clapp and others, in favor of the completion of the work.

A committee was appointed who retired and reported the following preamble and resolutions:

WHEREAS, It is essential that some means be speedily adopted that will afford the Farmers and Manufacturers of northern Indiana an outlet for their products — some means of communication with the rest of the world other than traversing the execrable "corduroys" which have rendered our State a byword; and

WHEREAS, we believe the unfinished Northern and Michigan Canal would, if completed, afford

such dissideratum, we therefore, without setting forth the many and cogent reasons existing for this step, as they must be apparent to all, do

Resolve, That we will individually and collectively, use all the means in our power to effect “a consummation so devoutly to be wished;” and that, while it is the duty of our State to assist in the prosecution of this great enterprise, should circumstances be such as to prevent her co-operation, we hereby make manifest a willingness, and a desire, if it be necessary, to be taxed to an extent sufficient to pay the interest on the monies necessary to complete the Canal, and any deficit which may exist thereafter in its revenues, implicitly believing that the almost innumerable benefits which will secure to us from the construction of the Canal, will more than compensate us for all such expenditure.

All of which were unanimously adopted.

A great deal of enthusiasm and determination was manifested throughout the whole proceedings; the meeting after ordering them published in all the papers of the district, adjourned with three cheers for Internal Improvements.

WM. SHEARS, Pres’t.

N. RITTER, D. HARSH, Vice Pres’ts

WM. M. CLAPP, H. S. TOWSLEY, Sec’rys.

*Fort Wayne Times & People’s Press*

December 14, 1848

[By Request] From the *Peoria (Ill.) Press*, Dec. 24

Extra Session - Canal, &c. - It is well known among our friends, that we have always been decidedly and warmly in favor of the earliest practicable completion of the Illinois and Michigan Canal, for we firmly believe that it will not only greatly promote the agricultural and other interests of that region or territory bordering on the line of the canal and the Illinois river, but will most favorably affect the interests of the whole State, aside from the relief of the treasury by the disposition of the canal debt, as arranged by the law for completing the canal. All our acquaintance — everybody, in fact — in this part of the State, is anxious, — we might say of many impatient, to see the canal completed, and they would doubtlessly regard any man as an enemy to their interests who would do naught to militate against an early completion of it. It must therefore be supposed that we are fully aware that it would be perfectly suicidal in us, relying on such a community for patronage, to say or do anything that would in reality in any way endanger the progress of the work upon that improvement, and he who would dare to construe what we may say before we close this article, into anything like hostility to the canal, or suppose that it may have a tendency to prejudice the work, will come wide of the truth and do us a great injustice.

There have been, in time not long past, some

harsh replies to those who dared to say any thing relative to the appointments of canal officers and their salaries, which seemed to us neither pertinent nor decorous; and if the answers, or what purported to be such, to inquiries on those subjects, were generally satisfactory, it is more than we are apprised of. Yet there seemed to prevail a disposition among the people to let matters pass, at least for a season, and we had hoped that all was well in the proceedings upon the canal, or at least that all would yet end well. But now, when no one attacks — when no one censures nor complains of the proceeding on the canal, there comes a cry from the line of that work that appears of dubious import. We are informed on good authority, that most of the managers or “wire-workers on the canal,” as they were called, were opposed and were doing all they could to prevent a call of an extra session of the legislature to apportion the representation of the State. Why so? Because, as they allege they fear that the legislature will repeal the canal law, or do something against the work amounting to about the same thing. Why do they fear this? If the proceedings on the canal have been faithful and honest, what are the grounds of such a fear? Do they presume that the legislature — the very legislators who passed the canal law — would be so unjust and unreasonable as to repeal it, without the most unequivocal evidence of some glaring and flagrant violations of the law? — without the most unquestionable proof of defaults, swindlings or other outrages? Have we not been told by the public press on the canal, and do we not all know the truth of it, that the people everywhere in our State are freely and cheerfully paying their taxes, — that the people throughout the whole extent of Illinois are prosperous, and that our increase in products and population is truly surprising? There is, then, nothing in the condition of the people that can lead those fearful spirits on the canal to apprehend that the legislature, if called together, would engage in the enactment of any law that would endanger the completion of that great improvement. And mark it is not the people who are opposed to the call of an extra session, but the “wire workers on the canal.” This was distinctly stated here a few days ago, by a highly respectable gentleman, who resides North and has a good opportunity of knowing public sentiment in the most populous part of the quarter. These facts will not remain concealed — any they should not be suppressed. We do not know that there have been any violations of the canal law, or that those under whose charge the work is progressing are wronging the State, but their conduct will certainly subject them to suspicion. People will suspect that there is something rotten in the state of Denmark, and if there be no guilt, we think, the persons alluded to are acting very foolishly, and the quicker they mend their ways the better it will be for them and the work under their superintendence. We know nothing of the Governor’s intention

in relation to the called session — he has not, we learn, expressed his views to any one on the subject; and if he is at this time undetermined as to the propriety of making the call, and is liable to be influenced by this cry of fear from the canal, he will quite as likely deem it most expedient, as a strong friend to the canal, that the abuse if any exists, should be at once ferreted out, or it there be none, that all unjust suspicions should be at once removed. Those persons of the canal, who express the fear referred to, are, in our estimation, pursuing the very course that will sooner or later lead to an investigation of their conduct, and if they be innocent, we should think they ought not to shrink from it, nor care how soon it may come on. Let justice be done.

So far as we have seen the returns of the State census, the present apportionment is exceedingly unequal, and it is now rapidly becoming more so, for the increase of population is still at its flood. Justice and republican equality alike call for a new apportionment. Moreover, the people throughout all the counties in this section of the State will opposed and vote against a call for a convention to re-model the constitution of the State if there is not made a new apportionment. — This we hear again and again, every day. — They are opposed to taxation without, or with a widely unequal, representation, and they are favorable to amending our State constitution, but they will not risk going into a convention except a new apportionment be first made.

*Fort Wayne Times & People's Press*  
December 14, 1848

Wabash & Erie Canal Land Scrip. - Our readers are doubtless aware, that the Trustees of the Wabash & Erie Canal, have, by a recent enactment of the Board, refused to receive White Dog (Canal Scrip) in payment for Lands and Interest, for both of which they are made receivable by law. The reason alleged by the Board for this refusal, is that they have already redeemed the amount which appeared to be outstanding by the books of the proper officers, when the Canal passed into their hands under the Butler Bill.

We regret this decision of the Board, both on account of the inconvenience and loss to which it has already subjected many of our citizens; but more especially, because taken in connection with other acts of the Trustees, it is calculated to provoke a hostility to the Butler Bill which may, ere long, lead to results deeply to be regretted by every one who feels an interest for the preservation of the faith and honor of the State.

We have given to this subject some reflection, and we can see no justification whatever of the course the Trustees have seen fit to adopt in regard to this Scrip. Admitting that they have already redeemed the amount outstanding "according to the books" when the Butler Bill became a law, it does not follow that they are

released from the obligations of redeeming the balance. Whether the officers of State have issued or re-issued this Scrip fraudulently, is a question about which the innocent holder has no concern. — By the law authorizing its issue the Scrip was made receivable for Canal Lands. Every dollar in the hands of innocent holders (and every holder is of this character unless it can be shown that he was a participant in the fraudulent issue) is a lien upon the lands. If the Agents of the bondholders have been deceived in regard to the amount of this lien, they must look to the State that deceived them, for redress. This is a question to be settled by the contracting parties — between the Trustees and the holders of the Scrip it can never be properly raised. The Trustees took the lands subject to all existing liens. They succeeded to all the rights and all the liabilities of the State. The State could not plead in bar of the redemption of any of this Scrip, that her agents had fraudulently issued a certain amount of it and that she had already redeemed the amount outstanding according to the books; neither can her successors, the Trustees.

This is so clear, that we can hardly attribute the action of the Board of Trustees upon this subject to anything else than a disposition, to shrink from their legal responsibilities and trample upon the rights of our citizens. But they greatly err, if they think they can do this with impunity. The conduct of their Clerk (to which it is believed was prompted and in which he was certainly sustained by the Board) in refusing to allow interest, in certain cases on Scrip, last year, by which many holders were largely defrauded, has not been forgotten; — they need only to continue to refuse Scrip for Lands and Interest, to raise a storm of popular indignation that will not be allayed until the Butler Bill, is ranked among "the things that were."

A large portion of the people of Indiana were opposed to the arrangement of our State Debt. There are not a few, who believed that this much lauded compromise, was conceived in sin and brought forth in iniquity. — It is a well known fact, that many persons high in office, and in the confidence of the people, urged this measure upon the Legislature, with all the influence they could bring to bear upon that Hon. body, who but a few months before, while in possession of all the facts in the case, had been the strongest and most noisy opponents, of any arrangement, that should recognize the liability of the State, to redeem those Bonds for which no considerations had been received, and it is difficult to account for their sudden conversion, on any principles consistent with their personal honor. We are, ourself, pretty well satisfied that the passage of the Butler Bill was effected, by an under current of influences, which if brought to light, would cover both the Agents and the tools with eternal infamy. — But the arrangement has been effected and we are not disposed to disturb it, if it can be

carried out in good faith on both sides. The Trustees will, however pardon us for suggesting that if there is manifested on their part a disposition to avoid proper responsibility and disregard the rights of the citizens, the new Bonds will soon be of less value than the old ones.

*Fort Wayne Times & People's Press*

December 14, 1848

Cattle and Hogs. - The Cincinnati Exchange Reporter, of the 1st Nov., has the following under its price current head:

CATTLE — Upon thorough inquiry, we find that her and in Covington, about 1400 head have been packed this fall for market. The supply this week is rather less than last, and prices are maintained. Extremes \$3a4.50. A sale of 19 head div. On 600 lbs at \$3a3.85. On Monday 120 do., embracing good and ord. At \$3.62½.

HOGS. — The great business of the winter has commenced — 850 head having been slaughtered for packing on last Thursday and Friday, and 700 yesterday About 5,000 head are arrived, and other lots are on the road now. We have only heard of contract within the week, which was at \$3.25 per 100 lbs net. Other lots have been offered since at same rate, without sale operators being disposed to wait for a more full development of the influences which are to affect the market, the extent of the supply — about which there is doubt — and less probability of scarcity; the condition of the Ohio; the state of money matters, &c. The preparations for slaughtering and packing are more extensive in Cincinnati and immediate vicinity, than ever before; but we do not look for so large a number of hogs here, given if they are in the country, as we had last season, as the facilities for cutting in the country towns are constantly increasing, and the facilities for transportation to our city, are also likely to be greater than last year, when the White Water Canal was not navigable.

A sale transpired yesterday, made on the evening previous, of 1300 Ky. Average wt. \$10 lbs. or over, to arrive Nov. 15th to 25th at \$25. This figure is claimed by both seller and buyer as the rate at which the other would operate.

*Fort Wayne Times & People's Press*

December 14, 1848

The Capacity of the West. - A writer in North American Review gives quite a glowing account of the capacity of the West. The sketch however, is by no means exaggeration. He says that of all the great products of the world, coffee is the only one which does not or may not grow there. — Take the people of Britain, Ireland, France, Holland, Germany, Italy, and Spain, and place the whole in the valley beyond the Alleghenies and it would continue to ask for "more." Ohio alone, without

staking a pit below the level of her valleys, could supply coal equal to the amount dig from the mines of England and Wales for twenty five hundred years; and Ohio is but a pigmy, in the way of bitumen, compared with western Pennsylvania and Virginia. Iron abounds from Tennessee to lake Erie, and forms the very mountains of Missouri and Arkansas. Salt wells up from secret store-houses in every north-western State. Lead enough to shoot the human race extinct is raised from the great metallic dikes of Illinois and Wisconsin. Copper and silver beckon all trusting capitalists to the shores of lake Superior. And mark the water courses, the chain of lakes, the immense plains graded for railroads use them. Already the farmer, far in the interior woods of Ohio or Indiana may ship his produce at his own door to reach Boston, New York, Philadelphia, Baltimore or New Orleans, and every mile of its transit shall be by canal, steamboat and railcar.

## 1849

*Dawson's Fort Wayne Daily Times*

January 4, 1849

Chronology of Cholera. - The following historical dates in Cholera may be both interesting and useful.

The Cholera broke out in the following places, at the dates annexed:

At Moscow (Russia) Sept. 28, 1830.

"Sunderland (Eng.) Oct. 28, 1831.

"Quebec (Amer.) June 8, 1832.

"New York, June 27, 1832.

"Philadelphia, July 30, 1832.

"Louisville, Sept. 18, 1832.

"Cincinnati, Sept. 30, 1832.

"Nashville, Dec. 18, 1832.

In Cincinnati the Cholera had ceased almost entirely on the 1st December, and there was one of it (unless perhaps two or three cases) during the winter of 1832-33. In April, or May next, it again broke out, and prevailed in Cincinnati with considerable severity during the summer. In the winter it was again silenced; but in the summer of 1834 again broke out; but in the latter part of the season was absent entirely; when on a certain day in October, it again burst out in a large number of cases in one night, after which it entirely disappeared.

Of its progress in the United States, the following facts are worth noticing. It landed at the Quarantine ground of Quebec, from an *emigrant ship*. It passed up the St. Lawrence to Montreal with the emigrants. It passed down the Champlain canal in *canal boats*. It passed along the Erie Canal in *canal boats*. It passed along the Lakes in *steam boats*. It broke out among the soldiers of Scott's Army, in *steam boats*. It arrived at Chicago. It passed with them to the Upper Mississippi. It reached Louisville in the *steam boat* Columbus. It

ascended the Ohio in *steam boats*. It arrived at Louisville before Cincinnati; at Cincinnati before Wheeling; and at Wheeling before Pittsburgh! Pittsburgh was but 400 miles by land from Philadelphia, and yet Cholera arrived at Pittsburgh by a circuitous *water course* of 3000 miles! But in that water traveling, it pursued steady *the line of passengers, emigrants and business*.

This fact is not to be got over by any theory, It signalizes the progress of Cholera in the United States more than any one thing.

*Dawson's Fort Wayne Daily Times*

January 4, 1849

The Ice on the Canal affords most excellent sleighing.

*Dawson's Fort Wayne Daily Times*

January 18, 1849

CANAL REPORT. - We have before us the Report of the Trustees of the Wabash and Erie Canal for 1848. Knowing that the people generally, and particularly in this portion of the State, feel a deep interest in the progress of this work, and are anxious to know what has been done by those into whose hands it was committed, we have concluded to occupy a portion of this and succeeding numbers of our paper with extracts from the Report. — Great and important interests are confided to the Trustees, and it is well the people should know what they have done and what is to be their course of conduct in the further prosecution of the work. They have in their charge the longest Canal in the world, running through our State from its north-east to its south-west boundary, together with the lands belonging to it, all of which has been pledged by the State in trust for the payment of one-half of her public debt. The portion which we copy to-day has reference to the side cuts in Warren county, and gives the reasons for declining to construct them as required by the act. Much local excitement has grown out of this question, but it seems from the scarcity of water on this division, the Board could not construct these sidecuts without destroying the navigation of the main line, and they have preferred the general to the local interest.

The Canal has been navigable during the whole season, from the State line to Coal Creek, a distance of 189 miles, and the supply of water has been ample, except on the lower division, between Lafayette and Coal Creek. On this division, owing to the short supply of water, boats could only carry out from one-half to two thirds of an ordinary load of grain during a period of several months, covering what is known as the dry season; and this has given rise to the most serious complaints on the part of those engaged in the business of transportation on the Canal, and has certainly constituted a considerable drawback upon its tolls and usefulness. The situation of this portion of the Canal, was fully ex-

plained in the report of the Trustees, submitted to the General Assembly at their last session, and also the measures adopted by the Board to overcome the difficulty in respect to the supply of water, and which were afterwards carried into effect under the immediate direction of the Chief Engineer. In the report of that office, herewith submitted, be explained fully the difficulties attending the supply of water in this division of the Canal, and how far the measures adopted by the Trustees have been successful towards removing them. These measures have been partially successful. The raising of the Dams at Delphi has secured the passage of sufficient water through the Lafayette level, and as far South as the Lock at Wea. The consumption of water on the long line of 48 miles thence to Coal Creek, is still found to be great, and including the water of the Perrysville side cut, requires more than the Superintendents have been able to pass through a forty feet Canal. With some further expenditure in puddling the Canal, at the points of greatest waste, the hope is indulged that they may furnish a better navigation during the ensuing year. The Trustees invite the careful attention of the General Assembly to the facts and statements contained in the report of the Chief Engineer, as they constitute the data — confirmed as they are by the personal observations and enquiries of the Trustees — in view of which they have been constrained to decide, that the construction of the side cuts opposite Williamsport and Independence, in the county of Warren, lying within seven miles of each other, and both of them connected with, and (if made) to be supplied with water from, this division of the Canal, would be attended with irreparable injury to the navigation of the main line; and the Trustees see no reason to hope that such side cuts can be made on that division, without such injury to the Canal, and they feel it to be their duty to express this opinion, in the most explicit manner, at the earliest moment after having carefully investigated and considered the subject, and sought for and obtained the requisite information.

With every disposition to meet the wishes and just expectations of those citizens who feel an interest in the construction of these side cuts, the Trustees have still to regard, as much, the interest of the class of the community engaged in the business of transportation, and also of the farming interest generally, in these counties South of Lafayette, whose agricultural productions are diminished in value by every hindrance to the free and full navigation of the Canal. The trust, as they conceive, was created for great and beneficent ends, which are to be effected by means of it, viz: the completion of the Canal to the Ohio River, and the establishment of a navigable communication thereby between it and Lake Erie, as well as the payment of one half of the Public Debt of the State, principal and interest, for which it is pledged, and its ability to meet which is dependent upon

that perfect maintenance of the main line, in which also consists its usefulness to the country through which it passes. The Trustees cannot for a moment lose sight of this in the execution of their duties.

Looking to the interest of Warren county along, the Trustees are unable to perceive that their course is not the one best calculated to subserve it. Their great and leading advantage, in common with the other Wabash counties, consists in obtaining first an uninterrupted and full navigation throughout the main line. There can be no question but the value of the grain in the hands of farmers, on the West side of the Wabash, was diminished during the past season from the want of a full depth of water in the main line, to an amount for exceeding the cost of its ferriage across this stream. The Trustees are of opinion that the true interest of the county of the West side of the Wabash, in reference to this question, and the interest of the Trust do not conflict. Both alike will be promoted by any judicious and feasible plan or mode of connecting the Canal with the fertile country West of the river, but with both, a perfect and sure navigation of the main line is the paramount interest. While the Trustees feel no hesitation as to their duty in thus preferring the leading and more general interest, connected with the great purpose and end of the trust, to the apparent neglect of objects that are ore local and subordinate, when the two obviously come in conflict, yet they freely own that they have been much embarrassed by these (apparently) conflicting requirements of the law. The incompatibility of these minor provisions with the great design of the law, is attributable, no doubt, to a departure of the part of the Legislature, in the case of side cuts and locks, from its previous practice, and from the general usage, in requiring unconditionally their construction, without the precaution of having first ascertained, by an authorized survey and report, the adequateness of the supply of water, and their general feasibility and utility. By reference to the Act providing for a general system of Internal Improvement, passed in 1836, under which the Canal from Lafayette to Terre Haute was prosecuted, power was given to the Board of Internal Improvements to connect, by lockage and otherwise, the Canal with the Wabash River, between these points, at places where the interest of the State and the convenience of its citizens would, in their opinion, be promoted by such connection; and they were also, by the same law, authorized to permit any county, or association of individuals, to tap the Canal, by side cut Canal, whenever, in the opinion of said Board, the navigation of the Canal would not be injured thereby; thus effectually guarding the interest of the State and the navigation of the Canal, against injury from any such construction. The Trustees conceive that when called upon to decide in cases of conflicting interests of this kind, arising under the law, they are under obligations to do what they

conceive, the State itself would do, in view of protecting its own and the public interest, under similar circumstances.

The Trustees cannot find that these side cuts were ever undertaken by the State, or that they formed any part of the Wabash and Erie Canal, as surveyed and prosecuted by the State. A literal compliance with the letters of the twenty-ninth section of the amended Act, as insisted upon, irrespective of the other provisions of the Act, would seem to require of the Trustees to make the side cuts, before completing the main line, regardless of the effects of such construction upon the navigation of the Canal. Such, surely, could not have been the intention of the Legislature.

A Profile or sketch of the Division of the Canal between Deer Creek (Delphi) and Coal Creek, accompanies the report of the Chief Engineer, exhibiting the state of the water.

*Dawson's Fort Wayne Daily Times*

January 25, 1849

CANAL REPORT. - We continue this week our extracts from this Report. The following extracts will show what progress had been in construction of the Canal, and the amount expended:

There has been paid for construction, during the year ending the first day of December, instant, the sum of \$344,953.16, and it is expected that throughout the present winter, as it was the last, the force now employed upon the canal work will be kept up. The present force employed upon the Canal is equal to 1780 men. There are 96 miles of the main line under contract, from Coal Creek to Newberry, besides the work at Patoka Summit. There remains 72 miles of the line, from Newberry to Pigeon Dam, to be put under contract to complete the entire line.

Although the Trustees have been urged to put some portion of the southern part of the line, between Maysville and Pigeon Dam under contract during the past year, and a good deal of anxiety was manifested on the subject at one time by the citizens of that portion of the State, they have considered that the best interests of the State, and the successful prosecution of the work to completion would be most effectually promoted by an adherence to the plan which they had, upon mature deliberation, marked out, of finishing the Canal as they go, and not hazarding its final completion by scattering the funds provided for that purpose over too extended a line of work, without securing any practical benefit. This course is the more imperative, as the fund provided for the construction of the Canal is not only limited, but, to a considerable extent, is also contingent and uncertain. The Trustees are more than ever convinced of the propriety of that policy which they have adopted, in this respect, and they cannot doubt that the citizens of the

southern counties, through which the Canal passes, are, by this time, entirely satisfied with it, and see in it the last security for the realization of their hopes in the completion of the Canal. For the reasons stated in the last annual report, however, a portion of the rock excavation at the Patoka Summit, in Pike County, was put under contract at the last letting.

The Trustees refer to the report of the Chief Engineer, and the Engineer of construction, herewith transmitted for a detailed exhibition of the state and progress of the canal work at this time. For the purpose of carrying on the work agreeably to the plan of the Trustees, a further call has been made upon the subscribing landholders, of twenty dollars upon each subscribed land, to be paid on the first day of February 1849, and the balance of the advance of \$800,000 will be called in during the ensuing year.

The tolls and water rents of the finished part of the Canal for the year ending on the first day of November, amount to \$146,148.90, being an increase over the amount of the previous year, of \$20,166.19; the expenditure for ordinary repairs, superintendence, &c., amounts to \$34,883.64. A heavy expenditure for extraordinary repairs has also been incurred during the year, and which will probably be necessary for some year to come, in consequence of the decayed and dilapidated condition of many of the locks and other structures, when the Trustees received charge of them. Under the head of extraordinary repairs are embraced, the renewal and rebuilding of all decayed structures, built of perishable materials, but which, on works of this kind, are usually built of durable materials, as distinguished from the ordinary annual outlays which appertain to the care and management of a Canal. A particular description of the structures on the Canal requiring renewal, will be found in the report of the Chief Engineer, accompanying the last annual report of the Trustees; and his report of this year will exhibit the extent to which such structure have been renewed.

This report, in connection with the reports exhibiting the state and progress of the work on the unfinished part of the Canal, will enable the General Assembly to form some idea of the large amount of work which has been performed by the Trustees, during the year, in the execution of the trust confided to them.

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At the meeting of the Board in Nov. 1847, a letter was addressed to the Auditor of State, requesting to be officially informed of the amount of scrip issues, and the amount outstanding July 1st, 1847, that they might know the exact liability of the Trust, under the law creating it, to redeem those issues — The Auditor, in his answer, a copy of which is herewith submitted, stated the amount of scrip then outstanding for lands East, to be \$66,607.50 and of scrip for the lands West,

\$83,330; whereupon the Trustees adopted an order directing the Clerk of the Land Office at Logansport, to receive said scrip in payment of lands, at said office, until the amounts so stated to be outstanding, including all sums previously received since July 1st, 1847, should be redeemed, and that thereforth no more should be received, unless expressly authorized by the Trustees. In a letter from that officer, bearing date the 1st November last, the information is communicated, that the whole amount of scrip so stated to be outstanding, for lands east of Tippecanoe, had been taken in and redeemed. It is understood, however, that since then more scrip of this description has been tendered at the Land Office, and was refused by the Officer, in compliance with his duty. The Trustees have not, as yet, instructed their Officer to receive this excess, for they do not feel at liberty to.

*Dawson's Fort Wayne Daily Times*

February 8, 1849

CANAL REPORT. - We continue this week our quotations from this document. The extracts we give today show the amount expended on the portion of the Canal west of Tippecanoe river, the amount of unsold lands, the loss sustained by the re-appraisal, &c.

It will be recollected the time of making the last annual report, it was stated that the appraisers for the re-appraisal of canal lands had not then made their report. It was subsequently, after the adjournment of the Board, transmitted to the office of the Trustees, on the 19th of December, 1847.

The first meeting of the Board after the receipt of the report of the appraisers, took place in the month of May last, at which the same was submitted to them. Upon inspecting the report, it was found that it was a re-appraisal of a portion, only, of the lands west of Tippecanoe — that a large number of the tracts were re-appraised at less than the Congress price of one dollar and twenty-five cents per acre — that in one instance, where a tract of 80 acres had been sold, at public sale, of \$15 per acre, and the purchaser had paid his first installment of \$3.75 per acre, amounting to \$300, leaving a balance of \$900 of principal and \$216 of interest unpaid, the same tract was re-appraised at two dollars per acre, occasioning a difference nearly as great as the original purchase price on the land — that, in another case, where the tract had been sold at \$8 per acre, the re-appraisal put it at two dollars — and that, generally, the effect of the re-appraisal upon the lands which had been sold, and on which there were balances yet due to the State, was to pay out or cancel nearly the entire balance of the debt, while the average reduction in the price of the lands unsold, was nearly one-half. It is evident, on reading the 24th and 27th sections of the act relating to the re-appraisal, that the Legislature did not anticipate

that the reduction of the price, in any case, of lands sold and partly paid for would be so great as to pay out the entire balance due from the purchaser on his certificate, as provision is only made for a deed on his paying the difference between what he had previously paid and re-appraised value.

In order to exhibit the precise effect upon the Trust fund, the Trustees state, as the general result of the re-appraisal, so far as the same was made, that, on 216 tracts, containing 16,540 43/100 acres, the balance due for principal and interest money, to the State, according to the books in the Land Office, was \$20,866 57/100 — that by the re-appraisal, the tract in each case had been re-appraised for an amount less than the sum which had been previously paid on it by the purchase, or at an amount precisely equal to that sum. On the remaining sold tracts, 452 in number, there was due to the State, according to the books in the Land Office, for principal and interest money, the sum of \$68,293.45. This amount is reduced, by the re-appraisal of the same tracts, to \$29,179.15. Eighty-three tracts, on which there are balances due, were not re-appraised.

Of the unsold lands, there were on the list 86,247 83/100 acres, valued at \$267,419.05. Being an average of \$3.10 per acre, at the old appraisal; of these 82,295 09/100 acres were re-appraised at \$133,226.37, being an average of \$1.61 per acre. The remainder 3,952 74/100 acres were not re-appraised. Ninety-five tracts of the above, containing 5,338 15/100 acres, were re-appraised at less than \$1.25 per acre, amounting, at the re-appraised, to \$5,134.98.

The aggregate reduction or loss, at the re-appraisal, as far as the same was made, is estimated at \$180,645.50; of which amount the sum of \$59,980 falls upon the balances due for lands sold. And \$120,665.00, upon the unsold lands.

The value of this part of the Canal fund, being for the construction of the Canal west of Tiptecanoe, as nearly as the Trustees can ascertain, was at the time of the re-appraisal, according to the books in the Office, principal and interest, as follows:

Amount due for lands sold, say	\$ 89,160.02
82,295 05/100 acres unsold, appraised at	<u>253,891.10</u>
Total [value -canal books]	\$343,051.12

The amount that would be due for lands sold, according to the re-appraisal of the same tracts as nearly as the Trustees can ascertain the same, is 82,295 05/100 acres \$29,179.15

Re-appraised, 133,226.37	<u>\$162,405.50</u>
Difference, [lost by re-appraisal]	<u>\$180,645.60</u>

The amount of scrip issued against this fund, and which as a charge upon it, and which remains outstanding at this date, is estimated at \$58, 575.00. And until it is entirely redeemed, no reliance can be placed, by the Trustees, upon any aid to be derived by them, in prosecuting the Canal work, from this source.

The Trustees have caused a schedule of the unsold tracts which have been re-appraised, to be carefully made, exhibiting, in proper columns, the price per acre of each tract at the old and new appraisements.

They have also caused a schedule to be made of the sold tracts on which there were balances unpaid at the time of the re-appraisal, exhibiting in proper columns, the amount remaining due on each tract, the price per acre by the re-appraisal of the same, and the amount that would be due upon the same, according to such re-appraisal; which several schedules are herewith transmitted for the information of the General Assembly.

The Trustees, upon inspecting the report, having reason to believe that the re-appraisal had been made without due circumspection, and upon an erroneous principle, and conceiving that they might not be authorized to adopt it, as it was incomplete, and not made in conformity with the act, they determined to suspend final action until the facts could be more particularly enquired into. It could not be expected of them to conform to a proceeding which seemed to them to do great injustice to the State, and which so largely diminished the Trust Fund, without surveying the whole ground and exercising a precaution due to the magnitude of the case. They adopted an order that the State Trustee, with some proper person, to be selected by him for the occasion, visit the lands included in the said re-appraisal, and enquire into the facts touching the manner in which the same was conducted and finally made, and that, at the same time, they should enquire into the probable value of the said lands, with a view of ascertaining their present actual value, irrespective of the improvements there-on, and make full report to the Board. In referring the subject to the action and investigation of the State Trustee, the Trustees had regard to that provision in the 17th section of the law, which makes his consent indispensable to any sale or disposition of the Canal Lands.

The report of the State Trustee, submitted to the Board at its present session, shows conclusively the correctness of the impressions formed by the Trustees, as to the character of the re-appraisal. The Trustees have not infrequently found themselves embarrassed with regard to their proper action in particular measures. In the execution of a trust so comprehensive and embracing so large a scope and variety of duty, and involving a necessary influence for and against so many weighty and conflicting interests, it would be unreasonable to expect that the actions and decisions of the Trustees, however well intentioned, should give satisfaction



to all the parties interested. But always viewing themselves, not in the light or relation of a party in interest, but as the Agents and Trustees of the parties in interest, to-wit: The state of Indiana, on the one hand, and her Bond-holders on the other, they have aimed constantly to keep clearly before their minds, the contract between these parties.

The Trustees regard that contract as their guide and their only guide, and in their official action cannot violate their own understanding of its import and requirements so long as the construction thereof rests with them. This impressed, they cannot follow the direction of either party, and especially in any matter wherein such direction, according to their judgment, shall contravene the rights of the other, as expressed in the contract. — The Trustees have felt themselves constrained to take this ground under the highest moral, as well as pecuniary responsibilities.

The Trustees are reminded that the lands donated in various grants, by the Government of the United States to the State of Indiana, for the purpose of constructing a Canal from Lake Erie to the Ohio River, has always been a cherished means and reliance of the State for that purpose, and that she has aimed carefully to protect this interest. — These lands constitute the effective means of the trust to accomplish that end, and therefore it is that the State has required, that no sale of those lands should be made by the Trustees, unless such sale should be concurred in, and the contract of sale, or conveyance, be signed by the Trustee on the part of the State, while in all other cases, a majority of the Board have power and authority to act and decide.

But in that contract it was stipulated that a part of those lands should be re-appraised in a manner, and with a time, therein expressed. This was a measure by the State, in favor of purchasers who had stipulated for their lands at excessive and onerous prices, to which measure the Bondholders submitted. In the execution or performance of that part of the contract, the Trustees, on their part, took every step required of them by the terms and sense thereof. The re-appraisal was not, however, made as required by the contract, and the Trustees finding in the contract no provision under which they could go further in the mode of appraisement, therein directed, they deferred taking any further steps, with reference to that subject, except with a view to information and instruction for their future action. In carrying out the provisions of the act aforesaid they felt that it was not within their providence to extend them beyond what is therein expressed, by assenting to any act, which, operating beyond their control, might work disaster to the objects of the trust, do great violence to the rights of either party, and establish their own liability.

The Trustees are satisfied that the lands granted for the Canal west of Tippecanoe were classified, gener-

ally, at rates above their actual cash value, and that this classification had respect to, and was influenced by, the amount of scrip which was to be issued against them, for the construction of the Canal between Tippecanoe and Terre Haute; and that in many cases, the occupying purchasers having originally entered them in expectation, it may be, of being able to pay for them in depreciated Canal scrip, find in consequence of the increased value of the scrip in market, that the price of their land is advanced upon them beyond their ability to pay; and it is understood that it was to meet such cases of hardship that the re-appraisal was provided. The Trustees believe that they have the power to meet all such cases, by the express terms of the grant and under the general powers and duties vested in them by the Act.

But it is contented that the re-appraisal, so far as the same was actually made, was made in conformity with, and under the provisions of the Act aforesaid, and that, so far, it is complete, and is binding upon the parties, and ought to be recognized by the Trustees; and that the individuals affected by it, would have a right to insist upon it.

The Trustees have reflected upon this view of the case, and though they are not prepared to assent to its correctness, or to adopt the re-appraisal as a binding proceeding, yet in view of the expense and delay incident to a re-appraisal of these lands, and the expense which has already been incurred — the injury to individuals — that the re-appraisal was undertaken in pursuance of the Act aforesaid — and wishing to meet the intention thereof, as far as they have it in their power to do so — and under the influence of the numerous other considerations herein referred to, they have determined to reduce the valuation of these lands, both sold and unsold, in conformity therewith, and have instructed the Clerk of the Land Office at Logansport, to fix their valuation accordingly, with the exception, however, that where any of said lands have been appraised at less than \$1.25 per acre, the same shall be rated at that value. By the terms of the grant made by Congress the State is restricted from selling any of the lands at a less rate per acre than is fixed by Congress, and the same restriction is imposed upon the Trustees which renders it imperative upon them not to fix the price in any case below that sum.

*Dawson's Fort Wayne Daily Times*

March 8, 1849

High Waters - The recent heavy rains have swollen the waters in this region very much, and great fears are entertained that vast amount of property will be destroyed. The St. Jo., St. Mary's and Maumee, at this place, are quite high, and are yet rising. We have as yet heard of no damage to property. Great fears are entertained for the safety of the Canal banks, an injury to which will

keep back the opening of navigation, to a much later period than had been anticipated.

Since the above was in type, the rivers have commenced falling slowly, and the anxiety for the safety of property is greatly relieved.

*Fort Wayne Times & People's Press*

July 5, 1849

Canal Boat Register. - Arrivals,

June 29. Rough & Ready, Gen. Brown, Charles Foote, Niagara, No. 1, Juniata, Ohio Belle, Queen, Oronoke, Shamrock, Dan Henrie, Nile, Eugene, Ann Maria, Cleveland, Wild Rover.

June 30th, Superior, Spartan, Troy, Seneca, F. J. King, Auglaize, Cumberland, Packet Indiana.

Departures,

June 29th. Clarion, Aeolus, Baltic, Washington, G. B. Williams, I. N. Semuns, Sultana, J. E. Hunt, Jr., Elizabeth, Tiffin, Caroline, Juniata, New York, Diana, L. A. Kelsey, Agnet, S. B. Linton, O. W. Jeffers, Arrow.

Galena generally healthy, crowded with strangers, great preparations are being made for the celebration of the Fourth, &c.

*Fort Wayne Times & People's Press*

July 5, 1849

Cincinnati, June 29th, 1849 - Cholera interments today are 96 other diseases 36. We have had heavy rains accompanied with much thunder. The people are burning Charcoal in the Streets to purify the air.

June 30th, 1849 — Eighty-eight cases, and 26 deaths, by cholera since last report.

July 21, 1849 — Interments for 24 hours, up to noon on Sunday, from Cholera 99, other diseases 23. Tremendous rain yesterday morning, atmosphere since pure and invigorating.

Break 100 yards long, 10 feet below surface, in Miami Canal, 8 miles from the City. It will take two weeks to repair it.

*Fort Wayne Times & People's Press*

July 12, 1849

Wabash and Erie Canal Lands. - Land Office. Logansport June 25th, 1849. I will attend at Fort Wayne on the 10th, 11th, and 12th of Sept., for the receipt at principle an interest on Canal Lands.

Persons residing in Kosciusko or Noble counties can pay at Fort Wayne, if the desire so to do.

John W. Wright, Clerk

*Fort Wayne Times & People's Press*

July 12, 1849

Notice is hereby given that application will be made at the Canal Land office in Logansport, for a new certifi-

cate, of the North East ¼ of the North East ¼ of Section eight (8) in Township Twenty-nine (29) North, Range Eleven (11) East, Allen County Indiana. (The original having been destroyed by fire) Isaac Alter, Esq. June 27th, 1849

*Fort Wayne Times & People's Press*

July 12, 1849

1949-1849. - Jos. J. & D. F. Comparet. Storage Forwarding & commission Merchants. Fort Wayne, Indiana. At the foot of Columbia and Lafayette streets.

#### REFERENCES

Scydam Sage & Co. New York  
Collins Brows & Co. Toledo, Ohio  
Brownle Brows & Co. Toledo, Ohio  
G. S. Hazard, Buffalo, New York  
H. McCulloch, Fort Wayne, Ind.  
Henry R. Colerick, Fort Wayne, Ind.  
Samuel Hanna, Fort Wayne, Ind.  
Allen Hamilton, Fort Wayne, Ind.

*Fort Wayne Times & People's Press*

Oct. 11, 1849

Wabash and Erie Canal Land. - We hear from the Lafayette *Atlas*, that the whole of the lands, donated by the general government, for the continuation of the Wabash and Erie Canal to Evansville, have been selected, by the gentlemen who were appointed for that purpose. A large proportion of these residue lands have been selected in White County, and are represented as being of superior quality. This selection, it is said, satisfies the entire claim of the bondholders upon the state.

*Fort Wayne Times & People's Press*

Oct. 11, 1849

From the *Lafayette Daily Journal*

THE CANAL. - We have received the following letter from JESSE L. WILLIAMS, Esq. Chief Engineer on the Wabash and Erie Canal.

SUGAR CREEK, OCT. 4, 1849

MR. WETT DEAR SIR: Mr. Madison, the builder of this Aqueduct, assures me that it will be ready for the passage of boats on the 13 inst. By that time, should no breaks occur in the new embankments, against which every precaution shall be used, navigation may be completed, and the feeders flowing in for some months past, and by the time named it is quite probable that the boats may pass through the whole length.

Very respectfully yours,  
J. L. WILLIAMS.

*Fort Wayne Times & People's Press*

Oct. 18, 1849

Vermilyea House. — We would invite the attention of the traveling public to the card of the Vermilyea House,

in another column. Canal traveling will soon close, and people will thank us for telling them where they can be well accommodated on the road. This house has been celebrated as a superior stopping place, since the first settlement of the country; and we can assure the public that there has been no falling in comfort and convenience since it came under the management of Mr. Rumsey, its present gentlemanly proprietor.

*Fort Wayne Times & People's Press*

Oct. 18, 1849

WHITEWATER CANAL. - This work is now in thorough repair. The aqueduct at Laurel is completed and boats have passed over it. It is said the repairs are of a permanent character, and that in all probability it will stand future freshets, though they should exceed those which have heretofore destroyed it. We trust it may, for the energy which has repaired the canal is worthy a rich award. *Rich. Pal.*

*Fort Wayne Times & People's Press*

Oct. 18, 1849

HAGERSTOWN CANAL. - We record with pleasure the final completion of this work. Several boats, we are informed, have passed over it, and the work meets the expectation of its friends. The citizens of Hagerstown deserve much praise for their energy and perseverance in the prosecution of this work, and we trust they may enjoy all the benefits incident to a location at the "head of navigation." *Rich. Pal.*

*Fort Wayne Times & People's Press*

Nov. 15, 1849

CANAL TO TERRE HAUTE. - We forgot to notice in our last that the canal is completed to Terre Haute, and that boats are regularly passing and re-passing between Toledo and that town. Upon the arrival of the first boats the good people of Terre Haute turned out in mass, and had a general jollification, over the glorious event. They had good cause to be rejoiced, for they have fought land and manfully for the prize, which sometimes appears beyond their reach.

When the canal is completed to Evansville, as it soon will be, this will be the longest continuous canal in the United States, and, we believe, in the world.

*Fort Wayne Times & People's Press*

Nov. 22, 1849

ANOTHER BREAK. - A large break took place in the Canal a short distance from the Basin, on Wednesday night last. The break is a bad one—the whole bank with the bottom of the canal to a considerable depth for near a hundred yards in length, swept into the river. Some time will necessarily be require to repair this break. In the mean time however, navigation will not be stopped.

A small dam is already made across the canal, and the water checked so as to afford loading and reloading of boats within the town limits, and only a short distance above the basin. We understand this bank has been looked at with some apprehension, by the Superintendent and the break but little more than was anticipated for some time. *Wabash Courier*

*Fort Wayne Times & People's Press*

Nov. 22, 1849

FIRE AT DELPHI. - We regret exceedingly to learn that the paper mill of Messrs. Robertson & Rhinehart, at Delphi was consumed by fire on Monday morning. Loss estimated at from six to eight thousand dollars. Insured in the Indiana Mutual Insurance Company, \$2,500. They are enterprising men, and we hope to see them rise from their temporary prostration with renewed vigor and success.

*Fort Wayne Times & People's Press*

Nov. 22, 1849

WABASH & ERIE CANAL. - We said last week, that when this canal shall be completed to Evansville, it will be the longest continuous canal in the United States, if not in the world; and so it will. The Ohio portion of the canal, extending from Toledo to the State Line, is about 84 miles in length; while from the State Line to Evansville is some 374 — making a total of 458 miles. Connecting with this, and substantially a part of the same work, is the great Miami canal, extending from the Junction to Cincinnati, a distance of nearly two hundred miles more.

When it is considered that this mighty work was mostly constructed through a wilderness—much of the country through which it passes is a wilderness still—by a couple of young States, both dating their existence as States, within the present century, one of them sixteen years within it, truly it looks to have been a Herculean undertaking. It can hardly be wondered, that twenty-two years ago, some of the wisest and best men of Indiana, paused and hesitate about burdening the State with an undertaking of such magnitude. Fortunately, however, other counsels prevailed—the work was undertaken, and most of it has long been completed, as the remainder soon will be. It will then present a perpetual monument of enterprise and public spirit, that would do honor to the oldest and wealthiest State of the Union, or of Europe—more enduring than those of Bunker's Hill and Baltimore, or than will be the projected one at Washington City; and a thousand times more beneficial to the country than all of them combined. The projectors and early supporters of this great work have secured for themselves a name and a fame that will be commensurate with the duration of the work itself—that will grow brighter and brighter, with the lapse of years, as its bene-

fits shall inure to more and more of the teeming population that is destined, through all time, to inhabit these fertile valleys. They will be blessed as public benefactors, and their names of the mousing politicians of the day, shall have been forgotten, or remembered only with contempt and indifference.

*Fort Wayne Times & People's Press*

Nov. 29, 1849

CLOSING OF THE NEW YORK CANALS. - The Canal Commissioners have given notice that Canal navigation will close on the 1st day of December on all the State canals.

*Fort Wayne Times & People's Press*

Nov. 29, 1849

DOYLE'S LINE OF PACKETS. - The season of Canal navigation is drawing rapidly to a close. By the 17th or 25th of the present month, at farthest, the packets will be drawn off, and cease to make their trips.

By information obtained from a reliable source, we understand that the present has been anything but a profitable season for the proprietor of the Line. The intervention of the Cholera so completely checked the travel during the summer months, as to make the continuance of the trips a daily succession of losses; and it was not until within a few weeks back that anything approximating rewards remuneration, offered the slightest encouragement. Notwithstanding Mr. DOYLE had been early advised of the ruinous consequences to his purse if he continued a daily line; and the advice offered him to reduce it to a tri-weekly; he partibianiously (sic) refused to follow it; declaring his fixed determination to continue the daily packets at all hazards.

This was not all. Anxious to reduce in actual experiment an idea which he entertained with reference to the practicability of employing steam on his packets as a propelling agent, he invested seven thousand dollars in the project, superintended it himself, and, as we are assured, with some slight alterations from the original design, will have the satisfaction to see his experiment crowned with undoubted success.

For this unremitting attention to the public demands, at the imminent hazard of pecuniary loss to himself, Mr. DOYLE, who has long been distinguished in his present connection as a gentleman of enterprise—liberal and attentive to the wants of the traveling community—deserves the thanks of the people; and as a medium through which a moiety of such gratitude may be properly conveyed; we hereby tender him our portion. *Laf. Journal*

*Fort Wayne Times & People's Press*

Dec. 6, 1849

WABASH AND ERIE CANAL. - This canal has been

completed to Terre Haute, and the water let into it at that point. When finished to Evansville, it will be the largest canal in the United States, and one hundred miles longer than the great Erie canal. It commences at Toledo on Lake Erie, crosses a portion of Ohio enters the State of Indiana near the North eastern corner, and runs diagonally, with considerable of a curve, across the State to Evansville on the Ohio. Toledo, Peru, Lafayette, Logansport and Terre Haute are the principal points as far as completed. *Cin. Atlas*

A reader would infer from the foregoing that there was no such place as Fort Wayne on the line of the canal. It is a wonder that the astute editor did not include the "Junction" in his list of "principal points."

*Fort Wayne Times & People's Press*

Dec. 13, 1849

Canal Break. - On Tuesday night last a serious break occurred on the west end of the Aqueduct, near this city. It seems that the water forced a passage through the face of the abutment, directly into the river, and was not discovered until too late to be arrested. The outlet continued to increase until the whole body of water rushed out in one tremendous torrent, tearing away the whole stone work of the abutment from the trunk of the Aqueduct to the bed of the river, except the extreme ends of the abutment, upon which the Aqueduct rests, as upon two pillars, The bed of the canal is swept out as low as the bottom of the river, for a distance of 140 yards back. The amount of earth carried away is estimated at 12,000 yards. The banks of the canal are not materially injured.

If it is not repaired before high water comes, the Aqueduct will be destroyed without fail; and in that case navigation will be suspended until next September the best way it can be fixed. It is very unfortunate that Mr. (Jesse Lynch) Williams and Mr. (Ochmig) Bird are both absent, and no one here with authority to take charge of the work.

*Fort Wayne Times & People's Press*

Dec. 20, 1849

THE BREAK. - A strong force is at work on the break at th Aqueduct under the direction of P. (Pliny) Hoagland, Esq., Engineer, and all will be done that it is possible to do, in speedily repairing it. Still, there is every indication of a thaw and general break-up, which, if accompanied by high water, as they undoubtedly would be, will produce the most disastrous consequences. In that case nothing could save the Aqueduct from destruction!

We would not speak in a captious or fault-finding spirit, and we only reiterate the universal expression when we say that Mr. Bird ought to be here. He has charge of this portion of the canal with a suitable salary. In addition to this duty, the good people of Allen county,

in their wisdom, thought proper to impose upon him the duties of Representative, leaving the canal in the care of no one. The consequence was that when the break occurred, no one here had authority to meddle with it, and several days were lost in obtaining authority from Indianapolis. These days were of the utmost consequence, as, we fear the result will show.

*Fort Wayne Times & People's Press*

Dec. 27, 1849

Funeral of Col. Blake. - The Wabash Courier of the 15th says: - We have already announced the death of Col. THOS. H. BLAKE, which took place at Cincinnati on the 28th ult. The remains of the deceased were brought round by steamboat, under the care of his brother, DR. JOHN BLAKE, and landed at Terre Haute on Wednesday evening last. They were received by his friends and taken to his late residence some evening.

Yesterday morning, at 10 o'clock, the bells were tolled in funeral dirge, and the remains of the deceased in solemn procession conveyed to the Congregational Church. Here an impressive discourse was delivered by the Rev. M. A. JEWETT, to the large assemblage of relatives, friends and acquaintances. After service, procession was again formed for the burial grounds, where now sleeps the body of deceased in its quiet resting place. [canal commissioner]

*Fort Wayne Times & People's Press*

Dec. 27, 1849

Lagro Bridge. - It affords us great pleasure to inform the public generally of the completion of the Bridge across the Wabash River at this place really it is a pleasant sight, to see wagons and horsemen, passing and re-passing there-on, and droves of hogs, driver over it, to our slaughter houses; surely "Lagro" is destined to be the "Main Point" which is its true definition. FARMERS of the South, remember La Gro, send on your products, our market is sure and steadfast, our Stores are full to overflowing, and port buyers without end. *Ainsi soil il.* La Gro Eagle

## 1850

*Fort Wayne Times & People's Press*

Jan. 3, 1850

THE BREAK. - It is with much satisfaction we are enabled to say that the break that occurred at the St. Mary's Aqueduct some days ago, is nearly repaired, and that the water will be let into the canal again in a day or two. The work has been prosecuted with great vigor under the superintendence of P. (Pliny) Hoagland, Esq., to whom, as well as to his assistants, and all concerned in the repair, many thanks are due. The weather has been very favorable for the prosecution of the work —

very cold, it is true, but all the better on that account. If a thaw had taken place, accompanied by high water, as is frequently — we might say usually — the case towards the latter part of December, the work could not have been continued, and the strong probability is, as we have said before, that the costly aqueduct would have been swept away. Indeed, it could hardly have been otherwise. It is a source of sincere congratulation that such a calamity has been averted. Had it occurred, navigation could hardly have been resumed before next fall.

*Fort Wayne Times & People's Press*

Jan. 17, 1850

From *The American Railroad Journal*

Indiana and her Improvements. - The State of Indiana is so little known at the east, and so seldom spoken of in the eastern journals, that the inhabitants say, and with great propriety, that when any person, other than a resident of the State, speaks or writes of the improvements and resources of the west, they make but one stride from Ohio to Illinois or Missouri, and step entirely over the State of Indiana.

Why this should be the case is more than I can understand, for Indiana is at least worthy of notice, even did she not possess, within herself resources rapidly developing, that will ere long place her among the first of the internal improvement and manufacturing States.

She is making long and rapid strides in manufactures and agriculture, independent of her railroads and canals; and these are advancing with a rapidity that will I think astonish even the "go ahead" people of the east. In a short visit recently made to Indianapolis, I was so much surprised at the progress her railroads are making, that I was led to make some inquiries, and I forward you the result of them, which, should you consider worthy of notice, you will please give a place in your Journal.

The Madison and Indianapolis railroad comes first as it was the pioneer. The great success of this road has done much towards bringing about the results which we now witness. This road, running from Madison, on the Ohio river, to Indianapolis, the capital of the State, a distance of 886 miles, has been in operation for many years. It was originally laid with a strap rail, which is now giving place to a heavy II rail of 60 lbs. To the yard. 56 miles of the entire distance are already re-laid, and the remainder is fast being completed, and the road is one of the best paying roads in the Union.

2nd. The Shelbyville road, running from Edinburg on the Madison road, to Shelbyville a distance of 16 miles, is also completed with a strap rail 2 1-2 x 7-8., and is in successful operation.

3d. The Rushville road, branching from the Shelbyville road at the latter place and running to Rushville, a distance of 21 miles, is entirely graded and is fast receiving its superstructure and iron, the latter

being a strap rail 2 1-2 x 7-8.

4th. The Knightstown road, also branching from the Shelbyville road at Shelbyville, and running to Knightstown, 25 miles, is far advanced towards completion, and is likewise receiving its iron, a strap rail 2 1-2 x 7-8.

5th. The Columbus and Bloomington road, which branches from the Madison road at Columbus, and is designed to run to Bloomington, 37 miles west, where it enters the great coal basin of Indiana. A charter for this road is obtained and a sufficient amount subscribed and guaranteed to insure its completion.

6th. The Jeffersonville road, commencing at Jeffersonville, on the Ohio river, opposite Louisville, and running north 66 miles to Columbus, where it intersects the Madison road, is far advanced towards completion, and a heavy II rail weighing 50 lbs. Per yard.

7th. The Franklin and Martinsville road, running from the Madison road at the former place, 27 miles west to the latter, is located, and one-half is to be let to contractors next month.

8th. The Lawrenceburgh and Greensburgh road, running from the Ohio river at Lawrenceburgh ortherly to Greensburgh; a distance of 42 miles, is at present under contraction. The road will ultimately be extended about 30 miles from the atter place to intersect the Madison and Indianapolis road between Franklin and Edinburgh.

9th. The New Albany road runs from New Albany, on the Ohio river, 4 miles below Jeffersonville and nearly opposite Louisville, to Salem, 39 miles, thence to Bedford, Bloomington, Gosport and Crawfordsville, 120 miles further, where it will intersect the Lafayette and Crawfordsville road. The New Albany road is located and under construction to Bedford, 65 miles, and iron delivered at present to lay 18 miles. This road will be in operation to Salem next spring, and to Bedford next fall or winter.

10th. The Lafayette and Crawfordsville, running from the terminus of the New Albany road at the latter place to the Wabash river at the former place, a distance of 28 miles, is nearly graded and will probably be finished next season.

11th. The Evansville road, commencing at Evansville, on the Ohio river, and running to Princeton, 28 miles, is now being located. From Princeton, it will probably be extended 28 miles to Vincennes, and from the latter place it will either run to Terre Haute, 65 miles, or direct across to Indianapolis, 110 miles, and will in all probability as the country becomes settled, diverge at Vincennes and run to both places.

12th. The Terre Haute and Richmond railroad; commencing at Terre Haute on the State line of Illinois, runs from thence to Indianapolis, 72 miles, and from

there 73 miles to Richmond, on the Ohio State line. The first division of this road from Terre Haute to Indianapolis is entirely located and under construction, and is to be laid with a heavy rail of 60 lbs., to the yard. The second division from Indianapolis to Richmond, will probably be banded, and the road diverted from Indianapolis direct to Rushville, and thence across to Cincinnati, via Hamilton, 110 miles, or from Indianapolis to Greensburgh, and thence Lawrenceburgh and Cincinnati, the distance in either case being about the same.

13th. The Indianapolis and Lafayette road, running from the former to the latter place on the Ohio and Erie Canal and the Wabash river, a distance of 69 miles, is now being constructed, and will be in operation some time next year. It is to be laid with a heavy rail. Upon its completion to Lafayette, it will be extended north to Michigan City, a distance of 90 miles, there to connect with the New Buffalo and Chicago road.

14th. The Indianapolis and Peru road, running from the former city to the Ohio and Erie Canal [Wabash and Erie Canal] at the latter place, a distance of 76 miles, to be laid with a strap rail 2 1-2 x 7-8 is now building and some portion of it will be in operation next year.

15th. The Indianapolis and Bellefontaine road, passing through Pendleton, Anderson, Muncie and Winchester, to the Ohio State Line, a distance of 83 miles, is now constructing, to be laid with a heavy rail.

At the State line it will connect with the road of the Bellefontaine and Indiana company, and thence by their road to, and crossing the Cincinnati and Sandusky city road at Bellefontaine, will extend to Gallion, Ohio, where it will intersect the Cleveland and Columbus road, and connect with the Pennsylvania and Ohio road at Pittsburgh.

16th. The Michigan and Ohio road to run from Logansport on the Ohio and Erie [Wabash and Erie Canal] canal to Anderson on the Indianapolis and Bellefontaine road; and thence to Newcastle and Knightstown, a distance of about 90 miles, is now being surveyed — a sufficient amount being subscribed to justify its commencement. At Knightstown it will connect with the Knightstown and Shelbyville road; and thence by that and the Shelbyville road will connect with the Madison road at Edinburgh — thus giving another connection between the Wabash valley and the Ohio river. — This road will also probably be extended from Knightstown direct to Cincinnati.

17th. A road to run from Fort Wayne on the Ohio and Erie canal [Wabash and Erie Canal], to Muncie on the Indianapolis and Bellefontaine road, about 70 miles, is also under consideration. A charter has been obtained, and, I understand, that the preliminary steps are about being taken to urge it forward.

18th. The Michigan Southern railroad. It is proposed

to change the original line of this road, after reaching Cold Water in Michigan, by making a detour south from this point, and running through the northern counties in Indiana to the south shore of the Lake. The length of this line in this State cannot be less than one hundred miles. This route has been surveyed, and there is every prospect that the work will be soon commenced. When constructed, it will form the most direct line of railway between the south shore of Lake Erie and Chicago.

In addition to her railway, Indiana has also a long line of canal navigation, to-wit:

The "Ohio and Erie canal," [Wabash and Erie Canal]. 100 miles \_\_\_\_ that the great Erie canal in New York, and the "White Water canal." The former runs from Toledo on Lake Erie, to Evansville on the Ohio river, traversing the entire length of the State. It is already in operation from Toledo to Terre Haute on the Wabash, and is under construction, to be completed in two years from the last named place to Evansville. This canal traverses for a long distance the valley of the Wabash; and cannot fail, from the character of the country through which it passes, to be one of the best paying canals in the Union.

The "White Water canal," running from Hagerstown, in Indiana, through Cambridge, Connersville, Brookville and Harrison, to Cincinnati, with a branch to Lawrenceburgh, is already in successful operation — comprising, with its branch, a distance of about 80 miles. This improvement will probably soon be extended, by means of a railroad, to some point on the Ohio and Erie canal [Wabash and Erie Canal], at or near Fort Wayne, a distance of about 85 miles.

Truly the State of Indiana is getting along rapidly. Her present prosperity is a wholesome one, and I do not fear a repetition of the financial disasters that some few years since overtook her. The enormous amount of railways at present in course of construction and completed — comprising an extent of over 1300 miles — may well astonish a person not familiar with the resources of the State.

But when we consider that Indiana was admitted into the Union as late as 1816, and that she now contains a population of one million, we may cease to wonder.

Her immense coal and iron deposits are also just coming into notice, and are rapidly building up a trade, which will in a short time rival that of almost any other State.

Cotton manufactures are also springing up in various quarters, upon a large scale — cause by the cheapness and abundance of fuel, and the proximity of this fuel to the cotton plantations of the south. The people of the west and south — planters, capitalists and consumers — have at length discovered that it is cheaper to carry the cotton to the coal and provisions, where they are in such close proximity, and with cheap and ready means of

communication, than it is to carry both cotton and provisions to an eastern water power, or an English coal field, and then to bring it back again, as manufactured articles, to be sold on the very ground upon which it was raised.

The capital of Indiana, now a flourishing city of some 8000 inhabitants, and increasing 25 per cent per annum, in 1821 was a wilderness. — This might also be said of the whole State. The forests are disappearing rapidly before the axe of the eastern emigrant; and in their places spring up, as if by magic, fields of grain, that need but be seen to convince the skeptical that the soil of Indiana is one of the best for agricultural purposes that we have in the Union.

The hardy and energetic population of this state have in them that indomitable perseverance and enterprise of a down-cast Yankee that overcomes all obstacles; and the next thing with them, after the timber is cut from the ground, is a railroad to carry the production of the ground to a market, for they appear to be fully impressed with the idea that a market will not come to them.

One great secret of the construction of so large an amount of railway in a new State, is the cheapness with which they can be built. I have been surprised to learn the light cost of roads in this State, and I think I may with safety state that all the new roads now being constructed will not cost on the average \$2,000 per mil to grade and bridge them. Some of them cost as low as \$1,300 per mile, for their entire length.

The nature of the country also, is such, with its long and gently undulating swells, that easy grades and curvatures can be adopted, and they can consequently be worked very cheaply. The great abundance and cheapness of timber for superstructure and repairs, and of fuel for the engines is also of great assistance towards the cheap working of the roads.

The grading of the roads is, much of it, done by the people, through whose land it runs, and pay taken in stock. The timber is furnished by farmers along the line, and pay taken in stock, in fact, everything, except the machinery and iron, is made or done in the State; and we may ere long expect to see even the machinery and iron manufactured by her own citizens and in their own State.

Is not Indiana a splendid specimen of the enterprise of the American people? In 1820 a wilderness! In 1850 with 1,000,000 inhabitants 1300 miles of railway, and 550 miles of canals.

Thirty years only to accomplish all this! What may we not expect of her in the next thirty years?

Ere three years have passed away, Indiana will make herself known to the world, if by no other means, by the whistle of her locomotives. F.

*Fort Wayne Times & People's Press*

Jan. 31, 1850

Wabash & Erie Canal Report. - We have received a copy of this report, but have room only for the following extract: - The quantity of Indian corn on hand in the Wabash valley, as the proceeds of this year's crop, is admitted to be large; and, though more of it than usual may be consumed at home to supply the deficit of wheat, it is expected that a large surplus will be on hand to go forward on the opening of the canal in the spring. The better market which the canal has opened for this product, renders it an object of great interest, in connection with the business, present and future, of the canal. Corn, which was difficult of sale at fifteen cents a bushel at Terre Haute before the opening of the canal, will now readily command the market rate of 25 cents for the northern market. The diminished amount of tolls received from the canal during this year, by reason of the causes mentioned added to the heavy expenditure incurred by the

damage to the canal and its structures, occasioned by the extraordinary floods of last winter, operated as a severe burden on the funds of the Trust, and disappoint the expectations and plans of the Trustees. While they are engaged in presenting the great and expensive work confided to them, relying, as they must, upon the revenues of the finished portion of the canal to supply, to a very considerable extent, the means to enable them to finish it, — every disappointment in that quarter cannot fail to affect most seriously, the prosecution of the work.

The Board have established an office for the collection of tolls at Terre Haute, and appointed Callum H. Bailey, Collector.

The Trustees invited attention to the accompanying report of the Chief Engineer, exhibiting in detail the operation on the canal during the past year, and the state and condition of the various structures thereof, together with the expenditures made thereon, under their appropriate heads. Tables are hereto appended showing the tolls collected at the respective offices during the year, and also the aggregate amount of the various articles transported on the canal during this year and the preceding year.

The proper adjustment of the tariff of tolls, so as to relieve as far as possible the charge upon commerce, and at the same time secure a revenue from the canal adequate to its maintenance, and remunerative for the cost of its construction, has received the careful consideration of the Trustees. The subject is of great importance, and must be viewed in connection with other canals through which the produce of the Wabash valley must pass in its transit to the eastern markets. The New York Erie Canal, 303 miles long, connecting Lake Erie with the Hudson river, forms the main trunk in the system of canal commerce; while the several canals which connect

the lakes with the various tributaries of the Mississippi, are the branches. They are in an important sense but extensions of the Erie canal. In apportioning between these canals the aggregate toll which the produce of the west can afford to pay, in preference to taking the southern route through the navigable waters of the western rivers, it is by no means to be expected that it should approach an uniform rate per mile. — in extending to each canal such a toll as will be remunerating for its costs, *the amount of transportation* must form an element in the calculation. — The State of New York, from the vastness of the commerce poured into her canal from the west, can afford to burden the commerce lightly, and yet receive a revenue fully compensatory and sufficient to meet all reasonable expectations. — It is her true policy to do so, when by this indirect means she is aiding, in their time of need, the various western canals and other works which are struggling into being, and, whose completion will augment so greatly, not only the revenues of her canal, but the trade and business of her cities. The authorities of New York have heretofore sanctioned this enlarged view of her commercial position, and in some degree their action has conformed thereto. With the new States south and west of the lakes, the case is different. Within a few years from the date of their existence as States, they have undertaken, and some of them have accomplished great works of Internal Improvement. The canal confided in parts to the management of the Trustees, when completed, will be the longest in the world.

In the construction of these works, the western States have incurred an indebtedness very large in proportion to their resources, for the payment of which they have no means but the canals themselves and direct taxation. The direct taxation for State purposes alone, in the States of Ohio, Indiana, and Illinois, varies from 3 to 5 mills per dollar upon an actual valuation of the real and personal property of these respective States. Under these circumstances, it is believed, that remunerating rates of toll will be conceded to the new States, in the apportionment of the entire charge which the trade will bear in its passage from the western country to tide water. The amount of transportation on any one of these western canals, must over bear a small proportion to that on the main trunk or great canal of New York. It is only as the branch is to the main trunk. The rate of toll, to be remunerating in both cases, must therefore bear something like a corresponding proportion, but in an inverse ratio. It was believed that further reductions might be made in the Erie Canal tolls on the articles of corn, corn-meal, pork, bacon, bulk-meat, and lard, the leading production of the Ohio, Wabash, and Illinois valleys, without impairing, ultimately, if at all, the revenues of that canal; while such reduction would essentially aid the western States in the completion of their public works, in extri-



cating themselves from their indebtedness.

Impressed with this view the Board of public works of the State of Ohio, the Board of Trustees of the Illinois and Michigan Canal, and the Trustees of the Wabash and Erie Canal, united in a memorial to the canal Board of New York, setting forth the views which they entertained on this subject. The President of this Board, representing the respective Boards of the three States, visited Albany I March last, having been invited to a free conference on the subject by the canal Board of the State of New York. The trustees are happy to state that the most liberal feeling was evinced by the New York Board. They freely conceded the general correctness of the views presented to him. A reduction of 33 1/3 per ct. was promptly made in the toll on corn and corn-meal. This was accompanied by an informal expression on the part of the gentlemen composing the Board, (distinguished alike by their intelligence and influence) of their desire to adopt such a policy as should make the Erie Canal the channel of the greatest possible amount of traffic to and from the west. Considerations, which pressed upon the Board with peculiar force at the time, connected with the enlargement of the Erie Canal, the means for which are to be supplied from its revenues, seemed along to prevent, at that time, a reduction on the other articles named. As that work approaches its completion, it is confidently believed that New York will embrace more fully the policy of graduating the tolls on western produce, from consideration of trade rather than of revenue. Her advantageous position and her accumulating revenues, will enable her to do this without sacrifice. A small reduction in the rate of toll on the New York Canal, operating as it would at the same time on all the avenues of trade throughout the western States, in favor of the northern route, would so augment the business of that canal, as to furnish a full equivalent for such reduction. The more connection of the lakes with the Hudson by the Erie Canal, according to the original design of its projectors, it is admitted, would have done much for New York. It would have drawn to her emporium the trade of the lake shores and the northern slope of the States lying south of the lakes. But it is the extension of canal navigation across the summit and far into the basin of the Mississippi, by five different routes, that has changed the movements of trade and has so swelled the business of the Erie Canal, giving a total receipt of produce at Albany in 1847, larger than was received the same year at New Orleans by the Mississippi and all its tributaries. — Looking to the contributions which the western States have thus made, and are annually making, not only to the accessible wealth and commercial prosperity of New York, but to her current revenues, and chiefly by these canals, thereby supplying the means to support her State government — to pay off her public debt — and at the same time enabling her to prosecute

her great plans of improvement and philanthropy, without subjecting her citizens to the burthen of a State tax; the Trustees confidently anticipate that she will adopt such friendly and co-operative policy, while it shall promote her own true interest, and greatness, will at the same time concede to the western States such advantages, as shall enable them to divert from the southern to the northern market a still greater proportion of western produce.

*Fort Wayne Times & People's Press*

Jan. 23, 1850

Canal Steam Packet. - We are happy to learn that Mr. Doyle's experiment of substituting steam for horse power on the packets on our canal is likely to be crowned with complete success. By a letter from Mr. Noble, the packet agent, we learn that the steam packet Niagara has been entirely remodeled, having the boiler placed in the bow, and steam pipes running from bow to stern. Experimental trips have been made with her since the alteration, and she is found fully to answer or rather exceed the most sanguine expectations, making with ease 8 to 9 miles an hour. Mr. Doyle, the enterprising owner of the packet line, has been at much expense in this matter, and we congratulate him on the success which is likely to crown his efforts.

WE find the foregoing in the *Sentinel* of last Saturday, and sincerely hope that the information conveyed by it may be correct. Mr. Doyle deserves complete success in his enterprise, and it is a source of congratulation on all hands if he has attained it.

*Fort Wayne Times & People's Press*

Feb. 28, 1850

Interesting Reminiscence. - The *Logansport Journal* publishes the following interesting reminiscence, from an old number of the "Cass County Times," published at Logansport, near twenty years ago, and before any paper was published at this place. How vividly will it bring to the minds of those who participated in the event here recorded, the scenes of that early day; and how forcibly will they be reminded of the changes that have taken place since that time! The exact date of the paper from which these proceedings are taken is not given, but it will be seen that it was dated some time in March, 1832.

We may remark that Capt. Rudisill, Mr. Colerick, Judge Hanna, old Father Johns, Capt. Murray, Col. Hanna, and J. Vigus, are all yet alive enjoying the benefits of the great work they then, in doubts, embarrassments, and difficulties, so nobly commenced — all that are named in the proceedings, save the gifted and eloquent EWING. He alone, of that little bank of hardy pioneers, sleeps with his fathers.

Commencement of the Wabash & Erie Canal.

The Commissioners of the Wabash and Erie Canal

met at Fort Wayne, on the 22nd ult., for the purpose of carrying into effect the requisitions of the late law of the Legislature of this State, providing for the commencement of said work prior to the 2d day of March 1832, whereupon the commissioners appointed the anniversary of the birth of the Father of his Country, as the day on which the first excavation should be made on said Canal, and, by an order of the board, J. Vigus, Esq., was authorized to procure the necessary tools and assistance, and repair to the most convenient point on the St. Joseph Feeder line, at 2 o'clock on said day, for the purpose aforesaid.

The intention of the commissioners having \_\_\_\_\_ted to the difficulties and embarrassments which the friends of the canal had encountered and overcame, noticed the importance of the work, and the advantages which would ultimately be realized; and then concluded by saying, "I am now about to commence the Wabash and Erie canal, in the name, and by the authority of the State of Indiana." Having thus said, he "STRUCK THE LONG SUSPENDED BLOW," he broke the ground while the company hailed the event with three cheers. Judge Hanna and Capt. Murray, two of the able and consistent advocates of the canal in the councils of the State, next approached and excavated the earth, and then commenced an indiscriminate digging and cutting. The procession then marched back to town in the order it went forth, and dispersed in good order.

*Fort Wayne Times & People's Press*

Mar. 15, 1850

Reduction of Tolls. - By the following dispatch from Mr. Charles Butler to J. L. Williams, Esq., it will be seen that the tolls on pork, bacon and whiskey, have been reduced to three mills, which, no doubt, will be gratifying intelligence to those interested along the line of Canal:

NEW YORK, March 11, 1850

J. L. WILLIAMS, Esq.

The New York Canal Board have reduced tolls on pork, bacon, and whiskey, to three mills.

C. BUTLER

*Fort Wayne Times & People's Press*

Mar. 21, 1850

Canal Navigation. - The canal is now ready for boats, a number of line boats have already commenced their regular trips. The packets will start from Lafayette on Monday the 25th, inst., for Toledo.

*Fort Wayne Times & People's Press*

Mar. 21, 1850

From the *Cincinnati Gazette*

Tolls on the Ohio and Indiana Canals. - An article in the Lafayette (Ind.) *Courier*, complaining that the tolls

charged on the Wabash and Erie Canal are too high, and making some comparison between them and the tolls charged on through freights by the Miami [and Erie] Canal, has drawn from J. L. Williams, Engineer of the former work, an able explanatory letter, which shows that the comparisons made by the *Courier* are unfair to the Wabash and Erie Canal and that the prudence with which the Indiana Trustees have hitherto graded the tolls on the improvement, is deserving of praise and entitles them to the public confidence. As we stated the points of the *Courier's* article, it is proper that we should give the substance of Mr. Williams' reply.

The error of the *Courier*, Mr. Williams says with justice, is in confining its comparison of the tolls of the Wabash and Erie Canal, with the tolls on the Miami Canal on the through trade — from the Ohio to the Lake. He then proceeds to show that on the latter work the toll on produce shipped annually through from Cincinnati to Toledo, 294 miles, is only \$1.50 per ton, as stated in the *Courier*, while on the same produce, when shipped from a point two miles north of Piqua to Toledo 156 miles, the toll is \$2.00 per ton. In like manner through merchandise passing from Toledo to Cincinnati 249 miles, pays only 15c. per hundred, when if the same merchandise be landed only 100 miles from Toledo on the Miami Canal, it is charged 20c. per hundred.

Mr. Williams then institutes a comparison between the Wabash and Erie canal and the Miami canal, leaving the through commerce out of view. For this purpose, he takes a few articles of largest export from the Wabash Valley, and estimates the miles thereon from a point 160 miles therein from a point 160 miles in the Valley to Toledo, and compares them with the tolls on the same articles, from a point 160 miles from Toledo on the Miami canal, to the same place. — The result of this comparison is shown in the annexed statements:

	Valley	Miami Valley	W a b a s h
		To TOLEDO:	To TOLEDO:
		160 miles.	160 miles.
Pork per ton,	\$2,00	\$2,12	
Lard,	2,00	2,12	
Bacon.	2,00	2,12	
Flour per brl.	16 cts. 2 Mills	22 cts.	9
Mills.			
Wheat per box.	6 3	6 3	
6/10			
Corn,	4 2	2 6	
3/10			
Oats,	2 4½	2 4¼	

The toll on corn, for the distance was down, it will be seen, is but a trifle more than half on the Wabash and Erie canal than it is on the Miami canal; and as this article greatly exceeds any other single article of export

from the Wabash Valley, Mr. Williams thinks it is shown that the average charge on agricultural products from the Wabash is no higher than that on the products of the Miami Valley. On merchandise the toll is higher, and on salt it is lower, on the Wabash and Erie than on the Miami Canal, calculating for the distance above given. "Landing," says Mr. Williams, "as the agricultural interest as the basis of public prosperity, the Trustees seem to have been careful to burden this interest as lightly as possible in the distribution of the necessary tolls.

But, for reasons stated, Mr. W. asserts that any comparisons are fair between the two works under view. The only western canal, he says, which is similar to the Wabash and Erie in respect to its connections, the character of the commerce, and proximity to rival routes, is the Ohio [and Erie] canal. And taking a section of that extending from Cleveland 160 miles into the interior, he compares the tolls charged with those charged on a like section of the Wabash and Erie, and shows that they are nearly equal. In tabular form, his statement is as follows.

	From the Interior, To CLEVELAND 160 miles	Wabash Valley, TO TOLEDO 160 miles.
Port per ton,	\$2,10	\$2,12
Lard	2,10	2,12
Bacon	2,10	2,12
Flour Per brl. Mills	22 cts. 7 Mills.	22 cts. 9
Wheat per bu.	7 5	6 4
Corn.	3 8	2 6 8/10
Oats,	2 8	2 4 3/4

"Merchandise" going south from Cleveland is charged near ten per cent less than the charges on merchandise going into the Wabash Valley, while salt and salt fish pay almost 30 per cent more on the Ohio Canal than on the Wabash and Erie Canal.

In the next place, for the purpose of subjecting the comparison to a more accurate test, and extending it over a greater length of the two Canals, Mr. Williams has computed carefully the aggregate tolls paid on seven leading articles of export from Lafayette to Toledo, and on seven articles of largest import the same distance, — (viz: corn, wheat, flour, bacon, seeds, merchandize, salt, iron, nails and castings, coffee, sugar and molasses, tobacco, glass-ware and white lead,) — and compared the tolls collected upon them, as shown by the business of the year 1849, with what equal quantities of the same articles would have to pay on the Ohio Canal, between Cleveland and a point in the interior as far from that city, as Lafayette is from Toledo.

The aggregate amount of tolls actually paid on the Wabash and Erie Canal, on the articles enumerated, was \$88,084, while the total that would have been charged


on the Ohio Canal, on the same articles, according to the present rates, — would have been \$90,608. — Mr. Williams then says:

"I have thus demonstrated, with the greatest accuracy of which questions of this nature are susceptible, that the existing tariff of tolls on the Wabash and Erie Canal, which some have supposed higher than is charged on similar western canals, is in fact lower than the existing tolls on the canals of Ohio, other than the Miami canal, in respect to which there exists a peculiar necessity for lower rates."

The "peculiar necessity" here spoken of, though well understood by commercial men, is not so plain to the public generally. We therefore make the following extract from a previous part of Mr. Williams' long and interesting letter to the editor of the Lafayette, Courier:

"The very low toll charged by the Ohio Board on produce shipped at Cincinnati for the lake has been induced principally by the strong competition of the Ohio river in connection with the Pennsylvania Canals, and more especially by the Beaver and Erie route. The canal from Beaver to Erie is much shorter than any other artificial connection between the river and the lake, and forwarders are therefore enabled to take pork, flour and other produce by the route from Cincinnati to Lake Erie at very low rates. To secure a part of the Cincinnati shipment to the Miami Canal the Board reduced their toll very low on these articles, but the reduction applies only

**DOYLE'S DAILY LINE.**



.0581 .0581

**A PACKET** of this line will leave every evening going east, at 8 o'clock, and going west at 10 1/2 o'clock. Fare paid at the office to any point on the line. The following Doals compose the line on the Wabash Canal.

Indiana, Capt. Wm. Sturges.  
 Illinois, Capt. I. Baker.  
 Ohio, Capt. Geo. Dutch Davis.  
 Missouri, H. N. Wolverton.

Small packages taken any place on the line by pre paying the charges at the office.

**GEO. W. HOSKINSON, Agent.**  
 May, 13th 1850. 34-1

to the produce shipped at Cincinnati for Toledo. In this their policy was sound, for without the reduction they could expect no part of this freighting, while with it they hoped to do a share. Though their charge might amount only to a few cents per barrel, yet under these circumstances it was so much added to their revenue, without any loss as an offset.

“The same considerations apply to merchandise destined to Cincinnati, as to any part of the Ohio Valley below, and induced a corresponding reduction on goods passing entirely through from lake to river. The writer of this was at Columbus in the winter of 1847-8 when these facts were strongly urged upon the Ohio Board of Public Works by a committee from the Chamber of Commerce of Cincinnati, and he is therefore not mistaken as to the peculiar circumstances which induced the very low rates on through transportation, which your correspondent now sets up as a standard for the general way business of the Wabash and Erie Canal. The competition of the Railroad from Sandusky to Cincinnati has furnished a further reason for reducing tolls on the Miami Canal, operating also on the day trade as well as on the through trade.”

Mr. Williams takes no stand against a revision of the tariff of charges on the Wabash and Erie Canal. He seems only desirous of having fair comparisons made between that and other public works, and of sustaining the Indiana Trustees, in the prudent and judicious course which they have heretofore pursued with reference to this matter.

*Fort Wayne Times & People's Press*  
Apr. 25, 1850

INDIANA CANAL. - We have received the report of Wm. J. Ball, Esq., of Terre Haute, on the survey of the Canal around the Falls of the Ohio river. The Canal will be about a mile and three quarters in length, from 100 to 200 feet in width; five feet depth of water at extreme low stages. There is to be but two locks, of sufficient size to allow the largest sized boats to pass through. Estimated cost of the canal \$688,033.65. *Wabash Courier*

*Ft. Wayne News-Sentinel*  
May 30, 1850

DOYLE'S DAILY LINE. - A Packet of this line will leave every evening going east, at 8 o'clock, and going west at 10½ o'clock. Fare paid at the office to any point on the line. The following Boats compose the line on the Wabash [& Erie] Canal.

Indiana, Capt. Wm. Sturges.  
Illinois, Capt. I. Baker.  
Ohio, Capt. Geo. Dutch Davis.  
Missouri, H. N. Wolverton.

Small packages taken any place on the line by prepaying the charges at the office.

GEO. W HOSKINSON, Agent.  
May, 15th, 1850

*Ft. Wayne News-Sentinel*  
June 13, 1850  
From *Toledo Republican*

Mr. Doyle and the extension of his Packet Lines. - Mr.

Doyle the proprietor of the splendid and extensive lines of Packets on the Wabash and Miami Canals is now in our city. He informs us that he intends to proceed at once to Terre Haute, and establish a Daily Line of Packets between that place and Lafayette. This will add one hundred miles more, to the already extensive lines of Packets now terminating at Toledo. — This packet line will then extend over five hundred and eighty four miles of canal, employing fifteen first class canal packets and three hundred and fifty horses. The lines, through their whole length, are in the most complete order. — It may be mentioned as an evidence of this remarkable discipline and energy, which Mr. Doyle has introduced into the management of his Packet business, that notwithstanding the great distance traversed daily by his Packets, that they arrive and depart from this port, with unvarying regularity. We are informed that no irregularity or detention has occurred in the time of arriving and departing, except when the canal has been out of repair. Last season, when the cholera unhinged all other kinds of business, the Packets did not miss a trip. Mr. Doyle's energetic spirit overcame all obstacles and though he ran his boats with but few passengers, and for months, at a heavy loss, yet they were kept up, on the whole line with their accustomed regularity.

We also learn that Mr. Doyle has put his steam canal packet Niagara, on the artificial Lake or reservoir between Salina and St. Mary's [Ohio], where she makes daily trips, connecting with the main line. The Lake, though an artificial one, has become one of the most beautiful in the country. It is 14 miles in length, covering an area of 17,000 acres. The Niagara is a beautiful craft, and she runs 7 miles an hour on the Lake.

No town in the United States has an equal extent of Canal Packet travel with Toledo. Mr. Doyle is doubtless the most extensive Packet proprietor in the Union — he is a perfect Napoleon in this line. — *Tol. Rep.*

*Fort Wayne Times & People's Press*  
June 20, 1850

Wabash and Erie Canal. - WE have taken some pains to ascertain the progress now being made in this construction at the Evansville division of the Wabash and Erie Canal. WE had the pleasure about the 1st of June of announcing that an important division of forty-two miles between Terre Haute and Point Commerce, had been completed and the water let into it. We have now a continuous canal — the whole line in fine navigable order — from Toledo to Point Commerce, Indiana, a distance of three hundred and fifty two miles. Point Commerce is one hundred and ten miles from Evansville and the Ohio River, the southern terminus of the Wabash and Erie Canal — the longest Canal in the United States.

The Southern division from Point Commerce to Evansville, a distance of one hundred and ten miles — is in rapid process of construction.

A division of 17 miles, extending in Newbury will be opened by 1st November next.

Another division of 23½ extending in Maysville, on the road lading from Louisville to Vincennes, will be opened by the fall of 1850.

While the Canal was owned by the State of Indiana, 19 miles of it next to Evansville was finished. Some three or four years since we traveled on the tow path some distance and recollect that it then appeared in a good state of repair. The portion unfinished (though considerable work had been expended upon it) lies between that division and Marysville. We learn from the Chief Engineer, Jesse L. Williams, Esq., now having charge of the work — finished as well as unfinished portion of the Canal — that he intends to pass loaded boats through the whole line from Toledo to Evansville within one year from this date. *Toledo Republican*

*Fort Wayne Times & People's Press*

Jun. 27, 1850

The *La Fayette Atlas* notices, that the muscles [mussels] (fresh-water clams) in the canal are dying, and floating on the water. A critical observer of such things has named to the editor that the same fact was observable last year just before the cholera broke out, and apprehends that the scourge may be about the visit that place again.

*Cholera.* We much regret to hear that the Cholera has again made its appearance in Cincinnati. Several deaths have occurred, but not much alarm exists so far. A card of the Board of Health will be found in another column.

*Fort Wayne Times & People's Press*

Jun. 27, 1850

A CARD. - We the undersigned passengers on the Canal Packet Bridge, on a late trip from Cincinnati to the Junction, under the Master Capt. Dale our warmest thanks, for his gentlemanly deportment, and attention to the comfort of his passengers and recommend him to the traveling public. The urbane manners and prompt attention of the Captain, has been diffused into the entire crew, thus affording passengers every comfort possible. W. Stewart M. D., Mrs. M. F. Randall, Miss Lydia Anderson, Wm. Peabody, L. Bangs, Mr. P. Carnahan, Mrs. M. C. Hugh, Mrs. Hirah Vantry, Mrs. Hannah Peabody, Robert Carnahan, Dunlap Ludlaw.

*Fort Wayne Times & People's Press*

July 4, 1850

Wabash and Erie Canal - We have taken some pains to ascertain the progress now being made in the construc-

tion of the Evansville division of the Wabash and Erie Canal. We had the pleasure, about the 1st of June of announcing that an important division of forty-two miles, between Terre Haute and Point Commerce, had been completed and the water let into it. We have now a continuous canal — the whole line in fine navigable order — from Toledo to Point Commerce, Indiana, a distance of *three hundred and fifty two miles*. Point Commerce is one hundred and ten miles from Evansville on the Ohio River, the southern terminus of the Wabash and Erie Canal — the longest Canal in the United States.

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*Fort Wayne Times & Peoples Press*

September 19, 1850

We are indebted to a friend, now in New York, for a copy of a circular statement recently issued from the office of the Board of Trustees of the Wabash and Erie Canal. From this exhibit we derive the following important information in reference to the progress and condition of this great public improvement. The receipts from the first of December 1849, to the first of July, 1850, including the cash then on hand, were \$513,036.83; the disbursements during the same time were \$320,807.41, leaving a balance on hand on the 1st of July 1850, of \$192,229.42, of which amount \$171,881.37 was on deposit in the city of New York. The amount of tolls and water rents upon the canal, received from the 1st of November, 1849, to the 1st of July, 1850, was \$74,843.22; and the amount of the same from the 1st of November, 1847, to the 1st of July, 1848, amounted to \$55,703.59.

The completion of the canal to Maysville by the present fall, as was confidently anticipated, will be

unavoidably delayed until next spring; but every effort will be used by the trustees to have it completed by the time navigation shall open. The last division of the work, which may be called the Evansville division, of thirty-four miles in length, yet remains to be put under contract to finish the canal. — *Madison (Ia.) Banner*

*Fort Wayne Times & Peoples Press*

September 10, 1850

Indiana. - Indiana is one of the most enterprising of Western States. She will in a very few years be completely checkered by lines of railroads, running north and south, east and west, and intersecting each other in all directions. We believe no other western State, probably no State in the Union has so great a number of railroads in the progress of construction, as Indiana. The reason of this is as singular and the fact is remarkable. Indiana became deeply involved in an extended system of internal improvement, several years ago. Being led away by the excitement of the times, and the brilliant result which her well planned improvements promised her, she incautiously undertook more than she could perform, and had the misfortune to become bankrupt, and unable to complete any of her work. An assignment was the consequence, and for several years the State was struggling under great discredit, and on the very brink of repudiation.

But then her magnificent corn-fields, her industrious population, and, as much as either, her sagacious and able statesmen, have brought her triumphantly through her heavy embarrassments.

It is a remarkable fact, which we set out with the purpose of calling attention to, that for a number of years Indiana has had her ablest men at work at home.

At one time Indiana scorned to be winning high renown in the national councils. Her Smiths, Whites, Lanes, Marshalls, and Thompsons, put her in the front rank of States at Washington, but suddenly these men disappeared, how and why the country seems not to know. The reason is this, Indiana needed these men at home, and she has been obliged, on that account, to fill her seats at Washington with such men as Bright, Whitcomb, Henley, Kennedy and Petit. If Indiana has suffered a loss of national reputation by this operation, she has been a large gainer at home. Her able men have put their shoulders to the wheel, they have negotiated the State out of her pecuniary embarrassment, they have studied her internal resources, and caused her energies to be applied in the most judicious way; and they made themselves acquainted with the whole subject of railroads and canals, and devoted their time, talent and energies, to the prosecution of all practical public works to completion. Mr. Smith, her former United States Senator, is now President of a railroad, pushing eastward from Indianapolis, and destined to hold a bold and dan-

gerous competition with the Queen City of the west for the travel and business between the eastern cities and the Mississippi river.

Indiana's sons have studied her interests well, and, neglecting the empty bubble of Congressional *eclat* have erected from themselves an enduring monument of wisdom and economical talent within the borders of their now disenthralled and prosperous State.

We bring up the example of the statesmen of Indiana for the admiration of the people of Missouri. Like De Witt Clinton, they have studied to develop the internal resources of their State, and make her great and prosperous. They are succeeding, and they are having their reward. — *St. Louis Intelligencer*.

## 1851

*Fort Wayne Times*

January 10, 1851

By a dispatch received from Mr. O. Bird dated Indianapolis, Jan. 14th inst., Mr. Nofsinger of Parke county was elected Canal Trustee, vice A.M. Puett.

*Fort Wayne Times*

January 16, 1851

Excerpt from Governors Message 12-21-1850 - The work on the Wabash and Erie Canal, under the judicious management of the Trustees, has been prosecuted steadily towards completion according to their plan as submitted in their first report to the General Assembly. By the contracts which they have made, the canal will be finished to Evansville within the time, after making just allowance as provided for in the act, for the delays which have been occasioned by providential causes not within the control of the Trustees.

Beginning the work at Coal Creek, where the State left it, they have finished and brought into use seventy-nine miles from that place, to Point Commerce.

The Newberry and Maysville division, extended from Point Commerce to Maysville, forty-nine miles, are nearly finished; and but for the interruptions by cholera among the laborers on the line during the last two seasons, would have been finished in time for the navigation of next spring.

By the report of the Trustees, it appears that one hundred and fifty of the laborers on the line died of cholera during the last summer.

The entire balance of the line from Maysville to Evansville is under contract, and the work in progress, to be completed by first day of November, 1852.

The length of line now under work from Point Commerce to Evansville, is one hundred and eleven and a half miles; upon which there was employed, during the past season, an efficient force of near two thousand men.

It is gratifying to find from the reports of the

*Fort Wayne Times*

April 3, 1851

A Wilkes

S. Hunt

W. H. Woods

JAMES WILSON & CO.

Commission & Forwarding Merchants

Cincinnati, Ohio.

Liberal Cash Advances made on consignments of property for sale in this market.

REFER TO

J.W. Townley & Co. Fort Wayne,

Hill, Orbison & Co, “ “

Smith & Foote, Peru,

Whitesides & McKee, Wabash,

Israel Johnson & Sons, Logansport,

Boles & Colton, Delphi,

Hanna, Barbee & Co Lafayette,

Jolin Rose & Son “

Bateman & McDonald, Attica,

D. Rawls, Covington.

Cincinnati, March 20, 1851

TO WABASH MERCHANTS.

We have made permanent arrangements with Eggleston's Line of first class canal boats, to transport Merchandise and other property to and from Cincinnati, and all the intermediate points on the Wabash Canal, and are now prepared to receipt for the same to be forwarded without any delay at the very lowest rates.

All consignments of property from Pittsburgh, and other points, will be forwarded with the greatest dispatch and on the most favorable terms.

JAMES WILSON & CO.

South side of Miami Canal

between Main and Walnut sts. Cincinnati, Ohio.

Bundles, &c. are sent by this line to any point on the canal, by paying charges at the office.

GEO. M. HOSKINSON, Agent.

*Fort Wayne Times*

April 3, 1851

The Launch. - Quite a crowd assembled at the Boat Yard of Messrs. Shilling & Hasting, at 4 o'clock on Saturday P.M. to witness the launch of the new boat H. H. Stout, belonging to Messrs. Comparett & Hubble's line. At the signal, the stays were knocked away and she slid down the ways in fine stile, amide the loud cheers of the assembled multitude, resting in the water, light and graceful as a young swan. She is emphatically a very superior boat and reflects much credit upon the builders, as well as upon the enterprising proprietors. After the launch, a cold collation was served by one of the proprietors, that prince of epicures and good fellows, M. W. Hubble, with his usual suavity and graceful dignity. After doing justice to the impromptu repast, the crowd dispersed, highly gratified with the events of the afternoon, and wishing nothing short of full loads and high

freights for the Stout. His table will doubtless satisfy his guests, and his beds and rooms are of the best kind.

His STABLE is not excelled in the City, and his Hostler is of the most careful kind, and always provided with a full granary. Charges in suit the times.

April 10, 1851

*Fort Wayne Times*

Superintendent of Indian Affairs - The *Huntington Herald*, thus speaks to relation to the appointment of its fellow townsman, Capt. Murray, to the Superintendency of Indian Affairs:

We have the pleasure of announcing to our readers that Capt. ELIAS MURRAY,\* of this place, has been appointed by President FILLMORE Superintendent of Indian Affairs for the Indian tribes east of the Rocky Mountains and north of New Mexico and Texas.

This act of the president will afford the numerous friends of Mr. Murray a peculiar gratification, for it will be hailed by them as an act of justice, justly merited by long and ardent service in the discharge of important duties imposed upon him by his fellow-citizens. Mr. Murray is considerably advanced in years, and his long experience in public business — his naturally sound, penetrating judgment, certainly go far in fitting him for the important responsibilities imposed upon him by the President. He has during his life been elevated to many exalted positions, both in legislative and deliberative bodies, and in every situation he has judiciously, faithfully and honorably discharged the trusts that have been confided to him. Not in a single instance have we overheard of an objection urged against him. He is naturally of a peculiarly kind and conciliating disposition. His conduct has always been such as to strongly endear him to all who enjoy the pleasure of his acquaintance with the strongest ties of friendship and esteem.

We repeat our gratification in learning that merit, deserved by long service and honesty, have been duly rewarded. Our only regret is that we shall necessarily be compelled to part with a good and estimable citizen, and we believe this regret will be universal with our citizens. His long residence in this community has endeared him to all, and they will regret to part with him.

\* Captain Elias Murray commanded the militia from Huntington, who, along with Col. John Spencer of Fort Wayne, Gen. John Tipton of Logansport and William Johnson of Wabash County, put a stop to the fight between the Catholic "Corkonians" and the Protestant "Far Downers," who were building the Wabash & Erie Canal at Lagro, Indiana. The companies incurred expenses that were paid by an appropriation made at the 1835-36 session of the Indiana State Legislature.

*Fort Wayne Times*

April 17, 1851

A Fine Improvement. - The row of old wooden buildings between Aylesworth & Borden's store and John F. Hill's old stand, including the latter, is now being torn away to make room for a fine block of three-story brick buildings, extending through from Columbia street to the canal, some 120 feet. The rear range of buildings, on the canal, has been up for some time, and the street range will now be erected without delay.

Some of the buildings now being torn away, are of but few years' standing, and were thought quite an acquisition to the town when they were built; but the city has quite outgrown them, and it becomes necessary to occupy their places with a range of first-class buildings, such as would be a credit to any city in the West. So it is, that "old things are passing away."

We learn that seven buildings, John E. Hill is proprietor of one; B. W. Oakley, one; W. G. & G. W. Ewing, one; and Allen Hamilton, four.

*Fort Wayne Times*

April 17, 1851

The Pig in Cincinnati - The subjoined essay on the Pig in Cincinnati from the *Gazette* of that city, says the *Baltimore American*, presents so many various uses which that valuable animal renders to the community that it must be admitted the Pig is fairly entitled to live without labor. True his usefulness begins only after he ceases to live — and then he affords the means of living to others — not pigs, but men. Nothing in his life becomes him like the leaving of it.

The pig in his ways and habits is not an amiable animal, he cares nothing for his personal appearance, but would rather be dirty than not; he is a great gormandizer, living only to eat, and fully merits the fate which destines him to be converted into pork, bacon and sausages that he too may be eaten. He is said by some philosophers to possess a great deal of sympathy, and that the extraordinary hub-bub which he raises at the distressful squeal of a brother pig is a proof of it. But his strongest emotions are exhibited at the trough — especially if the supply threatens to be small. The pig is then in great excitement and fights his brethren right and left as though all were intruders except himself. He is a thorough corn-monopolist. In fact the most zealous defenders of the pig, as to his character and deportment, must admit that he is selfish in the extreme, gross in his manners and conversation, swinish, and unclean in his habits, and in his tastes a mere hog.

But how useful this animal becomes when he has transmigrated from pig to pork! The pig vindicates himself from all the blemishes of his life by the great results of his death — and in this particular he is unsuperior to some men, who having lived useless lives, confer no benefit by their death except the negative one

of ridding society of a nuisance. But the pig confers positive benefits which, if he could himself appreciate, we might almost believe that a generous minded pig would yield himself cheerfully and of his own accord into the butcher's hands so soon as he had attained a sufficient degree of pinguitude [torpid, fat]. But let us see how he fares in Cincinnati — where the phrase "going the whole hog" ought to have originated — if it did not:

The Pig in Cincinnati.\* — What crocodiles were to Egypt, what cows are in Bengal or storks in Holland, pigs are in Cincinnati, with this trifling difference — their sacredness of character lasts but as long as their mortal coil; and this if abbreviated without ceremony, and from the most worldly motives. In life the pig is free — is honored; he ranges the streets; he reposes in thoroughfares; he walks between your horse's legs or your own; he is every where respected; but let the thread of his existence be severed, and, shade of Mahomet! What a change! They think, in Cincinnati, of nothing but making the most of him. — How many of his kind perish annually, to cement the vast prosperity of the city, cannot be told.

About fifteen years ago, when it contained only one-fifth of its existing population, a few bold speculators began the trade. Selecting the hams and sides of the animal, they made pickled pork; of the rest they took small account. Soon, however, the idea occurred to one more acute than his fellows, that the heads and the feet — nay, even the spine and the vertebrae — might be turned to account. Trotters and cheeks had their partisans, and these parts looked up in the market. About this time the makers of sausages caught the inspiration; they found these luxuries saleable; and so many pigs were to be slaughtered, that the butchers were willing to do it for nothing; that is so say for the prerequisite of the entrails and offal alone.

The next step was due to the genius of France. A Frenchman established a brush manufactory and created a market for the bristles; but his ingenuity was outdone by one of the countrymen, who soon after arrived. This man was determined, it seems to share the spoil; and, thinking nothing else left, collected the fine hair or wool washed, dried and curled it, and stuffed mattresses with it. But he was mistaken in thinking nothing else left. As but little was done with the lard, they invented machines and squeezed oil out of it; the refuse they threw away. Mistaken men again! This refuse was the substance of stearine [a crystalline substance found in the fat] candles, and made a fortune to the discoverer of that secret. Lastly came one who could press chemistry into the service of mammon. He saw the blood of countless swine flow through the gutters of the city; it was all that was left of them, but it went to his heart to see it thrown away. He pondered long, and then, collecting the



stream into reservoirs, made prussiate [a salt of hydrocyanic] or potash from it by the ton. The pig was used up.

\*Many live pigs were shipped to Cincinnati by canal boats to be butchered. The resulting meat and other by-products were also shipped by canal boats. Cincinnati processed so much pork that it was called "Porkopolis."

*Fort Wayne Times*  
May 8, 1851

Good Officers. - Complaints reach our ears from every point of the compass every spring as soon as navigation is opened, of breaks in the canals, impaired locks, bad towpaths, and other impediments to the navigation of these important channels, which indicate culpable negligence on the part of the superintendents, lock tenders, and other officers having the same in charge. For instance, navigation on the Illinois Canal has been suspended for a month this spring, in consequence of breaks. Navigation on the Erie Canal is now impeded by two breaks, one at Brockport and another at Utica. Like trouble has been encountered upon the Pennsylvania Canal. It is a common complaint that every spring, the canals are out of order, and navigation is scarcely open before a break occurs or a lock is out of order, and business is suspended.

We are happy to bear testimony to the fact, that during the last two years, the Wabash and Erie Canal has not suffered from any such causes. Too much praise cannot be awarded to the officers, for the fidelity with which their duties are attended to. On the Indiana portion the officers are very faithful. The locks are in good repair — no breaks occur, and navigation is uninterrupted. We venture to say that, on no canal in the Union has business suffered fewer embarrassments or delays, by reason of the negligence of canal officers, than on the Wabash and Erie.

So says the *Toledo Blade*, and we can cheerfully bear testimony to its correctness, as far as the Indiana part of the canal is concerned. The officers who have charge of it are faithful and competent men, and no canal is managed in a more skillful and judicious manner. It is difficult for men who are acting in a public capacity, at all times to escape censure, but those who have charge of this canal deserve as little as any officers, and less than most.

*Fort Wayne Times*  
May 8, 1851

Silas Doty - The notorious individual, who was recently taken from this city, by the Sheriff of Hillsdale county, Michigan, has been tried in that county on several charges, and sentenced to the Michigan penitentiary for seventeen years. The good people of Stueben county,

"and the regions round about," will breath "freer and easier."

*Fort Wayne Times*  
May 8, 1851

DOYLE & CO'S DAILY PACKET LINE. - A PACKET of this line will leave very morning at 9 o'clock, going to Toledo, connecting at the Junction with a daily line to Piqua, Troy, Dayton and Cincinnati. A packet will also leave for Huntington, Lagro, Wabash, Peru, Logansport, Delphi, Lafayette, Attica, Covington, and Terre Haute, every morning at 10 o'clock.

These packets, for convenience and comfort are not surpassed by any line in the United States.

*Fort Wayne Times*  
May 8, 1851

Man Drowned. - We understand that an individual named Nelson was drowned in the Canal in the vicinity of Roanoke, ten miles east of this place, one day last week. He was intoxicated, or in plain words *drunk* at the time. *Indiana Herald*

*Fort Wayne Times*  
May 22, 1851

Doty. - The name of Doty has become a familiar notoriety, throughout the northern portions of Indiana — it is identified with what may not inaptly be designated a kind of criminal heroism. He has, for years, been the "Robin Hood" of the border country, between Indiana and Michigan, preying indiscriminately upon the settlements of either, and enjoying by turns the penitentiary hospitalities of both. Silas Doty is no common man. — Nature has been lavish in endowing him with qualities that would have raised him to eminence in any profession or calling that he might have espoused. He chose that of a malefactor, and, as he would have done in any other line of business, in that he became eminent, both by his numerous trespasses upon the rights of community, and by his unparalleled success in eluding the penalties due to his crimes. Few men ever run such a career of crime, with so great impunity — so general an exemption from the indictments of a violated law.

The future romancer will gather up the tradition of our north border country, and delve into the legal archives of all the counties on both sides of the line and combining the two sources of information with a vigorous and fruitful fancy, will produce a narrative that will throw the exploits of the old Robin Hood entirely in the shade.

The *Detroit Advertiser* give the following sketch of the late sentence of Doty:

That notorious old evil-doer, familiarly known to man, woman, and child throughout southern Michigan, as "Sile Doty," was brought up for sentence a few days

Trustees, that notwithstanding the great advance in the price of labor which has taken place since they commenced the work, the actual cost of the completion will not materially exceed the estimates which were made in 1843 prior to the transfer.

The cost, according to contract prices, from Coal Creek to Evansville, — one hundred and ninety and a half miles, (exclusive of damages for the right of way,) will not vary much from \$2,012,000. The actual sum cannot be known, until the contracts are closed and the work paid for.

The certain and speedy completion of this canal, the longest in the United States, through the territory of Indiana to the Ohio river, a work which has ever been regarded with such interest by our citizens, and the partial completion of which has already conferred such direct benefits upon so large a portion of those living along and near to it, and upon the whole State in the addition which it has been the means of making to its population and taxable property: — is a subject of sincere congratulation. And when we consider that this result has been attained; by the agency of the holders of our bonds, and by means advanced by them at a time of great embarrassment, it would seem to add to the obligation resting upon us, if anything can add to the sacredness of State faith and State honor, an additional reason for maintaining with scrupulous fidelity the arrangements with them and throwing around them every possible security, — as their only reliance for protection and indemnity rest upon it.

The revenues of the finished portion of the canal shows a gratifying increase in its traffic and usefulness.

The tolls received for the year ending November 1, 1850, are reported at \$157,158.38; being an increase of \$22,499.35 over the tolls of the previous year.

The Trustees report the sale of 25,468 22/100 acres of land in the Vincennes district; and 33,986 22/100 acres in the Logansport office, during the year;

#### *Fort Wayne Times*

January 16, 1851

Excerpt from Governors Message 12-21-1850 The work on the Wabash and Erie Canal, under the judicious management of the Trustees, has been prosecuted steadily towards completion according to their plan as submitted exhibiting an increasing demand of canal lands for settlement.

It cannot be expected that a work of the magnitude of this, involving so many interests, can be prosecuted and completed without causes of complaint on the part of some of our citizens. — These complaints are made to the Executive department, frequently accompanied with the request that suits be brought.

It is suggested that you adopt some rules to be

observed in all applications for relief by suits. — The views of many predecessors, on this subject, are worthy of your careful consideration.

On the twenty-eighth day of September, 1850, Congress passed a law granting to each State of a specified purpose, the swamp or overflowed lands within their several borders then belonging to the General Government. On receipt of the law, a correspondence was opened with the General Land Office at Washington. A reply was communicated to me on the 25th day of October and on the 30th day of the same month, a circular was passed to each of the County Surveyors throughout the State. Additional instructions having been received on the 29th day of November, they were embodied in another circular, and on the succeeding day were also passed as above. Under these instructions and circulars, the surveyors are at this time engaged in making the necessary examination of the tracts of land that we shall be entitled to under this law. A portion of them have discharged their duties, and made their reports; but it is probable that the entire work will not be completed before March or April, 1851. From the best information I have received, the State will obtain, under this act, about One Million acres of land, for the purposes named therein. It will be your province, at the present session to provide by law for the compensation of the surveyors and others engaged in selecting these lands, and to take such steps as will preserve them from waste, until such time as the patents shall be made to the State, and the Legislature shall have determined the manner in which they shall be disposed of. I have not sufficiently matured any system for bringing these lands into market, or otherwise disposing of them. This, with other matters relating thereto, may be made the subject of a special communication. It would accord with my views, after the objects, for which these lands were granted are accomplished, if the proceeds and residue were set apart to aid the Sinking Fund for the redemption of the State debt.

By the determination of the General Land Office, the sales, by the several Land Offices, of the swamp and overflowed lands thus granted to us, will not be stopped or interfered with, until they are ascertained and marked off as “State Lands” upon their office plats. But that if any such lands shall have been, or shall hereafter be sold, by such Land officers, the money received therefor shall be held for, and be paid to the States. I have already received information of some such sales; and as there will doubtless be more, I suggest that you provide by law, the method of applying for and receiving the money arising therefrom.

The State is under many obligations to Hons. R. W. Thompson and John H. Bradley, for services rendered at Washington city in the adoption of the rules for the selection of these lands.

ago, before his honor Judge Pratt. Pratt surveyed the prisoner for a few moments severely, in order to impress him with a becoming sense of his situation, after which he addressed to him a severe lesson upon his past transgressions and wicked ways, having concluded which, and the prisoner having meekly intimated that he had nothing to say in mitigation of his sentence, Judge P. addressed him thus:

“Doty, how old are you?” “Fifty-three, your honor.” “Doty, the enormity of your offence demands that you be sentenced to the State Prison for twenty years. But, Doty, we are reminded by words of Holy Write, that the days of man’s years are three score and ten; I shall, therefore, in clemency towards you, and being guided by the scriptural limit of human life, sentence you to the State Prison for *only* seventeen years!” Doty was almost overwhelmed with a sense of his deep obligation at the clemency of the Judge.

*Fort Wayne Times*  
May 29, 1851

Indiana. - MESSRS. Winslow, Lanier & Col, of New York, have issued a pamphlet relating to the financial condition of the State of Indiana and the present value of the various securities growing out of the compromise act of 1846-47, providing for the liquidation of her internal improvement debt. To understand perfectly the condition of the State finances, these gentlemen have entered into a brief and succinct history of its affairs up to the present time. In 1835-36, the State complemented her system of Internal Improvements by the passage of a law providing for its progress on an extensive scale. Bonds were issued to the amount of \$8,000,000 & were expended on various works, and the remainder was lost to the State, either by the improvidence of its agents or by the failure of the bankers, to whom they were sold on credit. The State, however, at all times recognized every description of bonds, without exception, as part of her debt, although during the gloomy period of '41, and succeeding years, the State was unable to meet her engagements. In the meantime, the uncompleted works languished, and the State was powerless, without means or credit. In 1846-47, under a proposition from the bond-holders, a law was passed for the internal improvement debt on the basis of issuing new bonds for one half its amount, and surrendering the Wabash and Erie canal to the creditors in full payment for the remainder. — Congress aided the work by grants of land; and the State, from the increase of population, and the value of taxable property, is rapidly placing itself in a position where the regular payment of her annual interest will be no source of inconvenience. - *State Jour.*

*Fort Wayne Times*  
May 29, 1851

Breaks in the Canal. - The late rains caused several breaks in the Canal and Feeder in this vicinity, which are getting repaired with all possible dispatch. Those in the Feeder are already mended and the water is again in the Canal through town. Navigation will not be opened, however, for some days yet.

*Fort Wayne Times*  
June 5, 1851

Sale of a Lot. - We understand that a lot, 70 x 90 feet, at the east end of Columbia street, adjoining the canal, was sold a few days ago, for \$1200. Mr. Doyle was the purchaser, and he intends it for a State and Packet Office.

*Fort Wayne Times*  
June 12, 1851

The Canal. - The Toledo papers say that the water will be drawn from the Canal between Providence and Toledo, on Wednesday, the 11th (yesterday,) and remain off about five days.

*Fort Wayne Times*  
June 26, 1851

Accident. - On Saturday afternoon last, as the Piqua Plank Road Bridge, across the Canal was being raised, two of the stringers fell. Several of the workmen were in great danger, but all escaped except one name Frederick Benceman, and Mr. McKinley, the contractor. The latter had his foot mashed badly, while the former was crushed to the earth, and dreadfully injured. All that saved him from instant death was a low place in the bank, that saved him from the full force of the falling timbers.

Mr. Benceman was yet alive when we last heard from him.

*Fort Wayne Times*  
July 10, 1851

Fort Wayne & St. Mary’s Stage. - By the advertisement in today’s paper, it will be seen that Messrs. Doyle & Hoskinson have started a tri-weekly line of Stages between this city and St. Mary’s, there to connect with Doyle’s splendid line of Packets to Dayton and Cincinnati.

This line will be a great accommodation to the public. It is to be a permanent thing. When the gentlemen put their hand to the plough, they “never look back.”

Mr. Doyle has commenced a large building — 70 by 80 feet we believe — at the east end of Columbia street, for a Packet Office, Stage Office, &c. We have also heard it said, that he contemplates, next summer, erecting a splendid Hotel in this city, but for this we cannot vouch, however much we hope it may be so. He is just the man to do that thing.

*Fort Wayne Times*

July 10, 1851

Income of the Canals. - By an official statement published a few days since, it appears that the canal revenue, this year up to the 15th of June, exceeds that of the corresponding period of last year, \$216,000. It may therefore, safely be assumed that the excess for the whole season of canal navigation, this year, will amount to more than half a million dollars! The canals last year, yielded a revenue of \$3,273,000. A gain of half a million, would give this year, a revenue of \$3,773,000.

The works of Internal Improvement recently completed, and now in progress, in the Western States, will, every year, contribute a vast accession of trade to the Erie Canal. The extension of the Wabash and Erie Canal of Indiana, will, in a few months be completed to the Ohio river, forming the longest canal in the world, and passing through one of the most fertile regions in the world. The great Illinois Central Railway more than 600 miles in length, extending from the northern to the southern extremity of the most productive agricultural state in the Union, is now under way, and will be vigorously prosecuted by a company of wealthy New York and Boston capitalists. Wisconsin is pushing her Lake Michigan & Mississippi Railway westward to its union with the Father of Rivers, and the Chicago and Galena Railway is advancing with great rapidity, as also is the Southern Michigan Railway from Monroe to Chicago. The great state of Ohio is rapidly being intersected by a complete network of railways, and Indiana is following rapidly in her footsteps. In a word, the spirit of Internal Improvement is at work throughout the whole West, and the result will be seen, in a very few years upon the trade of the Erie Canal, in an increase of its revenues to a point far exceeding the estimates of the most sanguine advocates of its speedy enlargement.

It is therefore of the first importance that no narrow policy shall prevail in the councils of our State on the subject of Internal Improvement; that the Erie Canal shall be speedily enlarged — the tolls taken off from the railways and every other facility granted to cheapen transportation and to secure in New York *forever* the lion's share in the trade of the West. *Syracuse (N.Y.) Star.*

*Fort Wayne Times*

August 7, 1851

*From the Cleveland Plaindealer,*

Another Carriage off the Pier - A Woman and two Children Drowned - It is not long since we chronicled the feat of a Cab backing into the Canal, and drowning a woman and child. This morning about 3 o'clock, the horses to the Omnibus of the Farmers' Hotel walked off the Pier into the River, drowning a woman and her two children. The circumstances are briefly as follows:

An Irishman, his wife and two children, one a little boy of about six years, the other, a little girl a nursing babe, took passage on the Propeller *General Taylor*, at Milwaukee for this place.

There came in company an Irish acquaintance living in this city. While the boat was at Maiden, stopping to wood on her way down, the first named Irishman got into some difficulty with another passenger, and when the mate was giving orders, winding, on leaving the dock there was much noise among the belligerents. In endeavoring to still them he had a clinch, and finally caught a hand spike and knocked said Irishman senseless by a blow across his head, breaking his nose and injuring his skull so that he has not spoken since. On landing here about 3 o'clock this morning, Atkinson, of the firm of Atkinson & Jepp, Proprietors of the Farmers' Hotel, had his Omnibus on the Pier between the Depot and Rhodes' new Warehouse. He had got the woman and her two children in the carriage, and went back to the boat, which was some twenty rods down the Pier, after the baggage; leaving the horses unattended. He met the first mate and the Irish friend leading the one who had been struck, and who was still senseless and quite helpless, towards the carriage. It is supposed he was placed inside with his family, as he was too feeble to support himself outside. When Atkinson returned with the luggage, his horses were gone. There was no one up at that hour who saw them start, and after looking around awhile concluded they had gone to their stable. He ran home, but not finding them went back to the Pier and saw the man who was hurt (Bray was his name) on the water. The cry was raised that a man was drowning. A sailor, on the opposite side jumped out of his berth and into a boat, rowed to the man, and found he was standing on the top of the carriage in which was his wife and two children, drowned! He could not articulate a word, and how he got outside the carriage is a mystery. The dead bodies of the mother and children were taken out of the Omnibus — the horses and fore wheels had got separated, and were found some distance below — the horses drowned. A Coroner's inquest was held and a verdict rendered according to the above facts. The injured man, and sole survivor of the family, now lies senseless at the Farmers' Hotel, and is not expected to recover.

*Fort Wayne Times & People's Press*

August 14, 1851

J. J. Comparet M. W. Hubbell D. R. Comparet  
1850 Comparet, Hubbell & Co., 1850  
Storage Forwarding and Commission Merchants  
Will Pay Cash For  
FLOUR, WHEAT, CORN, PEARL & Potash,  
and most other products of the country, or  
make liberal advances on the same.

Warehouse east end of Columbia Street  
Fort Wayne, Indiana

*Fort Wayne Times & People's Press*

Aug. 14, 1851

A Town without a Railroad. - Judge Wright, of Logansport, in a recent speech, in which he endeavored to impress upon the citizens of Cass county the condition they would be in if they allowed their more enterprising neighbors to outstrip them in railroad matters related the following anecdote:

"While in New York a few days since" said the Judge, "I was introduced to gentlemen of high standing in that city. To his enquiry of where I was from? I answered, "Indiana." "What part of Indiana?" Said he. "Logansport," said I. "Logansport! Logansport!" said he. "I don't know where that is." "It is seventy miles north of Indianapolis, on the Michigan road," said I. "Seventy miles north of Indianapolis — on the Michigan road. I never heard of that place, Judge." "Not heard of Logansport?" said I in astonishment. "Why, sir, Logansport is a city some forty miles east of Lafayette on the Wabash and Erie Canal." "It is very strange Judge, that I do not know where Logansport is. How far is it from Peru?" "*Peroo!* Do you know where *Peroo* is?" "Oh yes Judge it is the termination of the Peru and Indianapolis Railroad." — "Well sir, if you know where *Peroo* is I have the honor to inform you that Logansport is *eighteen* miles west of that place." And thus, continued the Judge, was I compelled in New York, the designate the locality of Logansport as *eighteen miles west of Peroo*, the town we have ridiculed and laughed at so much during the past few years for undertaking to build a Railroad seventy miles in length."

*Fort Wayne Times and Peoples Press*

Aug. 21. 1851

High Water in August. - In the memory of the "oldest inhabitant," there has not before been a flood in August. On the 5th inst. Walk Cat and Deer Creek were both higher than ever before known. The guard-bank at Wild Cat gave away, letting the stream across the Canal North of the guard-lock, making several small breaks in the Canal. They were so far repaired, however as to pass boats on Thursday. We are informed by Mr. Williams, who came through, yesterday, that all is right North of this. The break at Portland will be repaired by Monday next, by which time it is supposed boats can pass to Terre Haute. *Lafayette Daily Journal*.

*Fort Wayne Times and Peoples Press*

Aug. 21, 1851

Canal Land Interest. - I WILL ATTEND to receive interest or Principal on Canal Lands at the following times and places:

Fort Wayne,	29th and 30th of August,
Huntington,	1st September,
Lagro,	2nd do
Wabash,	3rd do
Peru,	4th do

J. W. WRIGHT, Land Office Logansport

*Fort Wayne Times and Peoples Press*

September 8, 1852

Fort Wayne. - A correspondent of the Toledo *Republican*, under the title of "Wayside Sketches," thus speaks of Fort Wayne; and vicinity:

The country around Fort Wayne teems with wealth. Possessing besides many attractive scenes of natural beauty, it holds out inducements to settlers. A gentleman, who had been through the entire State, expressed to me the opinion, that Fort Wayne was the pleasantest town he had visited.

The canal crosses the head-waters of the Maumee river, just after you leave town, and the appearance of the country is entirely changed. — Stretching on either side of us, are the far farmed prairies of Indiana, dotted with millions of lovely flowers; the rays of the noon-day sun reflected in brilliant colors from doubtless dew drops. — Bounded in the distance by heavy timbered land, with here and there a frame house to relieve the sight of plain and woodland, the view is really beautiful. It makes me think of the old song

"Come along, one and all, fear no alarm,  
For Uncle Sam is rich enough to give us all a farm."  
to graze upon such vast plains — such immense tracts of rich land and know of the millions they would feed.

*Fort Wayne Times & People's Press*

Sept. 11, 1851

Peaches. - We have been presented with any quantity of the finest kind of peaches by our excellent friend, Mrs. Capt. Fairfield — in fact, entered free ingress, at any time, to her peach orchard, which by the way, is a pattern worthy of imitation. It is needless to say how we availed ourselves of the kind privilege.

Mr. Charles Rench handed us a specimen of the largest peaches that we have seen this season, weighing about three-fourths of a pound each. They were picked, however, before they were fully ripe. Mr. French being compelled to do this to same them from the depredations of some miserable, petty midnight thieves. There have been numerous robberies of the sort about the town the present season — more numerous, we understand, than usual. If an old blunderbuss should happen, on of these fine nights, to point towards some of the depredators, and "go off," peppering the gentry's pantaloons with something heavier and harder than peas or salt, it would be nobody's fault but their own.

*Fort Wayne Times & Peoples Press*  
Sept. 20, 1851

DOYLE withdraws his Canal packets, between Cincinnati and Dayton, after the formal opening of the Cincinnati and Hamilton Railroad to Dayton, say on the 26th inst.

*Fort Wayne Times & People's Press*  
Oct. 9, 1851

The break in the canal feeder, near this place is now completed, and boats are now passing as usual.

*Fort Wayne Times & People's Press*  
Oct. 23, 1851

*From the New York Tribune.*

*Ballad of the Canal.*

BY THE MUSE

We were crowded in the cabin,  
Not a soul had room to sleep;  
It was midnight on the water,  
And the banks were very steep.

“Tis a fearful thing when sleeping  
To be startled by the shock,  
And to hear the rattling trumpet  
Thunder, “coming to a lock!”

So we shuddered there in silence,  
For the stoutest berth was shook,  
While the wooden gates were opened,  
And the mate talked to the cook.

As thus we lay in darkness,  
Each one wishing we were there,  
“We are through!” the captain shouted,  
And he sat down on a chair.

And his little daughter whispered,  
Thinking that he ought to know,  
Isn't traveling by canal boats  
Just as safe as it is slow?”

Then he kissed the little maiden,  
And with better cheer he spoke,  
And we trotted on the Pittsburgh,  
When the morn looked through the smoke.

*Fort Wayne Times & People's Press*  
Oct. 23, 1851

Robinson's Tannery. - On the different manufacturers of our growing city there is none more extensively carried on than that of LEATHER, and the model establishment is that of JAS. H. ROBINSON, at the west end of Columbia st., on the south side of the Canal Basin. Besides a large supply of Leather, he keeps constantly for sale a

heavy assortment of BOOTS AND SHOES, at the very lowest rates.

ROBINSON'S TANNERY, LEATHER AND SHOE STORE.

THE subscriber has enlarged his well known establishment, situated across the WEST end of the principal business street of Fort Wayne being at the foot of the LONG CANAL BRIDGE

In this enlargement, in addition to his usual Stock of Sole and Upper LEATHER, Calf Skins, Kips, Linings, Bindings, Morocco Harness, Bridle, Stirrups, Findings, Lasts, Pegs, AND SUPERIOR BOOTS AND SHOES Manufactured Ex-pressly for Custom Work, the subscriber has added a large and general assortment of Eastern Made Boots & Shoes of almost every variety including Ladies' Gaiters, Slips, Jenny Linds, Polkas, &c., Misses', Children's and Infants' of elegant Styles, Men's Boy's and Youth's of all sorts and prices. ALSO Indian Rubber and Metal ic Shoes and Bootees for Ladies, Gentlemen, Misses, Boys, Youths and Children.

Cash Paid for

HIDES AND SKINS, OAK BARK

BOUGHT AS USUAL.

It is and will be the object of the proprietor to do a liberal business in all these varied branches and those favoring him with their custom shall, if continued, be fully satisfied that they receive, full value for the money they expend with him.

JAMES H. ROBINSON.

*Fort Wayne Times & People's Press*  
Nov. 20, 1851

The Packets. - We are requested to say that the Packet will go west for the last trip this season, on Monday the 24th. It will continue to run east for a short time longer.

*Fort Wayne Times & People's Press*  
Nov. 27, 1851

The Board of Canal Trustees, consisting of Charles Butler, of New Yor, Thomas Dowling, of Terre Haute, and Mr. Noffsinger, of Rockville, is now in session at Terre Haute. It is said that the Board will probably reduce the tolls on flour, wheat, and salt at this session. *Lafayette Journal.*

## 1852

*Fort Wayne Times & People's Press*  
Jan. 29, 1852

COMMERCIAL AND FINANCIAL. - PORK The trade in this article is about over for the season. The prices range at \$3.76 to \$3.87 for 200 lb. Hogs and upwards. The number packed at this point will reach 2000, no including what have been cut up for immediate use and taken by families.

CORN Not much doing in this article, we quote shelled at 28c and ear corn 25c.

CLOVER SEED is taken at \$3.50.

WHEAT This is the principal staple of our country, and the one upon which the trade and business of our town are more dependent than upon any other. Great complaints are made among our merchants and warehouse men at the light receipts of this article. It is true that the quantity arriving just now is larger than it has been at any time this winter, and that one warehouse is already full; yet expectation have not been realized — the usual quantity of goods have not been sold — nor has the wheat come forward as was believed it would from the large quantity known to be in the country. The daily receipts at Huntington last week were larger than ours, at the latter place, as well as at Lagro and Wabash-town, a traveler writes us, that wheat is pouring in in great abundance. — This seems to give additional importance to this inquiry, and yet we apprehend the solution of this difficulty may be found in a variety of causes. In the first place, it should be remembered, that the Southern Michigan Railroad has opened a market for the products of Steuben, Lagrange, Kosciusko, and Elkhart counties, from when we have hitherto derived a large trade, much the greater part of which is now lost to us; also that the good roads all over the country this winter, enables the farmers to go to any market whither their inclinations direct. Hence Huntington and Lagro have been sharing the trade of the southern part of Kosciusko and the western part of Whitley counties with us, and Section Ten has taken a part of Adams and the adjoining counties in Ohio. When roads are in a bad condition neither of these points can be reached from the counties we have named, but now that they are good every where, they divide this business with us. Again, since the last harvest wheat has been ruinously low — lower than it has ever been since the canal was opened, and all who can, are holding it at home, in hopes of better prices next spring. Our plank roads enables the most of them to bring it in at any time, whenever prices suit. Nor is this all, many of these who had sold have found a better market with their own merchants in the country, than with us in town. These have been obliged to advance the price to nearly our own rates, not deducting the cost of hauling to town to induce farmers to sell, otherwise they could neither make collections, sell their winter stock of goods nor sustain their credit in the east next spring, some of them assure us that it is better for them to sustain their credit by even losing even 15 or 20 per cent on their purchase than not to have done it, and without submitting to this loss their business in some cases would have been almost suspended, and we can readily see that if they buy the wheat, they will sell the goods, and our merchants lose the opportunity — notwithstanding the wheat may afterwards be sent in to our Warehouses to

go forward in the spring.

If then the difficulty of short receipts and bad trade is not feared in the causes here enumerated, we confess we do not know where to find it, and would like to be enlightened on the subject.

We do not doubt that our wheat buyers pay all they can afford to pay for the article, they have had the name of paying more here proportionately than any other point west of the Lakes, and are now paying as much as any other place similarly situated.

The price remains steady at 50 cents in the street.

*Fort Wayne Times & People's Press*

Feb. 5, 1852

AN APPEAL TO THE BOARD OF TRUSTEES, OF THE WABASH AND ERIE CANAL. - The undersigned most respectfully solicit the Board of Trustees of the Wabash and Erie Canal to take into consideration the importance of adopting measures by which the running of their boats on the Sabbath will be discontinued.

This has long been a matter of deep anxiety to the religious and order-loving portion of our communities; the non-observance of the Sabbath on the line of the canal, we regard as a *great evil*, and we hope that the Board of Trustees — should they conclude to consider the subject — will adopt such regulations as may be efficient for its removal. We would address you all as moral, and some of you, as professedly *religious* men, who deplore the *existence* of this practice, brought upon you, so to speak, by the custom on other canals, and the character of the persons commonly engaged in the business; as men, too, capable of appreciating the reasons urged in behalf of the movement, and willing to use every legal endeavor to accomplish it.

In addressing *such* men we think we are placed on high vantage ground for the attainment of our object; we, therefore, cherish sanguine hopes, that the subject presented in this memorial, will not be laid aside, but will meet with an attentive and successful hearing.

While urging our request we take two or three views, which, though not *new* to you, may yet serve to stimulate your minds to a renewed consideration of this subject, and to a consequent favorable action upon it.

First, then, we regard the practice of running on the Sabbath, together with all the business to which this leads on that day;— the constant employment of boatmen and lock-tenders, the lading and unlading of the boats at the different ware-houses, the attendance of the collectors with their clerks at their respective offices — *we do solemnly regard this practice as a direct infringement of that precept of the Moral Code, which requires the setting apart of a seventh portion of the week for cessation from bodily labor, and for special religious purposes.*

Viewing the subject in this light, it assumes to us a

*most serious aspect*; by the application of this precept, every man, and we may say, especially every believer in Divine Revelation, is commanded by the *highest authority, to abstain from the violation of the Sabbath in the form we have mentioned, and to exert his influence to prevent its violation by others.*

Then, again, when we consider the deprivation of morals flowing directly from this custom, we have found another urgent reason why it should be abandoned. The fact that it is forbidden in Divine Law, is a sufficient assurance that a corruption of morals follows desecration of the Sabbath, but we have numberless examples in the history of nations, communities, and families, showing that where the Sabbath is honored, virtue and happiness abound, but that where it is desecrated, vice and misery succeed as an inevitable consequence. And that such are the results of the violation of this day *in the case here specified*, will not admit of a doubt.

While our country is advancing in wealth and influence through the agency of her canals and railroads, it would be well to stop and reflect upon whom the continuance of this prosperity depends, that *ultimate*, if not immediate disaster must follow the violation of the laws of HIM who hath said, "Remember the Sabbath day and keep it holy," and hath announced the maxim, "Righteousness exalteth a nation; but *sin* is a reproach to any people."

We might, moreover, mention as an inferior, though not unimportant consideration in these times, that in reality, *no pecuniary advantage* is derived from this practice. By giving the hands employed and the beasts opportunity to recruit their energies from resting one day in seven, an equal, and perhaps a greater amount of business would be transacted during the season, and consequently, an equal, and perhaps a greater profit derived.

These are a few of the of the reasons plainly and earnestly presented, why we make this appeal, and why we solicit you to use your influence to accomplish the desired end. The most feasible mode of doing this, would be to direct the collectors on the route to close their offices. By virtue of your position we are informed that you have power to act in this matter, and as a Board of Trustees, to whom the general management of the business of the canal is delegated, what subject of greater moment can be presented for your deliberation! We again most earnestly request you, soon to take it into consideration, and attend to the petition of so large and respectable portion of the community, and of those who patronize and uphold the interests of your canal.

[242 signatures attached]

*Fort Wayne Times & People's Press*

Mar. 25, 1852

We learn by a telegraph dispatch from Mr. Doyle, that his Packets have commenced their regular trips between

Dayton and Cincinnati.

The Stage line to St. Mary's make their regular trips, leaving this place every Monday, Wednesday, and Friday, connecting with the Packets at Dayton. Passengers for Cincinnati can now have an easy quick and comfortable conveyance.

Mar. 25, 1852

High Water. - The water in the rivers here, on Tuesday last, were about "as high as they usually get," but they are now falling. We understand that the bridges, plank roads, &c., about the country are considerably injured, but nothing serious. — It was said that the Feeder Dam was in danger, but that was probably a mistake.

*Fort Wayne Times & People's Press*

Apr. 1, 1852

The Canal. - Is now open at this place, and the boats are beginning to move. Some few have already left for Toledo.

We are requested by Mr. Bird to say that navigation will be open to Cincinnati by the last of the week.

WE have no authority for saying any thing about the Packets, but understand they will commence their regular trips both ways on Monday next,

*Fort Wayne Times & People's Press*

October 6, 1852

The Fountain (Ind.) circuit failed to find an indictment against Hon. E. A. Hannegan for the murder of Capt. Duncan, so that he is now clear from all legal proceedings.

So say the papers, and it is the result which we predicted at the time of the "murder" — if it was murder that was perpetrated. No one ever supposed that Hannegan would suffer any penalty the act.

We suppose, then, the law is settled in Indiana that, in a drunken carouse, a man may trip over a brother-in-law, with a Bowie knife, to go "clear from all legal proceedings," — provided he is a popular favorite.

*Fort Wayne Times & People's Press*

October 13, 1852

A vote was taken on the down packet last evening, but as the canvass resulted in a majority for Pierce, it will probably not appear in the *Blade* of this evening. Whigs who make a business of taking and publishing votes should be more careful in selecting their crowds. *Toledo Rep.*

That was probably, the same canvass in which a man voted for Pierce at the bow of the boat, where the count commenced; then slipped stealthily back to the stern and voted again; then stepped below, and voted again, when he was accused of his duplicity, and came near being thrown in to the canal.



Was it not so, Mr. *Republican*?

*Fort Wayne Times & People's Press*

October 13, 1852

1852 Transportation! 1852

JULIUS HULL,

CINCINNATI AND WABASH LINE,

First Class of Canal Boats

Are now ready to receive and Transport all descriptions of Goods and Merchandise to all points on the Wabash Canal, on the opening of Navigation.

Shippers are respectfully invited to all at our FORWARDING AND COMMISSION WAREHOUSE, North side of Canal, between Main and Sycamore Sts. CINCINNATI Ohio.

Refer to Messrs. Hill & Orbison

“ F. W. Taylor

Fort Wayne

“ Comparent Hubbell & Co.

*Fort Wayne Times & People's Press*

October 13, 1852

1852 (picture of canal boat) 1852

COMPARET, HUBBELL & CO.

FORWARDING

And

COMMISSION MERCHANTS.

Eastern Basin, Columbia Street, near the

Packet landing

FORT WAYNE, IND.

AGENTS for Western Transportation Co.

Clinton and Eckford Lines,

Franklin Glass Works,

Oswego Cotton Mills,

Fairbank's Scales, &c. &c.

And Dealers in Salt, Fish, Nails, Powder, Pine,

Sash, &c.

CASH paid for GRAIN and liberal ADVANCES made on consignments.

*Fort Wayne Times & People's Press*

October 13, 1852

DIED. - On Sunday last, on the canal between Toledo and Defiance, of Cholera, MR. NEHEMIAH TOWER, aged 60 years.

Mr. Tower was a citizen of Lapeer county, Michigan. He was on his way to this city to visit his son, Mr. B. H. Tower, He was seized with cholera on Sunday morning while on board the Canal boat, and died in a few hours. He was buried in this city yesterday.

October 27, 1852

*Fort Wayne Times & People's Press*

Atlantic and Pacific Canal. — We published a paragraph on Saturday announcing that Mr. Catherwood, the artist, had just left New York for Chagres, in connection with

the London project of constructing a ship canal across the Isthmus of Darien. The New York Post furnishes the following particulars. —

The route has the advantage of any others proposed, that it is shorter and is to be so constructed as to accommodate vessels of every dimension and tonnage. It is designed to communicate between San Miguel on the Pacific, and the nearest point on the opposite shore — a distance of about fifty miles; of which only thirty would require to be cut, the remaining 20 being navigable by a small river which empties into the Gulf of Darien.

It is proposed to make the canal thirty feet deep, and to construct it without locks, which the formation of the country and the peculiar tidal currents of the two opposite waters seem to make not only practicable but preferable.

It has been ascertained that the waters in the Caribbean Sea rise and fall 24 inches, while that of the Pacific rise and fall 24 feet. This curious ordination of nature, would give to the waters of a canal communicating between the two seas, a tide each way once a day, with 12 feet head — a sufficient motive force to deliver vessels from one side to the other in a single tide without any other propulsion, thus rendering the tow path and locomotive power of all kinds superfluous whether for sail vessels or steamboats.

The deepest cut to be made in the whole distance is only one hundred and twenty-five feet, and the cost is estimated at £9,000,000. The prominent parties to the project in London are Messrs. Fox & Anderson, the Architects of the Crystal Palace. They have procured a survey to be made by Mr. Gisborne, an eminent engineer, from whose report we gather most of the foregoing particulars. Abbot Lawrence, our late Minister to England, also, is understood to have an interest in the enterprise.

From the character of the parties, and the encouraging tenor of Mr. Gisborne's report, there is reason to hope that a ship channel is destined finally to be opened between the Atlantic and Pacific oceans in New Grenada.

*Fort Wayne Times & People's Press*

November 10, 1852

The Packets. - We understand, will continue to run until the canal is closed by ice. Heretofore they have been laid up about the 25th of November, whether the canal was closed or not. — By that time travel is about at an end, and the canal can hardly be expected to remain open much beyond that date; so it may be regarded as virtually the termination of Packet navigation.

The line under the management of Mr. Petree, during the past season, has been unusually prompt and regular, and given the highest satisfaction to the travel-

ing community. He has shown himself to be just the man to own it; and, with the assistance of as able and efficient a corps of captains as ever run a canal, every thing has gone on like clock-work. The travel has been immense, and must have paid handsomely. The boats have generally been well filled, and frequently to their utmost capacity. We have been glad to see an enterprise, so useful to the public, so liberally patronized.

With the opening of spring, these fine Packets, refitted and repaired, with probably some new ones, will be again in motion on the line; and we hope to see them under the command of the same captains. Their places could not be so well filled by others. — May they all live a thousand years, and “their shadows never grow less.”

*Fort Wayne Times & People's Press*

November 17, 1852

The important ship canal which is to unite Lake Superior and Michigan will soon be begun. The surveys for its location have been completed, and the ground has been found quite as favorable for the easy and speedy construction of the work as was expected. Several routes have been surveyed, which will enable the Legislature of Michigan and contractors to obtain a perfect understanding of the whole subject. The canal will be a fraction less than a mile in length. The law of Congress provides that the locks shall be at least 350 feet long and 60 feet wide, and the Michigan Legislature has power to enlarge the dimensions.

*Fort Wayne Times & People's Press*

November 17, 1852

Smith, of the *Peru Free Press*, in speaking of a trip from Defiance to Peru, says:

Antwerp, Fairport, New Haven and others, all finished towns, are passed in succession, and Ft. Wayne, the city of spires, of churches, of gentlemen, of black-legs, of sharpers and loafers, bursts upon the view. Of the city we need not speak. Our readers know it as well as we. Its denizens claim for it the high sounding appellation of “The Metropolis of Northeastern Indiana,” and as comparisons are odious, and as our neighbors up the “ditch” are a little sensitive on this point, for the sake of peace, we concede it to them — but they ought to remember that Decatur is only twenty-one miles south east from them!”

Our friend Smith never lets Decatur pass within twenty miles without giving it a dig in the short ribs. What is there about Decatur that haunts his fervid imagination so constantly?

November 10, 1852

*Fort Wayne Times & Peoples Press*

LaFayette & Indianapolis R. Road. - By reference to a

notice in another column it will be seen that this road is nearly completed, and that it will be fully completed in a few days. This road has encountered many difficulties, but has been pushed forward with extraordinary vigor and energy; and we congratulate the Company, and all others concerned, in the final success of their enterprise. By way of the canal — during the navigable season — and this road, will hereafter be the route from this part of the State to Indianapolis. We intend trying it tomorrow.

November 10, 1852

*Fort Wayne Times & Peoples Press*

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November 10, 1852

*Fort Wayne Times & Peoples Press*

LaFayette & Indianapolis R. Road. - PASSENGERS are now conveyed daily (except Sundays) on the line each way. The staging is now reduced to seven miles (at the Indianapolis end,) and will be within ten days reduced to three miles. Leave LaFayette at 8 o'clock A.M., arrive at Indianapolis at 2½ o'clock P.M. The cars will run through from LaFayette to Indianapolis about the 20th of November.

Northern Canal Packets arrive at LaFayette at evening. S.L. MEREDITH, Secy.

Office L. & I. R. Road Co.

LaFayette, Oct. 28, 1852

November 17, 1852

*Fort Wayne Times & Peoples Press*

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*Fort Wayne Times and Press*  
November 17, 1852

1852 Transportation! 1852

JULIUS HULL,  
CINCINNATI AND WABASH LINE,  
First Class of Canal Boats

Are now ready to remove and Transport all descriptions of Goods and Merchandise to all points on the Wabash Canal, on the opening of Navigation.

Shippers are respectfully invited to call at our  
FORWARDING AND COMMISSION  
WARE HOUSE

North side Canal, between Main and Sycamore Sts.  
CINCINNATI OHIO.

Refer to Messrs. Hill & Orbison

“ “ R. W. Taylor Fort Wayne

“ “ Comparet Hubbell & co.

March 17, 1852

*Fort Wayne Times and Press*  
December 1, 1852

Atrocious Murder. - A young man named Charles Chandler was murdered near Messrs. Comparet & Hubbell's Warehouse, in this city, on last Friday, evening, by William Wheeler. The facts, as near as we can learn, are as follows: Two boatmen, Chandler and another, had had an altercation about a breast pin which the latter had lost, but settled the affair by his agreeing to pay for it, and were laughing at the small matter that created so much trouble, when Wheeler, who belonged to another boat, stepped up and said that there had "been gas enough about it," threw Chandler down and kicked him several times in the abdomen; Chandler died immediately.

In temperance has again bloomed and brought forth its legitimate fruit — Contention, the blossom; Murder, the ripened fruit. The murdered man was about 20 years of age, and so much intoxicated that he could scarcely navigate. The perpetrator of this horrible deed was said to be in a similar condition.

Young men, is not this another solemn warning for us all? Can we look upon the inanimate body of a human being who has fallen a victim to the destroyer,

and then "upon the wine when it is red," with our making the resolve to touch it not!? Are the pleasures it furnishes commensurate with the misery, the wretchedness, the crimes it produces? A negative reply is given to these, and all similar questions. Then leave the enticing cup; quaff not its contents; join the band of virtuous, moral and good citizens; and these stills will be soon banished from society. — Laurel Wreath.

*Fort Wayne Times and Press*  
December 15, 1852

The *Toledo Republican* says that a Frenchman named Lovelett, a clerk in a grocery store in that city, was killed recently, by two boatmen. Liquor was the cause — of course.

*Fort Wayne Times and Press*  
December 22, 1852

Wretched. - Last Friday was an exceedingly cold blustering day — the most so of any this winter so far. In hurrying along the street we noticed a pair of poor, lean horses, partially sheltered by the abutment of a canal bridge, shivering in the piercing wind. Attach to them was an old, rickety wagon, with wheels loaded down with frozen mud, and an old tattered piece of canvass hanging on hoops over a part of it, in mockery of a cover. — On the leeward side of the crazy vehicle stood huddled together, three wretched looking objects in human shape. Two of them had old guns in their hands, with belts around them, attached to which were tin cups and other hunting apparatus. They were all covered with rag and dirt that would shame Neapolitan laxaroni. Altogether — tem, wagon, and bipeds — it was a wretched looking sight, — The only relief it presented was the absence of women and children.

Now for the cause of this wretchedness — The men were evidently already intoxicated, uttering blasphemous oaths, and passing from mouth to mouth a gallon jug, which there is not the least probability contained water.

## 1853

*Fort Wayne Times & People's Press*  
January 3, 1853

I. D. G. Nelson, Esq., is urged by the *Sentinel*, and several others as a candidate for Canal Commissioner. It would be rather cruel to allure our quondam editorial friend "Ike" from the beautiful retreat at "Elm Park," and send him adrift on the "raging canawl," but we think he can stand it — that is, if he can get elected. The truth is, "Ike" is a self-sacrificing patriot, and he can stand almost anything — especially if it has a good fat salary attached to it.

*Fort Wayne Times & People's Press*

January 3, 1853

Great Freshet. — The southern portions of Ohio and Indiana have been visited by a great freshet. The Scioto, the Miami, and all the streams running south have been very high. The Cincinnati *Gazette* says:

*The White Water Canal.* Calamity to routes of navigation could not well occur without \_\_\_ dling this investment of our City Fore-Fathers.

The dams of the Whitewater river that make the slackwater which feeds the canal, are washed away, and the town of Harrison is inundated; the locks below Brookville are washed out; the bridge at Brookville gone, and a sore of minor disasters occurred along the whole Indiana line, so as to make us conclude that this canal, this time, is pretty well used up. The mills at Lawrenceburgh, like those of our city depending upon water power, are not grinding.

*Breach in the Miami Canal.* The stone abutment of the aqueduct over Mill Creek, three miles this side of Lockland, was shattered by the flood on Friday; the wood work let down and the water pouring out furiously, washed away the bottom of the Canal down to the level of the Creek. Every effort will be made to repair the same by this day week.

We learn from Capt. Wright of the Hoosier State that the freshets in Indiana have been greater and more sudden as they have been more destructive than ever known before.

The Freight train leaving Indianapolis Friday for Madison, in crossing a bridge seven miles out, got a part of the way across when the bridge gave way engulfing the Locomotive, Feeder, and six of the ten cars of Barrel Pork, Flour and Wheat, with three men on the train, in the boisterous waters beneath. The Engineer and Firemen were drowned, and their bodies obtained; the Superintendent of the carpenter shops at Indianapolis was lost, and his body not yet found. We have since learned that the bodies were recovered, some two or three cars having been piled upon them.

Three bridges on this road are destroyed, the bridge where this accident occurred, Bayou Bridge, and the one over Hawe Creek.

The Vice President of the Road, Mr. Craven, in the absence of John Brough, who was in St. Louis, repaired to the scenes of disaster with boats and material for succor and repair. Unparalleled destruction of corn in all the river bottoms has occurred.

The Jeffersonville Rail Road which connects with the Madison at Columbus, has suffered adversely in the wholesale destruction of track and bridges.

We hear of a similar accident to a freight train going out on Friday from Indianapolis towards Lafayette, the whole train running into Sand Creek, after the bridge had been washed away, all on board, five in num-

ber drowned.

The *Richmond Palladium* says that the continued rains for the 24 hours previous to Thursday evening, created quite a freshet in the stream of this vicinity. The bridge over Newman's creek, on the Williamsburg road, is swept away; and the dam of Brightwell's mill is entirely gone. Fences in the bottom lands have been washed away, and the soil more or less injured by being carried off or having deposits of sand and gravel upon them. We have not heard of the loss of any stock, and we trust none has occurred.

The Dayton *Gazette* of Saturday says:

The heavy rains of the last few days started the streams into a flood on Thursday evening, which threatened to equal the great overflow in 1847. The Miami commenced rising rapidly about dark, and before midnight those who watched its "upward tendency" became alarmed, and had the bells rung warning the citizens to get up and assist in strengthening the low places in the levee. Before daylight the town of McPherson, on the north side of the river, was overflowed, and skiffs were necessary to communicate with the houses. The Covington turnpike, for rods north of the Main street bridge was from one to three feet under water, as were the roads, outside of the levee, on Third and Bridge streets. The river continued to rise slowly during most of yesterday, but lacked in the evening, some three feet of coming up to the flood marks of former years, and was about eight feet below the permanent embankment which protects the city. At Troy the river reached it highest point about 4 o'clock in the afternoon, and about the same hour was at a stand here, after receding two or three inches.

*Fort Wayne Times & People's Press*

January 12, 1853

The Flood - Damages. On Friday the Scioto was up within less than two feet of the great flood of 1847. The bottoms west of Columbus, and very generally along the Scioto, were overflowed, and considerable damage was done by carrying off corn, rails, &C.

We have heard rumors of heavy damage to the Ohio Canal between this place and Portsmouth, but are not yet able to specify the places or the extent of injury. The Railroad to Cincinnati was rendered impassable for a day or two, but we learn that the trains run through regularly at this time. We also heard rumors of heavy damage to the Central Road, near Newark, but have no particulars. We presume these reports are exaggerated and that a short time will repair the damage. *O. S. Jour.*

*Fort Wayne Times and Press*

January 19, 1853

Two propositions are on foot for the construction of a ship canal around the Falls of Niagara, on the American

side. One of them proposes to construct it by a chartered company with a capital of \$5,000,000, the other to ask Congress for a grant of land.

The canal will extend from Schlosser, two miles above the Falls, to Lewiston, seven miles below — making its length nine miles. The whole fall is 320 feet, to be overcome by thirty-two locks, of ten feet lift each.

*Fort Wayne Times and Press*

January 26, 1853

Homicide. - A man named Lemuel James, a Boatman recently from the Wabash canal, was killed in this City on Saturday evening by another named Reed. The occurrence took place about 8 o'clock, on the corner of Public Square, and near a doggerly into which both parties had been a few minutes previous. The facts as we have heard them are these: James and two others were standing near the entrance to the Doggerly known as the "Hole in the Wall" (an underground Establishment) when Reed and two young men, or rather lads, who accompanied him went in. A saucy word or two passed between a member of each party as they went in the "Hole." While Reed and his friends were in, James and his party went in also, but after looking round and making a few remarks, again went out and when Red and his party came out, James and his friends were standing at the corner near by. As Reed was passing near where James was, the latter called him to stop as he wished to speak with him. The two stepped a few paces to one side by themselves to talk, but what passed between them is not known. The first thing noticed by the others was the James slapped Reed in the face, and Reed was seen to strike at James when the latter called out to his friends that he was stabbed. They ran to him, found him bleeding, and immediately started with him for a Doctor's office. He walked about 90 yards with one of his friends at each arm when he sank down exhausted from loss of blood. He was then carried to a neighboring louse where he died in about  $\frac{1}{4}$  of an hour.

Upon examination he was found to have received three wounds — one to his abdomen, one in the side, and the other in the neck, either the first or the last of which would have caused death.

Reed was arrested a short time after the occurrence, by Marshall S. H. Garvey, and examined before Mayor Elliot, who committed him to Jail. [Piqua Register.

The parties concerned in this outrage, those not names as well as those who are named, we understand, were principally, Fort Wayne boys.— We do not claim them on account of any particular honor they confer upon the place, but to let our citizens see how some of the youngsters, who have grown up under their eyes, are flourishing. When the present growth are all murdered,

or hung, Fort Wayne will be able to fill the vacancy, from present appearances.

*Fort Wayne Times & People's Press*

February 9, 1853

Wabash. - It has become quite fashionable — perhaps it always was so — for editors when the *air themselves*, to jot down what they see for a spare nook in their next issue. Smith of the Peru *Free Press* has been away up the Wabash, and made the following note of what he saw on that occasion.

A Jolly Town. We last week paid a visit to the town of Wabash, and found the Court of Common Pleas in session, the streets intolerably muddy, the Hotels flourishing, the drinking establishments in full blast, and the ladies looking intensely bewitching, and series of scrub races on the flat, south of the canal, which latter reports wound up with an exceedingly interesting little "knockdown," by war of a finale. The latter took place at the foot of the dilapidated brick tower, probably the chimney of an old distillery, whose "fires" had been "quenched," and whose "worm" has "died," and taken in connection with the "fight," strongly reminding the beholder of Napoleon's great Battle of the Pyramids with the Mamelukes of Egypt. The crowd seemed to enjoy the fun, hugely, while "Hurrah, Dick Hurrah Tom, at 'him agin, pitch it into him" &c. &c. went up on all sides, and made the wilkin ring. One fellow, we noticed, too drunk to give "aid and comfort" to the combatants on foot, lay sprawling in the mud, and sundry excessively graceful and mathematical gestures and gyrations of the feet and hands, vainly essayed to inspire the "Bruised and mangled" gladiators with hope and courage. One of the champions was arrested, but not without a severe thrashing for resisting the officers. That fellow did a big day's work. He rode several scrub races, soundly drubbed a very worthy, respectable, and patriotic citizen, got himself very decently and genteelly flogged, went to jail and there took lodgings for the night, paid a handsome fine, and a pretty bill of costs, in the morning; besides having passed the previous night in the same, clam, cool and philosophical retirement.

We have many brisk, fast, and lively towns on the "Ditch," but Wabash is a "rum'an." — They have sent something less than fifty representatives to the State Institution at Jeffersonville, within the past year, and we think the prospect is fair of maintaining their high reputation.

A few such scenes as this, together with a few such beastly acts as was recently recorded by the *Gazette* of that town will entitle Wabash to the "banner." Have these "Wabash Waders" forgotten that they live in an "enlightened age," and a "civilized country?"

*Fort Wayne Times and Press*

February 16, 1853

Removal. - R. W. Taylor has removed his two stores from Calhoun street, and concentrated them in Anderson and Hamilton's new block, near Hill & Orbinson's Ware House. A better store room is not to be found in the State. It reaches through from Columbia street to the Canal — 110 feet — with side room for Iron, Hard Ware, &c.

Taylor intends to sell cheaper than ever.

*Fort Wayne Times and Press*

February 23, 1853

The White Water Canal. - This work was surrendered some years since to a stock company. They completed this work, at great cost, to Hagerstown. From the commencement it has been a most ill-fated work, both to the State and to the stockholders. The stock is a total loss, and the company have not the means to repair the recent damages. The mill-owners are trying to do something merely to secure the water for hydraulic purposes. A petition has been presented in the Senate asking the General Assembly to release the right, which the State has to the redemption of the work, by the payment of the expenses incurred and some other minor privileges. If this is done we are told that a company will be organized who will construct a railroad on its bank. The right of redemption is worth nothing. If the State owned the work today, there is not a member of the Legislature who would be willing to vote one dollar for its repairs. The Constitution prohibits borrowing money for such purposes, and no one would consent to tax the people to invest the proceeds in an enterprise so precarious and uncertain. — *Indianapolis Sentinel*

*Fort Wayne Times & People's Press*

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*Fort Wayne Times & People's Press*

February 23, 1853

St. Marie's Canal. - Michigan, after contemplating the step for years, has, at last decided to construct a ship canal round the Falls of St. Marie's, between Lakes Huron and Superior.

Almost simultaneously, the Canadian government has determined to do the same thing on the Canadian side. The work is estimated to cost \$180,000, which was to form an item in the budget of estimates to be presented to Parliament at its present session

This easy communication with the Lake Superior region is demanded by the growing commerce and importance of that region. Both will be greatly promoted by it.

*Fort Wayne Times and Press*

March 2, 1853

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*Fort Wayne Times and Press*

March 2, 1853

A correspondent of the *Wabash Gazette* propounds the following:

Mathematical Question.

A started from Wabash to Fort Wayne at the same time B sat down to breakfast, there was also a boat passing at the same time, in the direction of Fort Wayne, at the rate of 5 miles in 2 hours. Just 4 hours after he started, he met a boat coming in the direction of Wabash, at the rate of 5 miles in 1 hour. B, after eating his breakfast, started immediately for Fort Wayne, traveling at the same rate that A did, and overtook the first mentioned boat 5 miles from Wabash, and met the other exactly 30 minutes before he got half way to Fort Wayne. Now, allowing the distance from Wabash to Fort Wayne to be 40 miles, it is required to find the length of time B was eating his breakfast.

Jonathan Weesner.

*Fort Wayne Times and Press*

March 3, 1853

Crossing the Isthmus. — A letter to the Philadelphia Ledger says:

As there is much misrepresentation on this subject, on the total forms a considerable item, I will give the particulars, just as they occur upon the road. After landing at Aspinwall, you must take lodgings for a couple of days, which will cost you \$4; railroad ticket \$8, portorage \$1 — On arriving at the present terminus of the road, at Barhacon, you pay for carrying your trunk to the boat \$1; dinner \$1.20, and boat hire \$3. — At Gorgona you remain over night and pay for two meals and a bed, \$2.50. A riding mule to Panama cost you \$18, and the transportation of your baggage, say 50 pounds, \$9. At the half way house you stop all night and pay for two meals, and sleep outside free, if it don't rain. — When you arrive at Panama you take board at Cocoa Grove, at \$2 a day, or as much higher, at other places, as you like to go. I stopped at the grove three days, at a cost of \$5, portorage on your trunks to the boats, 75 cents, and boat hire to the steamer, \$1. This makes a total of \$60, actual expense, and as you must drink something on the way, and drinking is costly you may set down \$10 more to this head, which will make the round sum of \$70. The agents of the steamers in New York, will tell you as one told me that fifteen or twenty dollars were quite enough for all expense in crossing the Isthmus. In consequence of this deception, many men and women were obliged to walk from Gorgona to Panama, from the effects of which several have died upon this ship already, and many more will doubtless, die on the steamers following u Is there no crime in this? If there is, who are the guilty ones? Let the friends of the dead, and the friends of humanity answer.

*Fort Wayne Times and Press*

March 23, 1853

Doyle's Packets. - We have been requested to say that Doyle's Packets are now running from Piqua to Delphos, and will in a few days run to the Junction.

*Fort Wayne Times & People's Press*

March 23, 1853

The Canal. - The repairs on the Canal are completed, and water was let in on Saturday night last. Navigation is fully open, and boats are running from Toledo. A telegraphic dispatch from Mr. Backus, the resident Engineer of the Miami Canal, says, "Navigation will open through to Cincinnati and Toledo, from the Indiana State Line, on the 25th."

Doyle's Packets have for some time been running as far north as Delphos (Section Ten), and are now, no doubt, running to the Junction.

Petree's fine Packets will commence their regu-

lar trips between Toledo and Terre Haute on the first of April Whether they will run further south than Terre Haute, we are not informed. The Boats of this line, we understand, have been thoroughly repaired, newly painted, and are "a good as new." The Captains, as far as we know them "know their business like a books," and a ride with them instead of being a tedious and irksome task, as Packet riding too often is, is a pleasant trip. This remark, we believe, although we are not above to speak from experience, is equally applicable to Doyle's Packets, named above.

The coming season bids fair to be one of exceeding activity on the Canal, both as regards travel and transportation. The warehouses here, and, we understand, along the whole line, are full to overflowing. We are glad that the hardy, industrious, and energetic men who navigate the canal are likely to reap a rich reward. They deserve it.

*Fort Wayne Times & People's Press*

April 27, 1853

Railroads and Rivers. - We quoted the other day some railroad statistics and estimates from a letter of Mr. OTIS CLAPP, of Boston, going to show that passengers can be carried by railroad at an expense of one cent per mile, and freight for one dollar per ton. Mr. Clapp urges the construction of the new direct railroad line between Boston and Troy through Hoosac mountain, then the reduction of freight and fares. Freight reaching Troy by the Erie Canal from the West, would then be one hundred and eight miles nearer Europe — if it goes to Boston via Hoosac mountain — than if it takes the river to New York. — And with the tariff of freight reduced to the lowest point, Mr. Clapp infers that the increased masses of produce, &c., which now turn southward to New York, would keep straight on to Boston. It strikes us that there is a screw loose in the argument. New York is not indebted to her railroads for the great bulk of inland production which seeks her warehouses for shipment. A second and shorter railroad into Boston, with minimum freights, would do something for Boston, doubtless. But it is water carriage which crowds New York with the products of the West. The North River can carry more to her wharves and store houses than a score of railroads. A great river has these advantages over a great trunk railroad: It never gorges; it requires no "time table" — a large increase of conveyances neither overstock its capacity, increases the wear and tear, or in any other appreciable degree impedes transit. In the running water of the Hudson there is no interference of trains, no damage to the track from weight or friction; every boat and barge may have her own track, and the arrivals per hour may be as many as you please. The roads running by the side of the Erie Canal from the Lakes to tide-water, carry an immense

number of passengers, and considerable freight. But the business now done by the canal and roads could not be done by railroads along. The engineers of the new railroad from Syracuse to Rochester found, by computation that of the enormous amount of freight conveyed by the canal, together with its passengers, when transferred to railroads along, it would require twenty-four railroad tracks, allowing in between the departure of each train only a reasonable time. It is very clear that new railroad tracks from Troy to Albany to Boston will however take off the commerce which now empties itself down the Erie Canal and adjacent railroads into the Hudson river, and is thus conveyed to New York.

*Fort Wayne Times & People's Press*

July 6, 1853

The 4th. - Monday was the anniversary of the ever glorious, ever to be remembered Fourth of July. — There was no regular celebration of the day, after the old-fashioned manner, but our citizens; but that did not suppress the spontaneous outbreak of swelling joyousness, and volunteer patriotism from the in most hearts of all classes. — Soon after midnight a celebration of the approaching day was commenced on its own book, without preconcert, by the firing of guns, the explosion of crackers by platoons, the lighting of bonfires, and various other exhibitions of exuberant and overflowing patriotism. At sun-rise all the bells in the city rang out a merry peal, and all were animated with hilarity and joy.

The leading feature of the day was to be the "Pic-Nic," near the feeder dam, five miles north east of the city, that had been arranged by some of our public spirited young ladies and gentlemen. At an early hour omnibuses and other carriages were rolling in every direction, gathering up the precious freight of beauty and fashion, and conveying it to the Packets that had been chartered for the occasion. At 9 o'clock all was ready and the boats moved gaily from the packet-landing, to the enlivening strains of the fine Fort Wayne Band, under the fluttering of flags, and literally piled, packed, jammed and crowded, with "as gallant lads and bonnie lasses" as any town in the great Hoosier nation can turn out. The passage up the Feeder was highly pleasant and picturesque. Upon arriving at "the Dam," a procession was formed, and marched about eighty rods into a dense forest, where the exercises of the day were to take place. — The spot was well chosen. It was on the land belonging, we understand, to the estate of the late John B. Bequette, between the Feeder and River, and a perfect sylvan retreat. By the provident forethought of the Committee of Arrangements, it had been cleared of the undergrowth, and rough seats and tables, appropriate to the place and the occasion, erected. The tall old trees stood around in their primeval grandeur, majestic and stately as though they had been growing

since "the world was new," while the sun-beams came shimmering down through their branches, flecking all below in "shine and shade." It required but a slight stretch of the imagination, to see the native 'wood-nymphs, startled at the sight," retreating into the deeper recesses of the forest, chattering and gibbering indignantly at the wanton desecration of their chosen retreat.

The ceremonies were opened by a solemn and impressive prayer by the Rev. Mr. Edwards, of the first Presbyterian Church; the Declaration of Independence was read by H. N. McCormick; and a beautiful and appropriate oration was pronounced by Isaac Jenkinson, Esq.; the whole interspersed with thrilling and patriotic airs by the band.

The company then dispersed for a short recess, and through the long vistas of trees and shade, were seen light and grateful forms, like sylphs and fairies, gliding noiselessly about —

"\_\_\_\_\_ Trace and beauty both combined  
"With the charming attributes of mind."

Attended and assisted by

"Creatures of more substantial mould."

And exhuming the contracts of numerous mysterious looking baskets, buckets, boxes, and packages, and opening them up to the light of day. Anon the bugles sounded the appointed signal, the company re-assembled, and lo? The work of magic was there. The frightened "wood-nymphs" had returned, or some other more charming nymphs had been busy, and oh? How changed was the scene? The long tables, but recently so blank and bare, and cheerless, were heaped high with the materials for a rich and profuse collation. If it were the work of nymphs and fairies, they surely had, for once, abandoned their usual mood, as the product was any thing but the "airy nothings" upon which fiction says they are wont to vegetate and thrive. It was most substantial and abundant, as was fully and speedily demonstrated by actual experiment of its quality and quantity.

After the tables were cleared, the following toasts were read by Charles Case, Esq., and drunk (in floods of lemonade) amid the enthusiastic cheers of the company:

REGULAR TOASTS

1st. — July 4th — The "rising tide" from the son of Time, whose yearly returning flood brings to our view the virtues, patriotism, and self-consecration of the "Stars of the Revolution." Six cheers.

2nd. — The Thirteen Original States — Soil sacred to every true American, as the altar on which was offered up "the lives, the fortunes, and the sacred honor" of the heroes of '76. Nine cheers.

3rd. — The Declaration of Independence, and the memory of the men who made and sustained it. Drank standing, in silence.



4th. — Washington — A name no words can eulogize. Drank standing, in silence.

5th. — The President of the United States — The sovereign and the servant, occupying at once the highest and the humblest position upon earth — the fullest illustrations of the equality of man. Three cheers.

6th. — Adams and Jefferson — Together July 4th '76, together July 4th '26; only the same spirit bind together every American heart, July 4th '53. Standing and in silence.

7th. — Our Mothers of the Revolution — Laud their virtues; "aye, there's the rub," we see them best in their daughters. Three cheers.

8th. — The Congress of '76 — Firm and steadfast in the path of duty, whilst portentous storms were lowering, the battles of Freedom fighting, the ocean of British oppression was heaving around; my those who fill their posts be made of the same material. In silence.

9th. — Our Pilgrim Fathers — "Good seed sown upon good soil," may their principles be harvested and engrafted upon every people. In silence, standing.

10th. — Our Ship of State — Freighted with freedom, on a voyage of all time. Three cheers.

11th. — Indiana. — Young, modest, and unassuming — she has, as she deserves, the heart of the Republic. Six cheers.

12th. — The Governor of Indiana — Firm faithful, and patriotic — he is always "Wright." Three cheers.

13th. — "The Manifest Destiny of our Nation" — To grow a little larger. Three cheers.

#### VOLUNTEERS TOASTS

By Mr. R. Chute. Freedom for all America — all America for Freedom. Three cheers.

By a guest. The Orator of the day ;— May he be as successful in his future life as he has been this day in winning our respect and admiration for his talents. Three cheers.

By Mr. S. S. Bass. Hoagland, French and Freeman — The Hoagland pic-nic, got up in French style, by the Freeman of Fort Wayne, assisted by the ladies — God bless them. Nine cheers.

By John Hough, Jr. Esq. — The Ladies of the Committee — The elegance and beauty of the entertainment they have prepared on this occasion, convinces us that, if "unconquerable" themselves, they know how to conquer our tastes as well as our hearts. Three cheers.

By Mr. Charles Hanna. The Young Ladies — liberating the spirit of their mothers, they are ever for UNION. Three cheers.

By I. Jenkinson, Esq., The Union —

Not a Union of States or a union of lands

But a union of hearts and a union of hands.

Three cheers.

By a guest. American Liberty — The little stone that commenced rolling in the wilderness, may it continue

until it fills the whole earth. Three cheers.

By Mr. C. D. Band. Franklin Pierce, our President — The choice of the people; with such men to preside over our country, it will continue to prosper, and present to the world a bright picture of Republicanism. Three cheers.

By Mr. H. N. McCormick. Mad Anthony Wayne — May the new-made General of the 10th Brigade; the Colonel, Lieut. Colonel, and Mayor of the "bloody" 1st, ever be as mad. Three cheers.

By W. S. Hoagland, Esq. The constitution and the Union first, the Constitution and the Union last, the Constitution and the Union forever — one and inseparable. Nine cheers.

By Mr. W. T. Pratt Gen. Jackson — Though dead, still lives in the hearts of the American people. In silence, standing.

By a guest. Gov. Wright — Always Wright, however, often wrong. Three cheers.

By Mr. T. Tigar. The Orator of the Day — May he soon find one

female descendant of the women of the Revolution, who is not "unconquerable." Three cheers.

By I. Jenkinson, Esq. It is vain to ask "the orator of the day" to do that when even a Tigar cannot do. Three cheers.

By Miss Lizzie Evans. The Gentlemen of the Committee — May the nic never pic them to pieces. Nine cheers.

By a young lade. The Gentlemen of Fort Wayne — May they be as patriotic as they are gallant. Three cheers.

By a guest. The Ladies — May their smiles never be less bewitching than to-day. Three cheers.

By a guest. The Ladies — The only "antirepublicans" whose opinions we like; the only ones who are unwilling to admit that all men are equal, and are willing that few live free. Nine cheers.

By Mr. A. C. Probasco. The Fort Wayne Bank — Thought they trumpet their own fame and sound their own praise, they are fast flowing themselves into favor. Six cheers.

By a guest. The Fort Wayne Bank — Long may they live to discourse sweet music in sylvan shades. Nine cheers.

By a guest. The Ladies — The only wise, endurable aristocracy — who elect without votes, govern without laws, and are never in the wrong. Three cheers.

By Doct. C. B. Sturgis. Pic-nics — The most rational and pleasant mode of spending the 4th July. Three cheers.

Thanks, many thanks are due to the young ladies and gentlemen who projected and so nobly carried out this pleasant excursion. They conferred a benefit upon all who partook of their hospitality, and by their

admirable arrangement and management did themselves very great credit. No more appropriate or agreeable method of celebrating the "glorious 4th" could be devised; nor could it have been in better style conducted.

*Fort Wayne Times & People's Press*  
July 20, 1853

Internal Improvements. - On the 4th of July, 1825, says *Hunt's Magazine*, the corner stone of the Baltimore and Ohio Railroad was laid by the venerable CHARLES CARROLL, of Carrollton, who remarked to a friend, after he had performed the grateful service:

"I consider this among the most important acts of my life, second only to the signing of the Declaration of Independence, if it even be second to that"

Mr. Carroll was then upwards of ninety years old and the only surviving signer of the Declaration of Independence.

That venerable man had a just appreciation of the importance of developing our internal resources; and he felt a just pride in performing an act at the great age of 90, second only, if second even to the greatest of his manhood's prime. — The mighty work that he then commenced was the pioneer of this kind in the United States. It was commenced in the very infancy of railroad engineering — its track is one of the most difficult to be overcome upon which a road has ever been constructed, no excepting that of New York and Eire — it was pushed forward amid difficulties and embarrassments such as no other road ever encountered — and has been completed within the last few months. Twenty-eight years of untiring energy, have completed the stupendous work that the venerable CARROLL commenced. The sage was right. It was an act "second, only to the signing of the Declaration of Independence."

*Fort Wayne Times & People's Press*  
July 20, 1853

Gold Near Richmond. - We understand that Gold has been found on the farm of Jonathan Hawkins about 1½ miles north of this city, in the hills on the East fork of Whitewater, in very small scales — that it was tested by a chemist of this city and pronounced genuine; and rumor says that the discoverer (who is a North Carolina gold digger) offered Mr. H. \$200 for the privilege of digging in the "places," which he declined. We shall inquire further into the matter and endeavor to keep our readers posts up in "news from the gold diggings" of Richmond. *Richmond Palladium*.

*Fort Wayne Times & People's Press*  
July 27, 1853

JOHN BROWN  
Dealer in  
STONE AND LIME,

NEW YORK AND LOUISVILLE CEMENT,  
AND PLASTER OF PARIS.

The above articles kept constantly on hand and for sale at his new stone building, north of canal near CITY MILLS.

Fort Wayne Sept. 28, 1852.

*Fort Wayne Times & People's Press*  
August 3, 1853

On Monday, about mid-day, a company of rowdy boatmen were holding forth, for a long time, near Robinson's tannery. They had a clarinet, to the music of which they were dancing, and frequently deriving "aid and comfort" from a keg of beer, or something else. They were quite uproarious, and considerable of a crowd collected in the vicinity to see what was going on. What time the concert and ball broke up we are not informed; nor did we understand that the High Constable, with his pipe and club, was in the neighborhood.

*Fort Wayne Times & People's Press*  
August 3, 1853

Upwards of a hundred thousand dollars have been subscribed for the construction of a canal around the Falls of the Ohio, on the Indiana side. The canal on the Louisville side is found to be inadequate for the transaction of the businesses depending upon it, hence the project for building on this side. The Cincinnatians are also interested in this enterprise.

*Fort Wayne Times & People's Press*  
August 10, 1853

Narrow Escape. - During the storm on Thursday afternoon a party of engineers engaged on the Fort Wayne & Chicago Railroad took shelter under a shed in Mr. Tam's brickyard, near the St. Mary's aqueduct. While there a sudden gust of wind prostrated the shed, burying the inmates in the ruins. One or two of the party received some rather severe bruises, but fortunately nothing dangerous. Their escape is almost miraculous. *Sentinel*

*Fort Wayne Times & People's Press*  
August 10, 1853

A man named Sintz was killed on the canal boat Shakespeare on Wednesday last, by blows from the fist of William Cannom. The cause of the difficulty was trifling. The murderer has not yet been arrested. *Logan. Phar.*

*Fort Wayne Times & People's Press*  
August 10, 1853

Died at 2 o'clock p.m. yesterday at the residence of Mr. Jerome Covington in Washington township Mr. Charles L. Ferguson of Norwich county NY, age 34 yrs.

At the Spencer House, in this city this morning

after a short illness Mr. David White of York Pennsylvania, age 64 yrs.

The bodies of the gentlemen were taken aboard the Packet this morning, enclosed in two \_\_\_ coffins and in charge of their respective friends, destined for interment at places of their last residence.

*Fort Wayne Times & People's Press*

August 10, 1853

A tunnel under the Ohio river, for the purpose of connecting the northern and southern systems of railroads is in contemplation, and will be effected at no distant day. The following article on the subject is forwarded to us by a Jeffersonville correspondent, who truly remarks — "The Southern States are consumers; we are producers. You will at one see the importance of a tunnel under the Falls, as a connecting link between the contemplated Fort Wayne and Southern, and the Nashville and East Tennessee roads." The project is new to us; but it strikes us favorably.

*Fort Wayne Times & People's Press*

August 10, 1853

From the *Louisville Courier*.

Railroad Tunnel Under the Falls of the Ohio - Its Importance — Its Practicability.

Among the great railroad enterprises of the day, why not make a railroad tunnel under the Falls of the Ohio? It will make the connections North and South complete. The roads in Indiana and Kentucky thus far have been made to terminate within their own limits at points on the Ohio river where capital or other influence could be brought to bear no difference how unfavorable the locality, without any reference to the crossing or connections of the roads running north and south. More extended views are now taken in regard to railroad connections; air line are now talked of. and nothing short of one continuous track from the gulf to the lakes will do. There must be some way by which the obstructions made by the Ohio river must be overcome for roads going north and south. The geographical position of the Falls of the Ohio when viewed from every point — New Orleans to Cleveland, Chicago to Charleston — comes within the most direct range to form a connecting link between the great northern and southern systems of railroads; besides, nature seems to have been lavish in her arrangements in favor of projects of this kind for the great concentration of railroads at the Falls. On each side of the river for many miles, the hills appear to be leveled down so that easier grades can be obtained — material of every kind abundant; the point equi-distant; more central and better adapted in every respect than any other for five hundred miles either way. All that is required to secure the ultimate tendency of all the roads to this point going north and south in the Mississippi

valley for all time to come, in tunneling the Ohio at the Falls, as bridges and boats will always be impracticable, and the impossibility of tunneling the river any where else. If the tunnel were now made, it would be no longer questionable where the Fort Wayne and East Tennessee roads would terminate. Their connection with the tunnel railway would be more desirable than all the inducements that would be held out at other places; besides, all the roads in Ohio, and Illinois would put out lateral branches to connect with roads that intersected with the tunnel railway, and in a few years it would become one of the most important tunnels in the world.

The work is perfectly practicable. A railway tunnel can be made under the Falls of the Ohio with as much facility and not more expensive than tunneling under mountains, hills, and other places; it would not be as expensive as the Pattybone tunnel on the Baltimore and Ohio road, and nothing to compare with the four mile tunnel under the Hoosier, between Troy and Greenfield. The Falls of the Ohio is a solid bed of limestone, elevated as it were, some twenty feet above what would be a level of the bed of the river above and below, and a tunnel can be got through with a grade not exceeding forty feet in the mile coming out to the centre, with entrances not more than half a mile from the river bank on either side. The tunnel with outside grades would be about two miles in length; the stone excavation under the bed of the river some fourteen hundred yards long, which two good steam tunneling machines would drill out in six months at best of about two hundred and fifty thousand dollars. The dirt excavation, grading for the road; masonry at the entrances, &c. would cost perhaps two hundred thousand dollars, total four hundred and fifty thousand dollars. The estimate for a bridge was seven hundred thousand dollars. Hydraulic cement is abundant, and gas convenient for light.

To the people interested around the Falls; let them make this tunnel railway, and it will connect immediately the New Albany, Jeffersonville, and Fort Wayne roads on the one side, and the Nashville Frankfort, East Tennessee, and Covington roads on the other and will insure the coming in of all roads that ever will be constructed north and south, east of the Mississippi river. Its commanding geographical position, and the impossibility of tunneling the Ohio river any where else; will be sufficient guarantee that they will be obliged to come to it from all points. If the present railroads that are interested in this connection will not undertake it, let an independent company be got up for the purpose; it will be the best railroad stock in the world, as all the roads in the west will be subservient to it.

Jeffersonville, July, 1853 LEONIDAS

*Fort Wayne Times & People's Press*

August 17, 1853

Niagara Ship Canal. - The New York Legislature has authorized the construction of a ship canal between Lakes Erie and Ontario. The Canal will not exceed nine miles in length, extending from Schlosser, two and a half miles above the Falls, to Lewiston. It will pass through an entirely level country till it reaches the Mountain ridge of Lewiston, where a stupendous system of double locks will overcome an elevation of some three hundred feet. When this canal and the one now building across the Falls of St. Mary shall be completed, the navigation of the great chain of inland seas, from the head of Lake Superior to Ogdensburg will be uninterrupted.

*Fort Wayne Times & People's Press*

August 17, 1853

A correspondent of the *Warsaw Democrat* thus speaks of Fort Wayne:

Fort Wayne, July 16, 1853

Messrs. Editors: - Finding myself disengaged this morning, I know not how I can more pleasantly pass the time than by sending you a few pen etchings from the beautiful city of Fort Wayne. I must confess that upon my arrival here, I was agreeably disappointed. I had pictured in my mind a village containing 2,000 inhabitants; ordinary in its location and characterized by rural simplicity. How easy to be led by wayward fancy — the crowded marts of business, clanking of machinery, rumbling of drays and carts soon dispelled the illusion, and almost led me to believe that I was wending my way through the business streets of some Eastern city. Fort Wayne is truly the Queen City of Northern Indiana, its admirable location, architectural beauty, cleanliness and taste, render it a place well adapted for renovating the tired body and giving new energy to the faded mind. No lumbering buildings with bungled *danjoux* of folly; no vain and useless aspirations of the day; no monuments of sordid avarice or misguided judgment meet your gaze to detract beauty from the whole. All is characterized by mature judgment and disciplined taste.

In regard to business I suppose there is not another town in the State can compete with it, located on the Wabash & Erie Canal, commanding an Agricultural country miles in extent, supporting with a spirit worthy of emulation Manufacturers of all classes. It is destined we think ever to retain that supremacy which it now to mysteriously holds. The citizens are courteous, benevolent, well informed and good looking — and we must confess that never in a place of its size have we ever beheld so many beautiful young girls; when we touch upon this subject we are in a situation similar to that of an old gentleman of our acquaintance down in the Keystone State who by the way was one of the most inveterate and profane creatures that ever crowded over the face of this broad and beautiful world. We met him one

bright summer morning carting stone for his new barn, in going to which, he had to ascend a long and steep hill, after an animated argument o the gad and exhausting one or two sections of oaths, he succeeded in gaining the summit, when the pin of the cart slipped out, and down rolled the stones to the bottom of the hill. We stared back aghast, thunderstruck, expecting to hear a perfect blue streak of profanity, but what was our surprise upon his turning coolly around and in that agony of his soul exclaiming, "Well I can't do that justice." Thus it is with us in regard to the female beauty of Fort Wayne, we leave the subject for we can't do it justice. There is established here a Female Collage, the number of females in attendance at present is 100. The College stands upon rising ground on the banks of the St. Mary's in the Western part o the City, it is an imposing structure, well worthy of the town. We have met some few of these school girls and should judge from their appearance and conversation, that no pains is spared by the faculty, in securing to them a profound education. While listening some few evenings since to the spirited and sensible conversation of several, our mind recurred to the communication in your paper a short time since, entitled "Stalking Gracies of Awful Phrase," by some shallow brained splater deck of Deeds creek, if he is desirous of submitting to posterity the greatness of his giant intellect, we would advice him to attend some country school, under the kind care and supervision of some school Miss, who will teach that though now a fool he may become wise.

On last Sabbath we spent an hour among the dead. The Cemetery is situated south of the City, much care and attention has been bestowed upon this holy repository, it is marked with the characteristic taste of the citizens. — The thought occurred to us while there, how pleasant to die and be laid here amid natures garniture to sleep, while the green tufted foliage sighs your requiem and the morning birds carol forth the varied songs. The south end is reserved for the Jewish and Catholic denominations.\*

We have noticed but two things wanting in Fort Wayne, these are Court and market houses. This is immediately noticed by strangers, from the fact that when they visit so large a place they immediately ferret out the public buildings, naturally supposing them to be adorned with beauty, public monuments of a public spirit. — Immediately upon our arrival, we went in search of the Court House and public grounds bur returned unsuccessful, and not until some few days since did we learn where the insignificant hovel stood. I presume there is not a county in the State but what can boast of a better Court House than Allen Co. When we visit this city again we hope to find public buildings in accordance with the character, prominence and beauty of the place. If Christianity does not progress it will not be on ac-

count of not having sufficiency of buildings for public worship. The various denominations have their churches large, tasty and commodious buildings.

If Fort Wayne is beautiful the country surround it is more so, the land upon the opposite side of the rivers is low, level and produces bountifully. The corn could not possibly look better, while the harvest just gathered has been excellent. Land throughout the country ranges from \$12 to \$50 per acre, which taking into consideration this excellent market for all produce, the rapid growth of the city and advance of property, we do not at all consider it unreasonable.

We have spent much of our time upon these spots to memory dear, the former haunts of the savage, the camping ground of Mad Anthony, the beautiful but disastrous and melancholy field of Gen. Harmar — all are marked by neglect, not even a rude sepulcher is reared to commemorate the worthy deeds, or mark the spot where they fought, bled and died, our fathers and compatriots; not a vestige is left to tell the stranger than here stood the building from which peered the savage to bow the obsequious knee and surrender those flowery fields & hunting grounds now our inheritance. This is a burning shame; that fort should never have been demolished; it should have stood until it crumbled into the dust, a living monument of him who done so much for this goodly land. If the growth of the city demanded its removal, a spirit of honor, justice and pride should have immediately prompted the erection of a suitable monument upon the spot. We hope ere long this will be done.

There are a thousand other matters we might mention connected with this progressive city and surrounding country, but time and space will not permit. We know not when we may again visit Fort Wayne, it may be years, but of one thing we are assured, that those spots now teeming with beauty, sun-shine and gay songs, where we have passed so many pleasant and impressive moments, in a few years will have passed away; an where now bloom the wild flower and rose, the honeysuckle and vine, will be seen towering monuments of man's genius, and be heard the brisk hum o industrious thousands More anon. Au Revoir.

\*The Catholic grave-yard is not there. *Times*.

*Fort Wayne Times & People's Press*

August 24, 1853

DAN RICE IS COMING! - The original Dan, and no mistake, with a fleet of Canal Boats, containing his Hippodrome and Menagerie, an unequalled equestrian Troupe. A large stud of trained Horses. The performing Lalla Reekh — a splendid collection of wild animals, including a white Syrian Camel, the wild Boy of Ceylon, Chinese Family, &c. Will visit Fort Wayne soon.

Dan Rice himself, will positively appear at each exhibition. Due notice will be given of his arrival.

*Fort Wayne Times & People's Press*

August 31, 1853

Death of Major Semans. - We regret to see announced in the *LaFayette Journal*, the death of Major John B. Semans, of that city, which took place on the 22d inst., in his 48th year.

Major Semans, was, during the greater part of his life, connected with the press. He was a printer by trade. After conducting a paper for some years at Wilmington, Ohio, he moved to LaFayette in 1829, and established the *Free Press*, the predecessor of the present *Journal*. In 1834, he disposed of the establishment, and, subsequently, removed to Defiance, Ohio, where he was admitted to the bar, and about 1838 established the *Defiance Banner*. In 1841 he returned to LaFayette repurchased the *Free Press*, changed its title to *The Journal*, and conducted it until the campaign of 1848; when he declined to support Gen. Taylor, and again sold out. Since that time until his death, he held the place of Canal Collector.

*The Journal* is mistaken when it says the *Defiance Banner* was independent in politics, if it means thereby neutral. *The Banner* was a Whig paper, decidedly; but it only continued some eight or nine months. He afterwards commenced the publication of the *Barometer*, a neutral paper, which lasted but a short time, when, in June 1840, we purchased the establishment, which was the nucleus of the present *Times & Press* office.

Major Semans 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.

*Fort Wayne Times & People's Press*

September 14, 1853

Bridges. - A new bridge will soon span the St. Jo. River, just above the brow of Capt. Rudisill's mill-dam, and judging from the material to complete the frame-work, it will reflect credit on our people.

One also is in the same advanced state over the St. Mary's, at Edsall's mill, near the aqueduct.

The other bridges over the St. Mary's, as well as that over the Maumee need immediate replacement.

They are "man traps" and may pass unnoticed by authorities until some great injury is done or life lost.

*Fort Wayne Times & People's Press*

September 28, 1853

WHAT IS THE CAUSE? - There is more sickness, as we learn, among boatmen navigating the Wabash and Erie Canal this season, than has been for many years.

*Fort Wayne Times & People's Press*

September 28, 1853

A cubic inch of stagnant water is computed to contain eight hundred millions of living and organized beings.

*Fort Wayne Times & People's Press*

September 28, 1853

On the 19th inst. There was cleared at the collector's office of the Wabash and Erie Canal, in the city of Fort Wayne 10 tons of merchandise, besides a large quantity of other freight not cleared as merchandise. This is more than was ever cleared at this office in one day.

*Fort Wayne Times & People's Press*

October 12, 1853

Wabash and Erie Canal. - This stupendous work, commenced over twenty-one years ago, is completed, and forms a continuous line from Toledo, Ohio, on Lake Erie, to Evansville, Ind., on the Ohio River, a distance of 459 miles. [468 miles at this time the portion to Manhattan was no longer used] With how much indifference this news is received at this peculiar juncture of time.

The paper containing it is thrown hastily aside, and the event passes from the mind to make room for something more important. - As this work reached from place to place the event was hailed with joy by the people of Northern and Western Indiana, and its completion was looked to as a transpiration of an event to be regarded as a most important epoch in the future history of Indiana.

The idea of a continuous artery bearing the waters of the St. Lawrence to commingle with those of the Mississippi was one of the grandest conceptions and the event it was thought would be hailed and celebrated by illuminations and bonfires. But how uncertain and unstable are human things, how mutable are human affairs; the powers of the mind that projected this great work will soon be the means of its own comparative destruction. New schemes have been devised by the developed powers of the human mind, new requisitions have been made on human energy, their wants have been made known, and their capacity has proved commensurate with and adequate to them.

The great web of railways completing and completed, has overshadowed this work, and absorbed all attention, and we may look forward to the day when our fathers will be regarded as imbecile for expending so grant a sum of money in digging this ditch; but it was adequate to the wants then and formed the incentive to more gigantic enterprises. — All honor due them.

*Fort Wayne Times & People's Press*

October 12, 1853

State Fair. - A large number of our citizens left here by the packet on last Sunday bound for the State Fair at Lafayette.

We hope there will be a fair exhibition and that the fair will be the fairest part of the Fair and that they may have good fare, and happy and joyous farewell, but not forever.

## 1854

*Fort Wayne Times & People's Press*

February 8, 1854

Horrible Occurrence. - We have been furnished by Mr. Samuel C. Meredith with the particulars of the following lamentable occurrence: A company of young men from Cambridge City and Connersville went out on Monday night to shoot pigeons a few miles from the latter place. On their return, between twelve and one o'clock, those who lived in Connersville left the omnibus at a point where the road branched off toward Cambridge. A one of them, Mr. MARSHALL W. PARKER, was taking a gun from a wagon, it was discharged by some accident, the ball passing into his breast; though his heart, and out at his back, the slugs which composed part of it striking a watch seal and forcing it along with his chain and watch; partly into his body! He was instantly killed. — The deceased was a son of Hon. Saml. W. Parker, member of Congress from that District His age was twenty one years. He had just left College with bright prospects for the future.

The news of his death will overwhelm with grief his parents, who are in Washington City. *Indianapolis Journal*

*Fort Wayne Times & People's Press*

February 22, 1854

ERIE - The legislature of Pennsylvania declared the charter of the Franklin Canal Company null and void, so far as they constructed the unauthorized railroad and placed it (the road) between Erie and Ohio State line, under the charge of Gen. Parker, for the use of the State. The roads run up on each side of the flatiron on the 4 ft 10 inch gauge.

The Rail Road Company between Cleveland and the Pennsylvania line have hired the forfeited road at 47 per cent of the gross earnings.

The Canal Company enter their protest and claim the profits.

All is quiet at latest dates.

*Fort Wayne Times & People's Press*

March 1, 1854

The Weather, is now moderate, and the approach of milder days is hurrying on. The canal will soon be free from ice, and it is thought that navigation will open much earlier than usual this spring.

*Fort Wayne Times & People's Press*  
March 8, 185  
K. Bateman  
E. Fallis

BATEMAN, FALLIS & CO.  
Commission Merchants  
AND GENERAL FORWARDERS,  
By canal, River, and Rail Road,  
No. 25 Canal, between Main & Sycamore STs.  
South Side, CINCINNATI, OHIO

Refer to:  
Messrs. Miner, Andrews & White  
“ J. C. Butler & Co., Cincin-  
nati  
“ Bishop, Well & Co.

Particular attention given to Shipments by Canal to  
WABASH VALLEY AND TOLEDO  
March 7th, 1854

*Fort Wayne Times & People's Press*  
March 8, 1854

Enlargement of the Erie Canal. - The enlargement of this Canal has at length become a certainty.

This has been the Whig policy for many years, and the people of the State have endorsed it by a special vote, giving an overwhelming majority therefor. New York city gave a majority of 9,000, and Buffalo 10,000. The reports from the whole State were not received at last advises.

*Fort Wayne Times & People's Press*  
March 8, 1854

CARRIED. - The amendment to the constitution of the State of N. Yl providing for the enlargement of the New York and Erie Canal, and the completion of the lateral canals, was submitted to a vote of the people of the State on the 15th last. Of the returns indicate an almost unanimous vote in favor of the amendment. This result confirms the authority of the Legislature to proceed at once with the speedy enlargement of the Erie and Oswego Canals. It authorizes a new Canal Loan, in anticipation of the revenues of the work to the amount of \$9,000,000 distributable through a series of four yars, not to exceed \$2,250,000 in any one year. It also makes valid the Canal Certificates, loaned and sold under the Enlargement Act of 1851, to the amount of \$1,500,000; which, from the adverse decision of the Supreme Court against the constitutionality of that act, have not hitherto been formally recognized as a part of the Canal Debt.—*Chicago Dem. Press.*

*Fort Wayne Times & People's Press*  
March 8, 1854

The tolls on the Wabash and Erie, and the Miami Ca-

nals, are to be reduced after the 1st of March, 40 per cent on baggage, furniture, furs, &c.: 30 per cent on heavy merchandize, such as groceries, &c: 20 per cent on produce and other articles.

*Fort Wayne Times & People's Press*  
March 8, 1854

HULL'S  
WABASH LINE  
IS NOW READY WITH  
FIRST CLASS CANAL BOATS,  
TO TRANSPORT GOODS AND ALL KINDS OIF  
PROPERTY TO  
TERRE HAUTE, IND.,  
AND ALL INTERMEDIATE POINTS ON THE  
MIAMI AND WABASH CANAL.

All exertions will be used to secure the interest of Patrons in giving reasonable dispatch to property entrusted with this well known line.

ADVANCES Made on Property for sale in this market. Particular attention paid to the selling of Produce and purchasing Goods.

For standing I refer to my numerous Customers, who have so liberally patronized this line.

Office North side Miami Canal, between Main and Sycamore Streets.

JULIUS HULL, Proprietor.  
Cincinnati, March 7th, 1854

*Fort Wayne Times & People's Press*  
March 22, 1854

An Infant Found. - We are advised of the finding yesterday of the lifeless body of a male child in the canal at the first lock east of the city. The supposition is that it had been thrown into the canal about town and the current had floated it to the lock, where it remained until the water was let off, when it passed through the paddle gate and was left on the bottom below when the water receded.

Its size indicated that it was born alive and at the natural period.

A linen cloth had enclosed it, but had been partially removed, so that it hung about the neck.

Decay had not yet commenced, from which our informant thinks it but recently since the inhuman parent disposed of it.

In all probability the guilty agents will never be known to the world, but around their walks in life will hang dark forebodings of that hour when the Supreme Judge shall pass on the infanticide.

It is doubtlessly the fruits of unlawful commerce, between persons, whom to avoid the shame of the world had rather wear the “scarlet letters” of murderers.

For shame!

*Fort Wayne Times & People's Press*

March 22, 1854

NAVIGATION. - We are informed that the Canal will be opened through, and boats running thereon between the 25th inst., and the 1st of April.

The water is now out at this point; we suppose for repairs. Doubtless the commencement of Packet navigation, will gratify many persons, as the present means of getting east and west is attended with so great an expense, and fatigue.

White writing, we will express a hope that the Packet line may be gotten up this season in such a manner, as will satisfy the traveling public, and on a scale, more to conform to public wants. The complaints last year were incredible on this canal, and being so general we must believe there existed a sufficient cause. It might be remedied, both for the sake of the owners and passengers. Gentlemen look to your interest in time.

*Fort Wayne Times & People's Press*

March 22, 1854

Bridge Fallen. - The bridge which was in process of construction, spanning the St. Marys River, just above Edsall's mill, on the Yellow River road, gave way in the centre last week and settled down to the bed of the river. It was constructed on the self-supporting plan, and the floor just laid, but not used.

We understand the County was to pay a portion of the cost and the Plank Road Company the balance, in all three thousand dollars. Judging from the size of the chords on which the whole weight hangs, we are surprised that it stood a day after the false works were removed. It is to be regretted that so great an oversight was committed.

*Fort Wayne Times & People's Press*

March 22, 1854

Navigation. - On Saturday last the water was let in the Canal at this point and we are advised by our exchanges, at other points before, so that it may be safely said that navigation is opened. Boats are seen passing and re-passing hourly and today the first Packet of the season left for Toledo and one will pass daily from this on, for same point, and in about five days they will be regularly running East and West when we will publish times of arrival and departure.

*Fort Wayne Times & People's Press*

March 29, 1854

Navigation. - On Saturday last the water was let in the Canal at this point and we are advised by our exchanges, at other points before, an that it may be safely said that navigation is opened. Boats are seen passing and re-passing hourly and today the first Packet of the season left

for Toledo and one will leave daily from this on, for same point, and in about two days they will be regularly passing East and West when we will publish times of arrival and departure.

*Fort Wayne Times & People's Press*

March 29, 1854

New Route to Cincinnati, by Canal and Railway. - We are pleased to announce to our readers that the Madison, Indianapolis, and Peru Rail Road, is at length completed, or in such a state of forwardness as to be run over by the cars to Peru, thus bringing the Wabash and Erie Canal in connection with the Ohio River, by Railway at another point.

A line of passenger cars was put on the road from Kokomo to Peru on the 21st to connect at the former place, with the trains commenced some months ago.

Until the order is changed a passenger train will leave Peru daily at 2½ P.M. for Kokomo, and there connect with the morning passenger train from Indianapolis, returning lave Kokomo at 7 in the morning.

The fare through by way of Madison, to Cincinnati is \$4.50 from Peru and from Ft., Wayne to Peru by Packet about \$2, thus making the fare \$6.50 to Cincinnati.

From Peru to Indianapolis fare \$2, where persons traveling can leave at discretion, for the South, East, West, or North.

To those desiring to go to Cincinnati, we advise them to take the Indianapolis and Cincinnati Road viz. Lawrenceburgh as the shortest, most economical and equally safe route. Trains leave the Union depot at Indianapolis for Cin. At 7 A.M., passengers take the splendid steamer Forrest Queen, at Lawrenceburgh, at 11 dine aboard and arrive at the city a 1 P.M. Baggage checked through and attended by a competent baggage master, and the whole cost only \$3. The second daily mail train leaves Indianapolis at 12 M., arrive at Lawrenceburgh, at 5 P.M. take steamer Emma Dean, supper aboard, and arrive at the city at 8, with lodging free on board if the passengers desire — same fare. Passnegers going thie route will find it the most pleasant and entertaining besides the cheapest route. The officers of Railway, Messrs. Wilson and Mills conductors, and on the Steamers Messrs. Praizman are gentlemen of courtess and care, extremely well qualified for their positions.

By the Lawrenceburgh Road, passengers are relieved from the monotony of railway travelling, by changing to the Boats where the River scenery, the Railway bridge across the Great Miami, on the Ohio and Mississippi R. R., the entier line of the Road between Lawrenceburgh and the city — the residence and the Tomb of the late Gen. and President Harrison, at North Bend, the mouth of the great tunnel for the White Water



Canal, and other things of varied interest amuse, entertain and instruct.

We give below a table cut from the *Morning Journal* at Indianapolis, for the benefit of the public.

Trains depart for Cleveland every day (Sundays excepted) at 6 o'clock, A. M. and 12 M. via. I. & B. R. R.

For Cincinnati and Dayton, via. I. & B. R. R. at 6 A.M. and 12 M.

For Cincinnati via Lawrenceburgh, at 7 A. M. and 12 o'clock M.

For Madison, via M. & I. R. R. , at 7 A.M. and 2 P.M.

For Jeffersonville, via M. & I R. R. , at 7 A.M. and 2 P.M.

For Terre Haute, via. T. H. & R. R. R, at 1:10 P.M.

For Lafayette and Chicago, via. L. & I. R. R. at 7 A. M. and For Nashville, Tipton, & Kokomo via. P. & I R. R. at 1 P.M.

*Fort Wayne Times & People's Press*  
March 29, 1854

To Shippers. Julius Hull has established a line of first class Canal Boats on the Miami and Wabash Canals and will be ready immediately to serve his old customers and all persons shipping along or through said Canals.

His office is on N. side of Miami Canal between Main and Sycamore sts. Cincinnati.

*Fort Wayne Times & People's Press*  
April 5, 1854

Navigation Opened. - The Wabash and Erie Canal is now in order, and boats have fully commenced to run the same. Packets leave here every morning between 7 and 8 o'clock for the East and West. It is understood that fare has been raised on passengers.

*Fort Wayne Times & People's Press*  
April 5, 1854

It is proposed to cut a canal from lake Michigan to the Illinois river, throwing such a volume of water into that stream as to render it navigable at all seasons.

Another is also proposed to be cut from the headland on the southern extremity of lake Michigan directly to lake Erie at Toledo. A magnificent idea.

*Fort Wayne Times & People's Press*  
May 3, 1854

1853  
ECKFORD LINE,  
PROPRIETORS & AGENTS.  
J. W. PATTEN. & Co. Buffalo, Proprietors.  
G. B. WILLIAMS. 127 Borad st., (up stairs)  
JOSEPH NEWELL. New York.  
MAXWELL & PATTEN, Long Wharf, Buffalo.  
Through without Transshipment.  
April 18th, 1853.

*Fort Wayne Times & People's Press*  
May 3, 1854

A break occurred in the canal, near Lewisburg, on Sunday. Navigation was interrupted several days. Business was resumed on Thursday.

*Fort Wayne Times & People's Press*  
May 3, 1854

A break occurred in the canal, near Lewisburg, on Sunday Navigation was interrupted several days. Business was resumed on Thursday.

*Fort Wayne Times & People's Press*  
May 17, 1854

Break in the Canal. - The canal is broken near Lafayette, Navigation will be suspended for two weeks beyond Peru. — Barmores' Adriatic Circus will therefore return East and en-route exhibit here on the night of the 24th inst. The time may vary, if so notice will be given.

*Fort Wayne Times & People's Press*  
May 17, 1854

The extensive establishment has been performing for two days and nights last past, in this City to crowded tents. Of the performance generally we can say, it more than filled public expectation with the exception of the attempt at the great moral drama, "Uncle Tom's Cabin" which was done in such an inferior manner as to do injustice to the drama itself.

The balance of the performances are far above any we have seen in this City. In fact the public will bear testimony of all we say, we doubt not that they will give general satisfaction wherever they shall go.

*Fort Wayne Times & People's Press*  
May 17, 1854

A Sunday Walk on the Dock. - There is more sold including liquor on the canal in this city, on Sunday, than any other day. We would like to tell what officer we saw didge into one of the dens on last Sunday, when he saw us, but he might continue his contempt and tht would be bad.

*Fort Wayne Times & People's Press*  
May 17, 1854

Petree's Line of Packets. - It will be seen by this advertisement that Mr. Petree has started a morning and evening line of Packets from this to Toledo, leaving here at 6 o'clock A.M. and P.M.

This will be of vast advantage to the traveling public, and prevent the great inconvenience of so crowded a state of his boats.

*Fort Wayne Times & People's Press*

May 17, 1854

FACILITIES FOR TRAVELING.  
TOLDEO & WABASH PACKETS.

The public are respectfully invited to take notice that the undersigned has recently established AN ADDITIONAL LINE OF CANAL PACKETS between Fort Wayne and Toledo, making now TWO REGULAR DAILY LINES.

Leaving Fort Wayne every morning and evening at 6 o'clock for Toledo. Also a daily line Westward from Fort Wayne to Lafayette, leaving Fort Wayne at 9 o'clock A.M.

JORAN PETREE, PROPRIETOR.

Fort Wayne May 16th, 1854.

*Fort Wayne Times & People's Press*

May 17, 1854

Break in the Canal. - The canal is broken near Lafayette. Navigation will be suspended for two weeks, beyond Peru. Barmores' Adriatic Circus will therefore return East and en-route exhibit here on the night of the 24th last. The time may vary, if so notice will be given.

*Fort Wayne Times & People's Press*

May 17, 1854

Break in the Canal. - The late freshets on the Wabash has done much damage, besides breaking the canal in many places between Lewisburgh on the west of Logansport, and Lafayette which has and will suspend navigation between these points for 10 days yet.

*Fort Wayne Times & People's Press*

May 17, 1854

Back Again. - Barmores Grand Adriatic Circus having failed in their engagements at the West by reason of the interruption of navigation, returned this morning and will exhibit here this evening.

All that we might puff them wouldn't add one to their number for every body is going any how.

To these Bloomer curious gallants that insulted the lady on our streets on Friday night last, we would say that they can have their eyes satisfied by going to the circus tonight.

Go up there gentlemen (?) and look at the lady on horseback, and then go home to be wiser men, as for better we don't expect it.

*Fort Wayne Times & People's Press*

May 31, 1854

The heavy rain on Saturday last caused Dear Creek to overflow its banks; and the rise of the Wabash made back water to the Paper Mills and Warehouses, causing damage to a great deal of property. The Canal is broke away in 6 or 7 places between this and Lewisburgh, and one or two places between this place and Lafayette—

Reports say it will take on or two weeks to make repairs. — *Delphi Journal*

*Fort Wayne Times & People's Press*

June 7, 1854

To Shippers. - A slip from the Prairie City at Terre Haute, says that H. B. Smith has purchased the steamer Wm. Philips and will make a connection with the canal boats at the Perrysville side cut by which a daily line will be kept up between Terre Haute and Toledo, both for freight and passengers during the building of Sugar Creek aqueduct.

*Fort Wayne Times & People's Press*

June 7, 1854

Locomotive Arrived. — On yesterday (Monday 12th) the Locomotive "Lima," and two platform cars arrived here by canal from Delphos for the Ohio and Indiana R. Road, which event will be regarded to by the antiquarian, as forming an era in the history of our city to be looked back to with pleasure, and from which the whole phase of affairs will experience an electrifying reformation.

It seemed to us as its iron bands, wheels, &c., and its whole machinery lay dead in the trough of an old scar, and formed the object of curiosity to the multitude many of whom approached it with fear, not real, as it were some powerful Mastodon that had lain down to rest a decade of centuries ago, and had become the prey of a pigmy race, who had in multitudes with thongs and withes [tough flexible willow twigs] and engines of their might bound it to subjection, but which once aroused and let loose in the forest and its course marked with iron bands and rails, would exhibit proportions of symmetry, and strength, and fury, terrifying to beholders and frightful to the beasts of the forest.

But soon will its purposes be felt, and its deformity be changed into a spectacle truly beautiful, as breath is put into its nostrils, and its roaring capacities supplied to produce its ends. It is to be put on the track immediately to the construction department, which department with one engine and its complement of hands about 35 are able to lay down half mile of track per day, This together with the one at Delphos working this way will complete the road in at least 60 days from the time operations commence here.

Good luck to the Summit City.

*Fort Wayne Times & People's Press*

June 29, 1854 [See July 13, 1854 article]

Price of Flour. - There is one thing which we think it is our province to speak of and that because a large portion of the community are oppressed by it and the poor and laboring class, the policy toward whom should be a desire to foster and sustain rather than oppress and extort.

In our city flour sells at \$9 per bbl. while in New York it does not exceed \$7.50 to \$7.75, at Cincinnati \$7.65, and New Orleans \$7.

Those who are able, this tax does not effect much, but to him who only earns his dollar a day, pays his rents and 4½ cents per pound for flour, it is oppressive. We do not complain of these high prices when we see a corresponding price elsewhere, but when it is \$1.50 higher here, than in Cincinnati and New York when it should be lower by the cost of transportation which would perhaps not exceed one dollar thus reducing it to a fair price, we have a right to speak out, and repudiate the demand. Poor men cannot stand it, labor is oppressed, and once this is done it effects materially the whole business of the place.

Flour can be bought in Cincinnati and better indeed than is usually sold in this market and the cost of transportation paid and received at nearly \$1 per bbl. cheaper than it costs here.

Who is to blame for it, the injustice of it? This policy long pursued will drive even parties who are able to stand such prices to buy their flour elsewhere, and we wonder that many have not done so already.

Such a thing is uncharitable and while it results to the injury of large holders in their business standing, gives a bad name to our city, keeps hundreds from coming here on account of high living, &c. We hope that large holders will see and heed the extortion for the sake at least of those who are totally unable to stand the prices.

*Fort Wayne Times & People's Press*  
July 13, 1854

We learn that the embankments of the great reservoir in Clay county, which was built for the purpose of supplying water to the Wabash and Erie Canal, were cut away a few nights since, causing immense damage. The reservoir covers about two thousand acres of land, from which the timber had never been cleared. — There is now standing in the large body of water a forest of trees, forming a habitation for frogs and other reptiles in an almost endless variety, and breeding disease throughout a neighborhood which was, before, one of the healthiest in the State. The citizens of that part of the county have several times threatened to cut away the embankments, and thus rid themselves of what they considered a nuisance, but, have been hitherto prevented by the Canal Company keeping a guard around the reservoir. Some daring fellows have, however, evaded the guard and accomplished their object, flooding the country around, and causing a damage which, it is thought, will cost near one hundred thousand dollars to repair. — *Ind. Jour.*

*Fort Wayne Times & People's Press*  
July 13, 1854

Why Flour is High. - MR. EDITOR: In your paper of the 29th June I notice an article on the price of flour, charging the dealers here in that article with oppression and extortion. Terms which in considering the nature of circumstances are uncalled for. I have the charity to believe that you and many others are not aware of the circumstances and difficulties which millers have that the City Mills have not shipped a barrel of flour east since last fall. It should be evident to every careful observer that the present stock of flour held by millers here has been purchased at extremely high prices in the wheat. The scarcity of wheat and the large demand for home consumption strongly urged the milling community here to pay equal with shippers and buy a supply even at high prices, while it was to be had, to meet the demand until the new crop comes into market. It was very generally believed last spring that there would not be more wheat in this section of country than would satisfy our home demand and draws could only be made of large holders by advance in price. There was \$1.90 a \$1.92½ paid for wheat at the City Mills, and I am informed that other mills paid about the same, I do not say that was paid for a very large amount neither was it expected that \$9.00 would be the price for flour for any great length of time. I am not aware that millers are bound to keep a public granary at their own risk entirely, neither do I claim that the dear people shall be an Insurance Company. Circumstances go to show that if the millers here had not ventured in the market and paid the going prices to secure the present stock when they did, it would now be in the eastern market, and Fort Wayne would have been dependent on other markets for supplies of flour and it is not to be expected in that case that prices would be much less oppressive than they are now. It is but charitable to believe that we are as likely to drop prices when we can afford to do it as dealers in other places generally. That flour in New York did not exceed \$7.75 at the publishing of that article I will take the responsibility to say is not correct, if it was meant to comprehend all qualities and grades of flour, for while the N. Y. Tribune quoted inferior quality at \$6.50 a \$7.00 it also quoted best brands at \$12.00. We do not expect to get along through the world without getting a "crack" sometimes, and for that reason we ask 'fair play.'

A. Miller.

We are inclined to think the writer of the above article has placed the matter in its true light, so far it relates to the operations of large buyers, to whom in our opinion is attributable the unfortunate position of the miller and others, but though his quotations are from a seeming authentic source, it doubtless is placed far too high, and the difference between brands, too great to be accurate. The quotations which we made in the article alluded to, we apprehend were nearer correct than the prices current of the N. Y. Tribune as to that market, and

so far as we quoted Cincinnati prices we satisfied ourselves last week of their correctness and which indeed fell below our quoted prices.

We saw at Lawrenceburgh on the Ohio river 25 miles from Cincinnati, a most excellent grade of flour for family use, sell at retail at \$7.25 to 7.50; and we think if a prudent policy had been pursued here, flour would never have exceeded \$8, at any time more indeed than but for a short season. EDITOR *TIMES*

*Fort Wayne Times & People's Press*

July 13, 1854

Birch Creek Reservoir Bank Cut. - On Tuesday night last, the embankment of this Reservoir was cut through, letting out the whole body of water covering 1000 acres, to the depth of near ten feet. A great damage is time inflicted upon all business interests connected with the navigation of the canal, especially between this and Evansville. All business men who recollect the want of water last summer and fall on the Eel River Summit level will appreciate this calamity. A full supply has been stored up in the Reservoir for this approaching dry season, but by one act of midnight villainy, it is all gone. The breach will no doubt be immediately repaired, but at this late period there is little prospect of rains to fill the Reservoir for use this season.

For what purpose has this public injury been done? If to improve the health of the surrounding country, a bitter disappointment awaits those engaged in it, for the sudden exposure of 1000 acres to the sun will produce disease so sure as there is death in Malaria, while a full Reservoir according to the best medical authority and all experience, would have been harmless. If to injure the State and her creditors, for whose benefit the canal is held in trust; they have in doing this, damaged far more the transporting and business interests of this portion of the State — Their own neighbors.

It is supposed that a number of lawless men must have joined together in perpetrating this outrage. The shortest night of the year [22d June] does not afford sufficient hours of dark by one or two men. A few months before the same bank was cut, but discovered before a breach was made.

The trustees have built this Reservoir at a cost of \$20,000 to supply the want of water South of this place, and to give to the citizens and business men certain navigation to Evansville. They had paid damages to the owners of the lands taken for that purpose, and settled every claim but one, and that one by no means pressing. Everything that was reasonable had been done to satisfy those who live near the Reservoir, and it is difficult to conceive what could prompt this act of wanton destruction of a great and valuable public work. This Reservoir is absolutely necessary to the very existence of the Canal South to Evansville, and the Trustees have

no choice but to maintain and keep it up. If the State authorities have not power enough to prevent and punish such lawless acts of outrage, it is time the public should know it.

What is to be done to protest the public interest in future, against the lawless acts of mid-night depredators? Is there not power in public sentiment that can be brought to aid the laws? Will not the press along the entire length of the Canal aid in giving efficiency to, and concentrating, this public sentiment? Will not the press of Indiana do the same? The Trustees are willing to sand by every jot and title of instituted laws for their government, and only desire that the Courts shall interpret them. Will the State authorities permit mobs to over-ride these laws? Lafayette Journal

*Fort Wayne Times & People's Press*

July 13, 1854

Improvement. - Our friends, D. Compert & Bro. Have erected a magnificent warehouse near their old one, on the Canal Basin, at the East end of Columbia street.

The business which these boys have built up by assiduity is a pleasure to know, and we can recommend their enterprise and punctuality to others.

*Fort Wayne Times & People's Press*

July 13, 1854

Improvement. - The Brick Tavern built by Squire Rockhill many years ago, and known as "Rockhill's Folly" has been taken down, remodeled and built up again and will surpass any Northern House for capacity, arrangement and eligibility of location. It is to be called the "Rockhill House" by which we hope it will hereafter be designated.

The whole affair has been committed to Philo Rumsey, whose plans are highly approved. It is just the thing for Fort Wayne.

*Fort Wayne Times & People's Press*

July 13, 1854

Who are the most Bigoted, the most Unchristian, the most Cruel and Brutal of all Others? - Month after month we have been holding up the brutality of that class of Irish the "hod carriers" and "wheelers of the barrow" on the public works of the country, that the public might at length get a just appreciation of the influence which our immigration laws work on the great moral and political phase of the country, and we have had occasion to instance frequent cases, viz., that in La-Salle, Illinois where for no cause whatever the clan not only murdered the lamented Story, a contractor, but outraged his body, jellied his features so that not a ligament remained for his heart-broken family to know him by; the causes of which were attributed to their extreme ignorance of the laws of humanity, their native barbarian

brutality, inflamed and aggravated by a pestilential priesthood, and a sympathy from public demagogues, when they were arrested for the application of the laws of justice. We say for months we have been at this work, and in the very face of these startling evidences of Irish brutality, and many others, where the ballot-box was corrupted by swelled mob, led on by designing political tricksters and harlequins, we are startled by the astounding declaration of a young man, pro tem Editor of the Sentinel, whose political learning has not been sufficient to tell whether a cow will feed, as a preference, on shavings or forage, that a class of American citizens (whence love for the constitution and laws of the land is as true as the spirit of '76.) are "traitors, pirates, dis-loyalists, factionists, when they are imbued with every sentiment of patriotism, of law and order, and are attempting to arrest the hand of the savage, protect the purity of the ballot-box, enforce personal security, curb the licentious libertinism allowed and ever encouraged by Roman priests and political mountebanks. And, too, in the face of the most damnable outrages which this race are annually committing under the emasculated Constitution of Indiana, which allows them to vote after six months departure from the bogs of Ireland, and a mere declaration of intention of citizenship, this young scion of Locofocoism [faction of the Democratic party], now scarcely dry from his swaddling clothes, makes use of these pregnant words with reference to the character of peaceful citizens toward this class of men.

"Yes, they would preclude from the right of citizenship the very individuals who cultivate the refused territory of our land, and in a few years make the waste places, healthy, beautiful and lovely habitations; the very persons who construct the internal improvements that bring us in almost immediate proximity with the remotest corners of the earth."

It is the appeal and similar ones on the part of pandering presses and the like sentiment displayed from high places, and at the hustings [proceedings at an election], that has caused the class of exotics to exclaim, "hurrah for the Pope" — that has led to a disparagement of our nations flag — that has interrupted the right of free speech — that assailed the liberty of the press — that has caused flagrant and brutal outrages on the peace of communities, and the right of personal liberty and security; and when the guilty agents are brought to justice that have polluted the fountain, and then interposed to avert the execution of the sentence; that claims the protection of the law, yet are disloyal to a fault, and render no consideration to it by payments in to the public treasury, and finally, that crowd our asylums and curse our government and her policy because the Pope is not acknowledged as a power superior in all civil authority.

To the interest of the Sentinel above quoted, we in our last paper made use of the following language.

"We see in all this that though Mr. Wilson Shannon Hoagland is American by birth, yet he is so short sighted, nay, blinded, in his political eyes, that he is willing to prostitute the proudest principle of the \_\_\_\_\_ town citizen, by going down into the gutter, and claiming fellowship with that class of people, the most bigoted, the most unchristian, the most cruel and brutal of all others; and claim for them as rights that which they should only claim as a boon, and making them equal to the American citizen, into whose lungs was inspired at his first breath the spirit of republicanism which has matured with his advancing years."

This language, though plain in its application to the remarks of Mr. Hoagland, and to the class referred to, was seized on by one of Martin Van Buren's sub-treasurers who yet goes unpunished — yet a pensioner on the public bounty, and reduced to the necessity of holding property in the name of his children, and who straightway commenced infusing distemper into the minds of a certain class of law-abiding, enterprising and respectable citizens with whom we have lived and still live on terms of intimacy, and tried to induce them to withdraw their patronage by promises of character the particulars of which we will reserve for another time. Being called on by one of them, our neighbor and friend, we made substantially this explanation of the plain reference of our remarks, and we do so now publicly for the benefit of the class whose impolicy we have deprecated, for the benefit of the Locofoco fungus, who grew out of public charity and is supported by the same, and lastly, with due respect and for the benefit of our noblest whose \_\_\_\_\_ ven referred to.

Does any one doubt as to the class referred to and of the justice which we have on our side, when they are told that already a secret emissary of the buzzard roost has been along the public works of our county and taken the declaration of six hundred foreigners, mostly Irish, who will be ready to swear to a sufficient residence to qualify them to vote, and who will be ready, too, to be led up to the polls like cattle to exercise the privilege of freemen.

Is the elective franchise once so sacred now the boast that it once was, since a set of demagogues have met and under the power to amend the Constitution, have subverted the barriers that made it strong to resist infractions, robbed it of its virtue, and made it the easy prey of the unlawful designs of themselves and these bigots of the old world? And when we reflect that any attempt to purge the ballot-box by a challenge of their right to vote, is almost sure to result in violence, instigated by the banditti that move them, our blood boils and our only hope is in the virtue that yet lives in the American heart, to unite, regardless of political differences, to crush out the monster and send back those starveling demagogues to their cavern homes.

When this proves inefficacious, to burnish up the old musket and keep the powder dry will be the work of every patriot. Demagogues are bringing this on, and it has come to such a pass that while the braggart ruffian can abuse our country, her religion and laws, the true son of the soil dare not set up for his own nationality, lest he is insulted by a rowdy, or abused by outhouse politicians. If our friends still are willing to listen to an arch enemy, both of ours and of our country, we regret their course, and while we bid them God-speed on the highway of life, we say to them that our colors are to the breeze and we will defend them.

*Dawson's Fort Wayne Daily Times*

July 16, 1855

Lake Erie Wabash and St. Louis R. R. - At length this excellent road has been put in running order between Fort Wayne and Toledo, and will commence the passenger and freight business next Wednesday, at 11 o'clock A.M. The occasion will be an event in this city's history, characteristic of the age. Who will go to Toledo that day!

On the 4th July, 1843, the opening of the W. and E. Canal to Toledo was celebrated as an event, the most pregnant with interest to Indiana and northern Ohio, and so it was, and that ditch has well performed its work, and is still destined to do much, but it was only a means to further efforts at improvement, which has produced the one the completion of which, we chronicle. Such are some of the improvements of the age, and what may in future transpire, to overshadow the mighty efforts of railroad locomotion, is only to be developed by the quick transit of time.

Packet boating is expiring, and on to-morrow the last rip from here to Toledo will be only celebrated for the vast indifference with which its former friends now treat it. Old things are passing away.

*Fort Wayne Times & People's Press*

July 27, 1854

From the Independent Press

A Plain Chapter on Cholera. By Dr. John G. Dunn. - Having been requested by several to give them a receipt for cholera it may not be out of place to publish a few hints which can be put in practice by any one having the least idea of the usual remedies and common applications kept in every family; and in doing so, I shall divest my language of ever professional term that is not generally understood.

It is often the case that a person attacked by cholera makes fatal delay in procuring a physician or is too far from his abode to have his attendance in time. The disease is generally so insidious in its approach that every little diarrhea, or uneasiness in the bowels or stomach should be looked on with suspicion when chol-

era is known to be in the neighborhood. A diarrhea thus occurring should be treated immediately. A good warm bath, as hot as you can bear it, and plenty of soap to cleanse the skin; rub dry with a coarse towel until the surface glows red, then take three pills of the blue mass with eight or ten drops of Laudanum. This will prevent almost any attack of cholera in its first stage. When it is about no one can pay too much attention to his diet, or his feelings. Avoid unripe fruit, or too much of that which is ripe. Bathe every morning with cold water, and rub the skin roughly for it has more to do with cholera than people are aware of.

If you let a slight diarrhea run on for a day or two, the first you are in the spasmodic clutch of cholera; when if you had checked it in season; and removed the cause by slight medication the terrible grasp may never have been laid upon you. It does not always warn you with a diarrhea; but comes on suddenly. Now I merely wish to drop a few items of treatment to be used where medical treatment cannot be immediately procured. When a person is attack by cholera, boil a large kettle of water as soon as possible, strip the patient naked, put a large mustard poultice over the stomach and bowels; then wring out three blankets from the boiling water, and wrap him in them, winding a dry blanket on the outside to keep the heat in. Thus you apply heat all over the body and bring the blood back to the skin. What's the use of you rubbing! It only creates a little heat — why not apply it all over at once with the blankets; you may put some mustard or red pepper with the hot water if you choose. So much for the outside treatment; now the attention must be turned to the bowels and stomach. Intense purging and vomiting are almost always present in cholera, and from their exhausting influence demand prompt treatment. As soon as the skin begins to warm with the blankets, the alarming purging and vomiting cease. Do not be afraid to give laudanum — give sixty drops at a dose — a little dose will do no good — you have a giant to deal with — knock him down with a big club, and after he's down, keep him. If the laudanum is vomited up repeat the dose immediately. Mix together red pepper, warm brandy, or whisky, and a little camphor, and give it occasionally; but the great hope—the great dependence must be on your hot blankets and your laudanum. I will tell you why:

Cholera is a disease in which the blood leaves the vessels of the skin and is thrown in upon the bowels, stomach, liver, and other internal organs. Nature, in order to get rid of this unnatural accumulation of blood, strives to relieve herself by plunging it out and by vomiting it up; but any one who has ever seen a person bled, has noticed that the blood separates into two parts — water and clot. Now there are little vessels opening into the bowels which let out the water part of the blood but will not permit the clots to pass, and this is the cause of

so much water being purged and vomited; the blood thus loses the water which rendered it fluid and becomes useless in the veins; and in treating the disease there is one important item to be noticed: viz: when the purging and vomiting is somewhat checked and the skin begins to take on a warm sweat, then stop giving brandy and resort to teas. The water of the tea will be absorbed by the little vessels in the bowels and taken up to restore to the blood that which is lost. I talk of warm sweat in cholera which is equally as exhausting as the diarrhea. The hot blankets soon check it.

The great idea of cholera can be told in a few words — bring the blood back to the skin by applying heat to it externally; check the purging and vomiting with immense doses of laudanum.

Laudanum not only does this but it also relieves the contracted state of the little vessels of the skin and thus opens the way for the blood to flow back to the surface. I have never known a case to die when treated thus.

*Fort Wayne Times & People's Press*  
July 27, 1854

Cholera. - Frequently for the past week have we seen and talked with persons from the Country who manifested great fear that they should be attacked with cholera which they had heard and believed was raging in Fort Wayne. These rumors were doubtless got up by some wag or designing person, either to see the manifested fear — sell cholera medicine, or keep trade in the country.

We take pleasure instating that Fort Wayne is not only now clear of Cholera, but there has not been a single case in the city this season.

The general health is as good as any place in the State, and there are not neither here or in the vicinage any of those causes which are said to superinduce the dreadful scourge.

Our friends wherever they may read this paper may be assured that we speak truly, that there is not any contagion or epidemic here, and that when such takes place, we will be the first to publish it, in the mean time don't heed such reports referred to.

We are, however informed, and we will so speak, that some appalling disease has broken out, at Hometown, 12 miles North of this city, from which we learn that our old friend and citizen of that Village, Howard Dunton for many years a resident of that place, died on Sunday last, and also another whose name we have not learned.

Also have we learned that at Wilshire O. has the Cholera made some havoc, and at Lima Ind., some sudden deaths have occurred, but as our informant says, they were brought on by excessive indulgence and that they would be likely to occur at any season of the year.

*Fort Wayne Times*  
August 17, 1854

The Canal Board of New York has just ordered the work on the Erie Canal Enlargement to be put under contract from Black Rock to Tonawanda, and from Rochester to Spencerport. It has also ordered the Engineer to get ready for letting \$3,000,000 more as soon as possible — \$1,715,090 of which is appropriated to the western division. At least \$4,000,000 will be put under contract this year.

*Fort Wayne Times*  
August 31, 1854

“There is a Tear for All who Die.” - One morning last week a sick girl of 17 summers, was taken from a line boat and placed in Ewing's ware house. This appeared a hardship, but her situation and attendance could not have been bettered. Kind attention from both male and female, and the best medical aid were given her but to no effect. In about 24 hours after she was left her spirit fled its tenement, and her corpse remained among strangers to be hurried to Potters field. She was on her way to Lafayette to see her friends, but then O'death!

“The wide world had called her forth  
And thou went there.”

She expressed her satisfaction as to her care and attention, but deplored that death had made the irrevocable call so soon — yet felt prepared to meet her fate with a Christian grace. It was said by an observer that she gently sunk away so gradually, that it resembled the gentle loosing of a summer's twilight into succeeding darkness. There were no throes that marked the enemy lurking around the seat of life, but she fell asleep, and then, like the waters of this deep blue river, that fell gently into the sea, her spirit joined the ocean of eternity —

\*\*\*\*\*that better home  
Where none can say farewell.”

## 1855

*Dawson's Fort Wayne Daily Times*  
July 16, 1855

Lake Erie Wabash and St. Louis R. R. - At length this excellent road has been put in running order between Fort Wayne and Toledo, and will commence the passenger and freight business next Wednesday, at 11 o'clock A.M. The occasion will be an event in this city's history, characteristic of the age. Who will go to Toledo that day!

On the 4th July, 1843, the opening of the W. and E. Canal to Toledo was celebrated as an event, the most pregnant with interest to Indiana and northern Ohio, and so it was, and that ditch has well performed

its work, and is still destined to do much, but it was only a means to further efforts at improvement, which has produced the one the completion of which, we chronicle. Such are some of the improvements of the age, and what may in future transpire, to overshadow the mighty efforts of railroad locomotion, is only to be developed by the quick transit of time.

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*Dawson's Fort Wayne Daily Times*

July 17, 1855

C.S.R. KIDDER. JOHN L. REED. KIDDER & REED, Forwarding and Commission Merchants, and Agents for the *Wabash and Erie Line Canal Boats*. North side Miami canal, between Main and Sycamore streets, Cincinnati, Ohio.

New York barrel and dairy sack salt for sale.

Prompt attention and dispatch will be given to forwarding goods on the Erie, Miami and Wabash canals, or the various railroads. Liberal advances made on consignments either for shipment or for sale in this market. Orders for purchasing goods or selling western produce punctually attended to.

*Dawson's Fort Wayne Daily Times*

July 17, 1855

Western Canal Reservoirs. - These reservoirs, according to a notice of them in *The Philadelphia North American*, are genuine curiosities. In Ohio there are six for the supply of the two main canals, and only two of them were cleared of timber before being enclosed and filled with water. One of these in Mercer county covers 17,000 acres of land, on which enormous trees and thick under growth were all left standing. It has been supposed that the health of the neighborhood is damaged by these artificial lakes; but a Legislative inquiry in reference to this one showed by the testimony of persons residing near it for fifteen years that the health of the country was improved instead of injured by the lake. In Indiana there are three reservoirs for the supply of the Wabash and Erie Canal — one at Birch Creek, covering 1,000 acres; one at Splunge Creek, covering 4,000 acres; one at Pigeon Creek, covering 1,500 acres. In the year 1853 the Indiana Legislature appointed a committee of three physicians to examine these reservoirs and report as to the influence upon the health of the neighborhood. Their investigation showed clearly that where, as in the case of the Splunge Creek Reservoir, large surfaces were put permanently under water, and exposed bare to the drying heats of the sun, the health of the neighborhood immediately improved.

*Dawson's Fort Wayne Daily Times*

July 18, 1855

Sault Ste. Marie Canal. - This stupendous work has been completed, by which a commercial business has been opened vast in itself. Here is a coast of one thousand miles of navigation around the largest lake in the world, and thus linked by means of this canal forms a grand chain of commerce by lark reaching from the 74th to the 92d degree of longitude. The vessel freighted at Fond du Lac will be enabled to reach the most distant part of the habitable ocean coast of the world. It is a magnificent theme for reflection, as to what great impetus the opening of this the American Baltic will give to the wealth of the Union. At this age of Young America, vigorous and enterprising as she is, when all her facilities are brought to bear on this vast territory of two hundred millions acres of unreclaimed soil, who can calculate what will be the time required to make this "blossom as the rose," and the vast tribes of savages to hurry away toward sunset! Ten years will scarcely have passed, ere these dense forests will be the seats of luxury and ease, and the steam whistle be heard to echo therein. Let no young man sit down in the quiet retreat of his childhood's home, and sigh that no avenue opens to offer a rich reward for his labor. The woods of Superior, the plains of Kansas and Nebraska, the inviting and pleasant Minnesota, and the mountain rivers of Oregon and Washington and California, too, are fields that invite the energies of the young, vigorous and enterprising. Let all be up and active. Now is the hour and he that repines is not worthy the name of an American citizen.

*Dawson's Fort Wayne Daily Times*

July 19, 1855

Navigation. - The Canal is now in repair, and boats have been passing for two days. This it is hoped will revive business.

*Fort Wayne Weekly Times*

September 6, 1855

WABASH VALLEY RAILROAD. - For the benefit of many of our readers we give the real name or rather the corporate name of this road known by caption above. From Toledo to the Indiana State line it is called legally the Toledo and Illinois Railroad, and from the Indiana State line on the east westward, the Lake Erie Wabash and St. Louis Railroad. The name used above designates it in this section of the country, but it is the corporate name of another road in the Southwestern part of Indiana, and hence sometimes the two are confounded. The route of the Toledo and Illinois and Lake Erie Wabash and St. Louis Railroad is from Toledo, Ohio, up the valley of the Maumee to Fort Wayne, and down the Wabash and Erie Canal & the Wabash river through Huntington, Wabash, Peru, Logansport, Delphi, Lafayette,



and Attica, and thence to Danville, Illinois, where another road is to intersect the Terre Haute and Alton, by which the shortest route will be given to St. Louis. At Danville another road is building to Springfield and Jacksonville, and crossing the Mississippi river at Hannibal, Mo., and another from Hannibal to St. Jo., Missouri.

*Fort Wayne Weekly Times*

September 6, 1855

B.R. Edmonston, Esq. one of the Trustees of the Wabash and Erie Canal, died at his residence in Dubois county, on the 6th inst. [Edmonston died on August 16, 1855, paper in error]

*Fort Wayne Weekly Times*

September 20, 1855

Heavy Larcenies Pittsburgh, Sept. 10. - Astonishing developments transpired Saturday of extensive larcenies of old railroad iron belonging to the State works, amounting to sixteen thousand dollars.

A laborer in the employ of a second-hand dealer named Henry Nichols sued for his wages before a Justice, and gave hints implicating Nichols and several other living along the line.

Information was sent to the Canal Commissioner, at whose instance twenty-six persons were committed to the Cambria county jail. — Thirteen barrels of broken iron have been recovered, and there is a prospect of recovering thirty-six more

It is said that nearly everybody living along the line of the road has been engaged in thefts

*Fort Wayne Weekly Times*

September 20, 1855

The Wabash *Intelligencer* of the 12th inst. Brings the news of the conclusion of the trial of the State vs. John Hubbard for the murder of the French family, at that county. — The verdict of the jury was guilty, and the penalty death. Judge Wallace sentenced him to be executed on the 13th December next. We think that the wife of Hubbard has not been tried, although she was jointly indicted with her husband. The records of crime show no parallel to this.

*Fort Wayne Weekly Times*

September 27, 1855

The Rail Road from Logansport to Kokomo was opened, or the crossing at Kokomo reached on Wednesday, 18th inst. Thus bringing Logansport in connection with the rest of the world. That part of the same Road viz.: the Cincinnati and Chicago, between Andersontown and Kokomo will be completed it is thought in 60 days. With this and the I.E.W. & St. Louis R. R. passing through Logansport, aided by her Canal and water

power, we shall expect to see her one of the many beautiful and very prosperous cities of Indiana.

*Fort Wayne Weekly Times*

September 27, 1855

DIED - At the Vermilyea place, Aboit Tp., on Tuesday the 25th inst., Joseph Van Ingen, infant son of Joseph P and Susan C. Jenks, aged one month. [Vermilyea canal contractor]

*Fort Wayne Weekly Times*

October 4, 1855

The Canal Board of Ohio have resolved to repair the Canals by contract for five years; proposals to be received till the 15th of November at the office of the Board, in Columbus.

*Fort Wayne Weekly Times*

October 11, 1855

GOING TO THE STATE FAIR. - A Query to be answered by the Ohio & Ind. Railroad. Why is the name of the Ohio & Indiana R. R. omitted in the list of roads that have offered to carry visitors and articles for exhibition to and from the State Fair at half price? Have the managers of this road been asleep and know not that a fair is to be held at Indianapolis within the next fortnight, or are they so far behind the times and have so little of the liberality and public spirit of other roads, as to deny this boon of encouragement to the farmers and friends of agriculture in this region?

The farmers of Allen county may think of this, when they come to pay the interest on the hundred thousand dollars of county bonds, which that company sold for twenty per cent less than their par value.

We would ask Mr. Petrie of the Packet line, if it would not be a fit return for the large amount of money he has made by running his boats during the past four or five years, that he should offer this courtesy to any who might like this mode of travel in going to the Fair. As he intends to "haul off" after this season, it would enable him to make one good impression before he leaves — a parting impress. The extra fare travelers by his line have been compelled to pay this season, would more than compensate for the loss of half-fare in going to the State Fair. But we have no expectation that any one will go by this conveyance, unless some change is made, a thing that the company ought to look to, even if they don't confirm to the liberality of most of other public conveyances in the State. If this illiberality is observed and persisted in the Rail Road and Packet Company, it leaves Fort Wayne as the niggardly hole of Indiana, and all arising from the proprietors of these lines. Wake up, Mr. Proprietors, and show a liberality for once anyhow.

*Fort Wayne Weekly Times*

November 8, 1855

The Branch of the Bank of the State of Indiana was organized in this city last week, and Messrs. Bird, Mitchell, Hoagland, McCulloch, and another were elected directors, and H. McCulloch President

The Bank of the State of Indiana, was fully organized last week at the Capitol. Hugh McCulloch President, and James M. Ray, Cashier. The Branches were all represented.

*Fort Wayne Weekly Times*

November 15, 1855

A serious accident occurred at Toledo on Monday morning by a break of the Manhattan canal; by which a part of Toledo was submerged, and the damage very considerable. This we learn from a pretty good source.

Grand Rapids River. Owing to the fact that the Rapids of the Maumee River, for several miles above Toledo have been known as Grand Rapids, and the Maumee sometimes confounded with the Great Miami emptying into the Ohio River at the lower extremity, and between Ohio and Indiana, it was resolved on the 7th inst. by the citizens of Toledo and the Maumee Valley, that the River be hereafter known as the Grand Rapids River, and the Bay by the name of Brand Rapids Bay. Therefore let this River be known as the Grand Rapids.

Much damage has been done along the rivers in this region by the high water, especially to crops yet unharvested.

*Fort Wayne Weekly Times*

November 22, 1855

The Eastern Part of Allen County. - The area of country extending east from about the centre of Jefferson township to the State line, and southward from the Maumee River to the south line of Jackson Township, embracing some sixty or seventy square miles of unimproved land, has long been an unknown land to most of the citizens of Allen County. Fabulous rumors of deep morasses, interminable swamps, frogs of huge dimension, mosquitoes of elephantine proportions, ravenous beasts of prey, and other indescribable terrors, have greeted the ears of every man who has turned his attention to this unexplored region, with any view of settlement or improvement. In this case, as in many others, a few items of fact has given rise to a multitude of falsehoods, and in consequence one of the richest and most valuable portions of our county has lain for years an un-traveled wilderness.

If the railroads, the advantages now which we are beginning to enjoy, had done this county no other good than the opening up to easy access of its eastern townships, they would have merited more liberality than some of them have received. It is hard to measure the value they have added to this part of property of the county.

From the crossing of Garr Creek on the township line of Milan and Jefferson townships, about five miles east of the rapidly growing village of New Haven, the Lake Erie, Wabash & St. Louis Railroad passes in a straight line some eight miles through this wilderness to the State line. Cut out one hundred feet in width, well elevated above the natural surface of the ground and protected on each side by ample drains, the benefit of this admirable road to the unsettled lands through which it passes, is apparent to every observer. At the same time the true character of the land is revealed. Instead of worthless swamps all along the road between the points named, there is a soil of great fertility sustaining a growth of majestic timber trees, an occasional grove of which among the naked prairies of Illinois would be esteemed a mine of wealth to its possessor. This large tract of timbered land, the most extensive probably of any on the route of the Railroad from Toledo to the Illinois line, is to be a source of supply of wood and timber when they have failed or become scarce, as they ere long will, in the older settled portions of the Maumee and Wabash Valley. — The terror of an encounter with this ancient forest is dispelled by the assurance to the settler that instead of being compelled to burn up all the timber he cuts down, he has a ready market for it, along the Railroads, to supply its wood yards, and the yards of the saw mills that will soon be erected at the eligible points. It can easily be demonstrated that every acre of land along the Railroad, at a cost of ten dollars per acre, will, if the wood and timber be properly saved and marketed, pay for itself and clearing, and leave a handsome profit to the owner. Once cleared and brought under cultivation Allen county has no lands to excel these long rejected “swamps” for all agricultural purposes. It may be safely prophesied that the seat and population of this county not many years hence will be in these very “swamps.”

The L.E., W. & St. L. Railroad passes north easterly along the northern edge of the country I have been describing, at a distance of from one to two miles from the Maumee River and Canal. The Tiffin & Fort Wayne Railroad passes through the heart of it, entering the county in section 11 in the north part of Jackson Township and running in a line nearly due west to Fort Wayne. Varying from five to eight miles south of the Tiffin Road, and a little south of the south line of the “swamp” county is the O. & I. Railroad.

Aside from the Railroads, other means of developing the value of this part of the county have been put in requisition.

A large part of the Swamp Land Grant in this county is in Jackson and Maumee townships. The swamp land commissioner, Judge McLain, has very judiciously located drains through these lands, the first and principal one commences at the “Bear swamp” in Jackson town-

ship and passes through the north east part of Jefferson tp., and enters Garr Creek near the I. E., W. & St. L. R. R. The second begins in Jackson tp. And passes north through the Western tier of swamp land sections in Jackson and Maumee townships, and enters the railroad drain in section 30 in Maumee tp. The third starts in section 9 in Jackson tp., and passes due north to the railroad drain in the centre of section 21 in Maumee tp. The fourth and smallest drain is located along the state line. This drain is progressing simultaneously with the opening of the State road on the State line from the St. Mary's River in Adams Co., to the W. & E. Canal. The north part of this road from the crossing of the Tiffin & Fort Wayne Railroad to the Canal, about 7 miles, will soon be opened by private enterprise, affording a convenient access from the canal south, to both the Wabash Valley & Tiffin Roads. South of the latter, the road is being opened by the citizens of the townships interested. Along the State line road, both in Ohio and Indiana may be found farming land of excellent quality. On the Ohio side settlement has already commenced.

The effect of railroads in increasing the value of unimproved lands, has been strikingly exemplified in the case of the Illinois Central Road lands, and the lands of the North-West generally. The sale of the lands of that Railroad Co., on and near the line of their road, exceeded in the month of July last, 27,000 acres, and average from 20,000 to 25,000 acres monthly, at \$14 per acre. With a soil of equal strength and durability, with a heavy growth of valuable timber of which the Illinois lands are destitute, and with equal if not greater means of access and of market which the railroads and their station points will afford combined with the other improvements referred to, there is no good reason why the lands of the eastern part of Allen Co., at the prices at which they can now be purchased, should not be in the hands of actual settlers. It needs but a correct knowledge of their real character to ensure this result.

## 1856

*Fort Wayne Weekly Times*  
January 31, 1856

A serious breach occurred in the canal in front of Rudisill's Woolen Factory on the night of the 28th of January. It stops all the Mills in the City, and will take some days and a large expense to repair it.

*Fort Wayne Weekly Times*  
January 31, 1856

Fort Wayne. - Fort Wayne is the capital of Allen county, Indiana, and is situated at the confluence of the little St. Joseph and St. Mary's rivers, which form the Maumee. On the site of this City was an old village of the Miamis, once the sovereigns of this fertile and beautiful section

of the country. The ancient domains of that stable tribe are learned from a speech made at Greenville, Ohio, by Little Turtle, the Miami Orator. "My father kindled the first fire at Detroit; thence he extended his lines to the head waters of the Scioto; thence to its mouth; thence down the Ohio to the mouth of the Wabash; and thence to Chicago, on Lake Michigan. These are the boundaries within which the prints of my ancestor's houses are everywhere seen." But the smoke in those houses ceased to be seen long ago; the houses themselves have gone to decay, and the waves of Saxon civilization are sweeping over the ancient limits of Little Turtle's forefather. The Miamis were removed beyond the Mississippi fifteen years ago.

It was here that, by order of General Wayne, in 1791, the Fort was erected, which took his name. It remained an important military post until 1819. In May, of the following year, the original plat of the town was laid off by Barr and McCorkle, the tract being purchased by the United States government. The ground enclosed in the stockade being no longer useful for its original purpose, the United States granted it to the county, and in November, 1830 was entered on record a plot of that part known as the county addition to the town of Fort Wayne. — Further additions have since been made, and it now extends over a large area. It is the summit level of an extensive district, and from a feeder near town, supplied from the St. Joseph, seven miles north-east, feeds the Wabash and Erie canal, down both the Wabash and the Maumee.

Keekiogue, as the aboriginal town was called, in the Miami dialect, was, at an early day, the point of a trading post, the French here carrying on an extensive trade with the Indians, and likewise with the whites at Detroit, which was settled by the French as early as 1670. The land here was obtained by treaty made by General Wayne, at Greenville, Ohio; and it was during the negotiations that the Indian speech, from which we have quoted, was made. It was at this point that the army under command of Gen. Harmar was defeated by the Indians, in attempting to cross the Maumee.

Fort Wayne is ninety-four miles, by Railroad from Toledo, and about one hundred north-east of Indianapolis. It was incorporated into a city in 1840, and has since improved very rapidly. Indeed, its importance began to be seen as early as 1836, in which year the Wabash and Erie canal was opened from this point to Logansport, eighty nine miles westward. The completion of that canal to Toledo made its prospects still brighter, and occurring on the Fourth of July 1843, the occasion was suitable celebrated, Gen. Cass delivering an oration. It was one of his greatest oratorical efforts, and contains, among a multitude of beautiful passages, a handsome tribute to the richness and beauty of the Maumee valley. "Nature," he says "has been prodigal of her

## 1856

favor to the valley of the Maumee. I can never forget the first time it met my eye. It was at the commencement of the late war, when the troops, destined for the defense of Detroit, had passed through the forest from Urbanna to the Rapids. The season had been wet, and much of the county was low, and the whole of it unbroken by a single settlement, and we had cut our road and transported our provisions and baggage with great Labor and difficulty. — We were heartily tired of the march, and were longing for its termination, when we attained the brow of the table land through which the Maumee has made a passage for itself, and a fertile region for those who have the good to occupy it. Like the mariner, we felt that we had reached a port; like the wanderer, a home. But my memory still clings to the prospect which burst upon us, in a bright day in June, from the valley of the Maumee; to the river, winding away beyond our view; to the rapids, presenting every turn of the most picturesque objects; to the banks, clothed with deep verdure; and to the rich bottoms, denuded with timber, as though inviting the labor and enterprise of the settler.”

Two Railroads centre at Fort Wayne, and others are eventually to pass through it.

The surplus water from the canal is used here for manufacture, and in some cases steam is employed in mills, &c.

Hotels are abundant, and the Rockhill House, kept by Mr. P. Rumsey, is the best in the State, and second to none in the West. Churches are plentiful, but common schools are not. The city is under the control of foreign and Catholic influence, and hence this lamentable state of educational matters. All efforts to establish free schools fail. Let each reader make his comment on this fact. The Methodists have a college in the place, and the old school Presbyterians and Lutherans each a seminary of a lesser grade. The Sisters of Charity have a school, and there is also a normal school under the control of Catholics.

The population of Fort Wayne is estimated at eight thousand, and supports three newspapers. The *Sentinel* a weekly democratic paper; the *Standard*, daily and weekly, free soil; and the *Times*, also daily and weekly, and devoted to the interest of the American party. The last is well printed and ably conducted, and is the leading journal of Northern Indiana. Its editor and proprietor is Mr. John W. Dawson, a fearless journalist, and an obliging man, to whom we are under obligations. J. C.

Fort Wayne Weekly Times  
December 6, 1855

DROWNED. - James Bird was drowned on Monday night, in Taylor's Lock, one mile east of Fort Wayne. He was crossing the lock, we are informed, on a plank, carrying some kegs in his arms — fell in and was drowned

*Fort Wayne Weekly Times*

February 21, 1856

INDIANA CANAL. - The *Jeffersonville Democrat* states that the President and Engineer of the Indiana Canal Company visited that city on the 4th Inst. In company with the principal contracting party, who were formally placed in possession of the work. The *Democrat* says that the sum of \$800,000 has been subscribed and is available, and further that the ceremony of breaking ground was performed by Dr. N. Field and Mr. D. C. Chamberlain.

*Fort Wayne Weekly Times*

February 28, 1856

WABASH AND ERIE CANAL. - Jesse L. Williams, Chief Engineer of the W. & E. Canal, writes that there is no ground for apprehending so late an opening as had been reported “The work,” he says, “requiring longest time, is the re-building of the cut-stone lock, one and a half miles below Logansport. The walls became so strongly frozen that the removal of the masonry has not yet been accomplished, and the work has necessarily been delayed. The stone for the new lock are on the ground and mostly cut. Three or four weeks after the yielding of the ice will be sufficient to remove the old and build the new lock. So soon as the winter shall relax, the work will be pressed with diligence and energy, and it is supposed the Canal may open early in April. An earlier or later breaking up of winter will of course influence the result.” *Lafayette Jour.*

*Fort Wayne Weekly Times*

March 6, 1856

The Lake Erie Wabash & St. Louis R. R., take possession of the Peru & Indianapolis R. R., under a lease for five years, on the 15th inst., and will proceed to take up the fifteen miles of strap rail, and lay it with “T” rail immediately, thus making a good road from Peru to Indianapolis. Trains will run through to Peru on the L. E. W. & St. L. R. R. in a few days, and preparations are making by the citizens of Logansport, to celebrate the opening to that place, so make ready all fun lovers and go to Logansport, by steam. We used to go there by freight boats on the canal, consuming forty-eight hours, which was a wide stop of advance, but now we are to make the distance in five hours, and soon in less time. The Yankees are a fast people.

*Fort Wayne Weekly Times*

March 6, 1856

From the *Toledo Blade*

OUR CANALS. Toledo, Feb. 20, 1850 - MR. EDITOR:

- It is not necessary here to say that the great States of Ohio and Indiana have vast amounts of money invested in their canals, having their north-eastern terminus at Toledo and their southern at Cincinnati and Evansville, five hundred miles below Cincinnati on the Ohio river, and that one of these canals, is four hundred and eighty miles long, running through the richest farming region in the world, and that the other passes through and drains the Miami Valley, one of the richest and most productive in the world — every person of any intelligence knows all this.

The object of this communication is to call the attention of the public, and should this feeble effort reach the Legislators, to suggest the importance of keeping these canals in repair, and to remove every possible obstruction. A dangerous rival has sprung up in our railroads, forming, as they do, a complete network thru' the entire west, threatening to draw off the business of the Wabash valley to Michigan City, and thence by the Lakes to Buffalo, and through the railroad facilities afforded by the active competition of the cities of Boston, New York, Philadelphia and Baltimore for the trade of the western states, vast amounts of the business formerly done by the canal, is now done by the railroads, particularly in the winter season, and under the view of the subject is the Legislatures of the two states alive to the importance of having their canals in perfect order, and that a few thousand dollars judiciously expended at Toledo, the north-eastern terminus of these canals, would materially affect the business, and consequently the revenue of those canals. It is not to be presumed that the members of the Legislature are aware that there is a serious obstruction in the northern outlet of this vast inland navigation, which calls for an immediate appropriation of a few thousand dollars.

The Board of Public Works, by a wise and timely forecast, have made their examinations and ordered a survey and estimate, and have recommended the suitable and necessary appropriation and it now rests with the Legislature of Ohio and with the company owning that portion of the canal lying in the State of Indiana to say whether an investment of fifteen or twenty millions shall be seriously affected for the want of this trifling expenditure.

It is not to be expected that our Legislatures are acquainted with the obstruction complained of. The canal connects with Swan Creek, and that creek is used to reach the river and lake commerce. The banks of the creek are coming rapidly into use for manufacturing purposes and lumber trade. Near its mouth, it is even now almost constantly obstructed more or less by lake and river craft. Add to this the rapid current in this creek; it renders its navigation for canal boats at times impossible, having been this last season from one to four days that not a boat could pass through it. At one time

about 200 boats were detained four days; at another time there was three days detention. If producers and merchants are to be subject to these delays and disappointment will they not seek the railroads, a more sure and rapid conveyance?

I say, sir, that our canals surrounded as they are, by active and dangerous rivals, should be put and kept in the most perfect repair. The fear I have is, that the immense amount of capital and the energy and enterprise of the railroad companies will be felt in the Legislature and could be established that would secure the management of railroads to their owners. The suggestion contained in a previous article with reference to proxy votes, would tend to secure this end, and we are glad to find railroad stockholders favorable to the enactment of a law requiring all stockholders to vote in person.

When we speak of owners, would not mean, of course, that a Railroad Directory should own the entire road, the affairs of which they might be called on to manage, but directors should in most cases be heavy stockholders. The Reason for this is obvious. A man holding the position of Director, is expected and presumed to be acquainted with the affairs of the road in aggregate and detail; otherwise he could not properly manage its business. To obtain this acquaintance with the business, would necessarily absorb a large part of the man's time, and require labor, a director would be almost entirely useless. This is clear enough. Now, it is very well known that a Railroad Director receives no compensation for his time, and cannot be benefited or compensated in any fair, honest, or honorable manner for his services, unless, by being a stockholder, he may by advancing the general interest of the road, advance also his own. When therefore a man I found in the position of a director, who is stockholder to a very small amount only, it is reasonable to consider that such an individual is not an efficient officer, and when we find a majority or the entire Board of Directors in this condition, it may paralyze the hand that is put forth to protect the canals.

The people have the taxes to pay to keep up the interest and ultimately to pay the principal.

The responsibility rests with the new party in power, and there let it rest. During the time property was delayed in the canal boats, in sight of Toledo. By railroads it might have been safely landed in either of the markets of Philadelphia, New York, Boston or Baltimore and goods going south on their way down the Ohio and Mississippi. C.

*Fort Wayne Weekly Times*  
March 20, 1856

We are requested by J. L. Williams to state that the Trustees of the W. & E. Canal, in Indiana, in conjunction with the Ohio Board of Public Works, have reduced

the toll on merchandize, including all articles marked as 1st class on the joint toll sheet, forty per cent from the rates charged last year, between Toledo and all points on the Wabash and Erie Canal, in Indiana.

In other respects the toll sheet remains as before. No change in the trade between Cincinnati and the Wabash.

*Fort Wayne Weekly Times*

April 17, 1856

The Canal will be open for navigation to Logansport by the 20th inst., and perhaps through the whole line. The lock at Logansport now undergoing repairs, is the only obstacle now in the way.

*Fort Wayne Weekly Times*

April 24, 1856

The water was let in the canal at the city on Saturday Eve last, and the trunk is now fast filling, Navigation will open in a few days.

*Fort Wayne Weekly Times*

May 1, 1856

BARRETT HOUSE, LOGANSPOET, IND

April 28, 1856

Dear *Times*:

I cannot close the day without a wish, aye more, an effort, to contribute to your columns some few thoughts, and to that end let me say, that after leaving Summit City, we sped hurriedly away, over prairie and marsh, bound for the west. The incidents between Fort Wayne and here are sparse, but it may be enough to say, that owing to this urbanity of Superintendent BURLINGS and Conductor BAKER, I was enabled to improve my time in observation on the grade, masonry, superstructure and machinery of the Lake Erie, Wabash and St. Louis R. R., between that city and this. The matter, however, of more present interest is, that Bear Lake has been subdued, and by the aid of good filling the track thereover has been secured from the action both of the standing water and the sudden and periodical rises incident to the bottom of Little River. It is now ascertained, that there is a bottom to the Lake, and that bottom a near-surface one, and of a substantial character. Bear Lake is not, as its name would seem to indicate, a pond of water, but a wet swamp, covered with a heavy growth of timber, and it, therefore, follows that the bottom is solid, else the timber would scarcely have bottom enough to stand on with permanence. — That this difficulty is overcome is a matter of rejoicing to those who feared it would be a permanent one. The masonry and bridging is unquestionably better than any other road of the State, both in appearance and durability; and the present condition of the road is good, and to complete its ballasting and adjustment a large force is kept constantly

at work thereon. The passenger engines are in uniformity with the general character of the road and its work, and is certainly withal without equal in the west. As an evidence of the power of the machinery and the condition of the road, I have to state that we passed from Fort Wayne to this place, 80 miles, in four hours, including the several regular stopping and a half hour at La Gro. That part of the road between here and Wabash, although recently laid, carries up remarkably well. On inquiry, I find a full force is at work at this end, south of Logansport and from Lafayette north, and will meet at Delphi as soon as the work can be completed. Till that is done, Petree's packets will run, beginning from and after tomorrow.

The water is not in the canal at La Gro. — The movement here politically is good, and locofocoism below par. A full turn-out is expected. The Cass Circuit Court is now in session here, Judge WALLACE presiding.

Till tomorrow I quit this silent interview with you.

J.W. D.

*Fort Wayne Weekly Times*

May 22, 1856

MURDER. - An affray took place at Toledo, on the 12th inst. At a house of ill fame, between John McLaughlin, and Ellen Kief, and John B. Reeder, resulting in the death of Reeder, by a pistol shot from Ellen Kief. Many boatmen were called, and all sustain the guilt of the defendants who were held to bail for manslaughter, in the sum of \$5,000 for their appearance before the next Term of the Com. Pleas Court. The defendants are Irish of course.

*Fort Wayne Weekly Times*

May 29, 1856

The Canal Bridges in this city of Barr, Harrison, and Clay streets demand immediate repairs, and the Canal Trustees being legally bound to make such, the Council of this city should act in the matter, as business men. If they don't know their legal rights, they had better buy their information as agents having the purse of the people, and should the Trustees refuse to make such repair, on request, it is an easy and certain thing to complete it. Is this suggestion enough, or will the Board allow the public to be longer outraged by their inefficiency? We appeal to only three of their number for action, of the others we expect nothing, and the people in vain hope.

*Fort Wayne Weekly Times*

June 19, 1856

From our *Daily* of 12th inst.

A SAD BUT TRUE TALE. - in the history of brutality, we have no parallel to the one which we are now about to record, and which is so base and cruel, that a mere

relation thereof will arouse public indignation, so that our purpose is accomplished.

For nearly three years we have, week after week, depicted the official delinquencies of public officers, from Township Constable and road supervisor, down to a Common Pleas Judge, whom pity elected, and who soiled the ermine by drawing the blood of a dwarfish and unoffending man, while he (the Judge) was, with open Court, pretending to administer justice, and to which blow but a little added force would have caused immediate death. We have also marked what has become a grievance talked of every hour — the morbidity which has seized the public mind and heart, until vice is the rule and virtue the exception; till perjury is the natural state, and veracity only the innovation; till bigotry is the standard, and Christian enlightenment only tolerated as a harmless privilege, and all this, till the city is a reproach to Indiana, and till her citizens in numbers are threatening to leave, if they can get away and till good people refuse to supply their places, while their own protection and peace is secured elsewhere, and only for the fear of the humiliation of a the results to a hopeless minority, forced on them in every phase of life by the majority, which bigotry and ignorance swallows up, and then, to make disaster doubly sure, digests and consumes as the serpent his charmed and seduced prey. But this by way of prelude, and we proceed to the sequel.

There is no county in Indiana, which for several years has been cursed so bitterly by the ill timed choice of bad men for her Board of Commissioners, as has Allen County, and so it was in the fall of 1853, when Henry Dickerson was chosen by his party in caucus, by the influence of Issac De Graff Nelson, as a candidate, after which he was elected; but the management of affairs was to be yet worse under him, and so they were till the fall of 1855, when F. D. Lasselle, (a creature who had denationalized himself) was appointed to fill the vacancy of Mr. Robinson, and who was elected for a full term in October of the same year; since which time there has been no prostitution so base but what it has been excelled by the Board, and no effrontery so great as that of those who in trusts, are so wicked, and yet sustained by the lazzarone of party. We blush to think of all, for we know it all, and have but poorly pictured many of them, but today added to official misconduct, we chronicle one while it is fresh as to admit of proof from a thousand lips, and on Henry Dickerson and F. D. Lasselle be all eyes while we relate it.

In March last a citizen of Lucas County, Ohio, loitering about Ulrich Saylor's, a benighted old liner and whiskey seller living in Maumee Township near the State line, purchased of Saylor a jug of whiskey in the morning and having consumed that, returned about noon with another man, got another jug full of Saylor, stayed till four o'clock, and when getting about a quarter of a

mile away he (Gardner) fell from drunkenness and broke his leg, whereupon he was taken to Saylor's put in the bar-room, his leg dressed and himself regarded a public charge for Allen County. Just, as everyone conceded it to be, that Saylor should take care of him at his own expense for being the immediate author of his misfortune, yet we heard that he (S.) was about to charge up to the County the keeping, and we consequently advised the public and the Commissioners thereof some months ago in order that they might not allow the public to be fleeced by so base a man as one who sells liquor to kill and then charges the public to bury his victims; but our advice did not further good, than to put the Commissioners in possession of facts that they might mould them to testimony to apparently justify an order for allowance. So at the present (June) term of the Board, Mr. S. presented his account for \$35, for attending Mr. Gardner, and then to mix up the matter so that to disallow a claim would evince a niggardly uncharity, he (S.) presented a bill for his daughter, Mrs, Philips, who lives under his roof, for \$20 for personal attendance on Gardner. The claim not being presented by the endorsement of the Township Trustees of Maumee, Mr. Saylor was dispatched to get that evidence and here it is, as it may be seen in the Auditor's office by any man:

MAUMEE Township, June 7, 1856.

To the Hon. Com'rs. Allen Co. State of Indiana:

SIRS: - There is a man by the name of John Gardner, of Lucas county, O., (who\_ on the 28th March 1856, came to Ulrich Saylor's in the morning and got a jug of Whiskey, and took it away, and returned with another man about noon, and they started for home between four and five, drunk, and when he got about 100 or 150 rods he fell and broke his leg. He was brought back and laid in the bar room on a bed on the floor, and has been there ever since, and the widow Philips has had to do most all of the attending to him.

G. H. ASHLEY  
JOHN HOOVER  
Trustees.

This unique certificate of face, gave great indignation both to Saylor and the Com'rs. Lasselle and Dickerson, who asked Saylor why the devil he didn't get somebody else to certify &c. but Ashley had given the facts, and refused to give a certificate of what the law would require in a justifiable case, because in this he could not so give a conclusion of law; still regardless of the facts as admitted by Saylor, the Com'rs. Allowed the two claims without authority of law, and ordered Gardner to be carried yesterday to the County Asylum, under the care of John B. Rennish who contracted to keep all the paupers of the county for three years from 1st March '55, for \$2,547 and the use of the farm. This done the Trustees procured a carriage last night and placed Mr. Gardner therein in a bed, and sent him by a careful

driver to the Asylum, but what shall we say when he reached there at 10 o'clock and awoke Rennish, he would not either assist the sufferer, nor receive him in doors. The driver after much trouble procured a dirty cup, found the well, relieved Mr. G.'s thirst, and then having made his bed as comfortable as he could in the wagon, left him there (because he was helpless,) took his horses and rode home to tell the news to a people who profess to be Christians, we mean — that party.

Here is the end of it but not to the disgrace and inhumanity, and this morning's sun, found an unfortunate, sensible, and well raised man, but a fallen wayfarer, at the door of the Asylum of Allen county, with authority to be admitted, but refused, and that too after having been refused in the darkness of night and compelled to lay out with no covering, save Heaven's canopy.

In savage cannibal life, such demonstrations would have excused immeasurable reproof, but how will it be regarded here? Why simply as a story of today, and tomorrow forgotten. — The leaders of the party will pretend to be outraged, but it is only pretense after all. Lasselle and Dickerson should be scorned by even bad men, and John B. Rennish should be driven from the County Asylum and from the community.

This man Lasselle is a bigoted Catholic, and so is Rennish, and Dickerson was once his partner in the whiskey traffic in Jefferson township, which accounts for his being there and for his inhumanity toward Gardner a Protestant.

We have another case for tomorrow, worse in some particulars than this, and therein we shall allow by inference what Catholicism has had to do with these outrages. In the mean time we can but hope, that another Asylum will soon be built where Protestant unfortunates will meet with the tenderness characteristic of their creed and its adherents.

*Fort Wayne Weekly Times*

June 26, 1856

Navigation on the Wabash & Erie Canal, though good, is scarcely used, by boats, so little freighting is there to do this season. The extreme low prices for corn has forbid any shipments from the west and south of Indiana along the Canal.

*Fort Wayne Times & People's Press*

July 1, 1856

COMPARET, HUBBELL & Co. *Forwarding and Commission Merchants*, Receive and forward goods by the Ohio and Indiana Railroad, and Wabash and Erie Canal. Agents for the Eckford Line on the Wabash and Erie Canal; for the sale of E. & F. Fairbanks, Scales; for the sale of Dufanth's pow-

der; and also for the Franklin Glass Works; buyers, receivers and shippers of Grain, Flour and Produce. Their facilities for receiving and shipping goods are unsurpassed, if equaled by any house in the State. — Their warehouse on the canal, at the railroad depot is furnished with superior steam elevators.

## 1859

*Dawson's Ft. Wayne Daily Times*

March 10, 1859

Mr. Williams, Chief Engineer of the Wabash and Erie Canal, has telegraphed to Lafayette, that the business men along the canal from Toledo to Terre Haute, have furnished means to open the work for the business of the season. We shall just keep that item in our book of remembrance, and see in time, what it now means. The bottom of the canal ain't quite so loose as it was a week ago.

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Canal navigation, indeed Lake navigation, is open earlier this year than has been known before.

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The water in the Wabash & Erie Canal at this point, has been let out, in order that repairs may be made before "the bottom falls out." This great work will most assuredly again become what it has been — the artery of Indiana — but not till the "blood suckers" are taken off; and we think the recent stroke of policy on the part of some who trembled for bread and butter has given an intelligent idea to the people of just what is the ailment. Since the Legislature refused aid, Mr. Dowling, resident Trustee, calls on the citizens along the canal to aid in keeping up the work. Citizens! look well before you leap. Another year and all will be well. Take off the leeches, and the blood will be abundant.

*Dawson's Ft. Wayne Daily Times*

March 11, 1859

### CANAL CIRCULAR

Trustees office W & E Canal

Terre Haute, March 7, 1859

Dear Sir: The Legislature having adjourned without passing a law authorizing the Trustees to lease the canal, as requested by the citizens of the State and the Trustees, I deem it my duty to inform yourself and others that we cannot maintain navigation on the same by any means at our disposal. While we, as Trustees, *cannot abandon the work or lease it to private individuals*, without the authority asked of and denied by the Legislature, we are nevertheless most anxious to have the canal preserved for the use of the people, believing that the bondholders, who have already sacrificed so much to



meet the demands of the State, will cheerfully consent that the work shall be preserved by those who have a *direct* interest in its maintenance. If there are those sufficiently interested to secure an object so desirable, it will afford the Trustees sincere pleasure to unite in any legal measure which shall be deemed best to accomplish that result.

It is important that if any measures should be adopted by the citizens along the line to maintain the work, it should be done at once. The Trustees will be gratified to confer with yourself and other citizens at any time after the 20th of March. By that time, you will have ample opportunity to learn the wishes of those interested.

Very truly, THOS. DOWLING, Resident Trustee

The business men of Fort Wayne have agreed to raise \$5,000 subject to draft by the Superintendent and the same to be placed to their credit, on tolls. The County of Allen raises \$1,000. — That is a kind of an ease-a-way from the assumed poverty of the bondholders, &c. Strange times these, and strange things transpiring.

*Dawson's Daily Times*

Ft. Wayne, March 17, 1859

IMPORTANCE OF THE N. Y. CANALS. - The New York *Courier and Enquirer* admonishes the people of that State of the importance of a prompt and speedy enlargement of the canals in order to secure to it the business which it has heretofore enjoyed and which it is essential to its prosperity to retain. It refers to the new railroad constructed by our Canadian neighbors from Lake Erie to Lake Ontario, mainly for freight purposes, an account of which we have already published, and, continues — with the enterprise and energy of the Canadians thus manifested, it is to be trusted that the friends of the Canal Enlargement will expedite the work yet to be performed. No argument is needed to prove what this State would lose by having the trade of the Great West diverted from the channels thro' which it now passes. This trade increases so rapidly that its future value can scarcely be over-estimated. No better or cheaper means of transportation can be offered than that which our Canal will present when it shall be enlarged and the use of steam introduced. Then we need fear no competition; but seeing what has been done in Canada, it behooves us to stir ourselves, and at once finish the work we have commenced.

The New Yorkers do not entertain any such imbecilic plan as the sale of their Canals, it will be seen.

— *Toldeo Times*

*Dawson's Daily Times*

Ft. Wayne, March 18, 1859

THE WABASH AND ERIE CANAL. - This great ar-

tery in the commercial neck of Indiana, has become a subject of jeer to many whose ideas of right and wrong are as limited as is their information on the great subject of business, and the means to accomplish it with. This work was looked on by many in the late Legislature, as one of *local* interest; and hence an argument was raised by them, that as it only benefited one portion of the State, it was not right to tax the whole State to help keep it up. It was this shortsighted policy that led the State into the very debt, to keep from repudiating which — the transfer of the canal was made to the creditors — for, all whose memories go that far back, recollect that the Internal Improvement System of Indiana in 1834 was based solely on the idea, that unless the whole people could be accommodated with a canal or Railroad at nearly every county seat, that the means to build a select few at the important points, should and would be withheld. The theory went upon the idea, in the first place, that there was means enough to build them; and secondly, business enough to sustain and make them profitable when built; both of which were false assumptions, and time showed them to be woefully ruinous. When too late, these works were classified — but they failed — and bankruptcy was upon the State. The Wabash and Erie Canal — a work built by the State out of lands donated and most shamefully squandered — was at length completed, and so long as her revenues were pouring into the State Treasury it (the work) was cherished by the whole people as a great State work, the benefits of which were felt throughout Indiana; but the moment that the revenues had become unequal to the running expenses, and that condition of things brought about by the construction of works by individual associations authorized by the State herself, and temporary aid was asked to keep it up — the work is despised — regarded as sectional and bade go to ruin if the parties to whom the State traded it, should not keep it up. The fact that it did not afford facilities to all Indiana, is a poor argument against the duty of temporarily keeping it up by a general appropriation looking to reimbursement. The argument, if followed down, may well keep the county authorities from building a bridge at Fort Wayne, unless others are built over all the streams at all important points in the county; would prevent the city authorities from grading one street until all could be graded — from building a city market house until the whole wants of the city are supplied having such in every part of town. — It is the argument of demagogues and ignorant men, neither of whom should be entrusted with public functions. It is entirely too democratic, and while it helps none, it keeps all down to the condition of the poor, for the sake of an imaginary act of impartiality. The State is an integer, and cannot be considered in any other light. Take a family, and for a season let parental attention be directed to the advancement of one member,

and you destroy the unity and the harmony, and the family itself is at once robbed of its charms and peace. Let a Legislative body for a moment feel jealous of a particular locality, and let that feeling enter into legislation, and that moment is the dignity and impartiality of all legislation at an end, and local jealousies begin, never to end. It begets a spirit of *Yankeeism*, of trade and dicker, of strife and bargain at the expense of all that is honest and fair. Through this feeling Indiana has suffered, through this sectional jealousy the nation has been robbed of that nationality of sentiment in which the government was conceived, and her affairs administered for many years, and without which the experiment of self-government will fail. Not from an interest defect in the system, but from a defect in the integrity and honesty of those who administer it.

But coming back to the late legislation on the subject of the Canal. Why should Indiana have refused to lend aid to keep up this great work under a season of temporary embarrassment? It could have been lent to be reimbursed out of tolls to come in; just as business men are advancing their help, just as counties are doing, and that too without subjecting a large class who navigate the canal to be crippled in their business by advances of money to do just what, if the Trustees could not do, the State should do. Why was it refused? Only because the members of the legislature were unwilling to go before their constituents and urge the facts, as a right and a duty from which there was no honorable escape, and from which honorable and fair men would not wish to escape, but would have been anxious to do.

Again, while we have said this much in behalf of the W. & E. Canal, we are not for a moment relieving the managers of the work from the blame that should attach from the most criminal inefficiency on the part of some, and profligacy on the part of others. We think that the late effort for legislative aid was caused by a real present want, but with a design deep and mercenary. — THE CANAL WILL NEVER GO DOWN, but this day the leeches are so shaping affairs as to depreciate the Stock, and then buy the work for a song; after which they will be the wealthiest men in the West. The Canal is a fortune to any one, and it only requires the lapse of years to develop the mine of wealth that is to be found in it. Once before we said, this is the darkest hour and light is soon to dawn. The Wabash and Erie Canal is of incalculable value to Indiana, and none the less to the Stockholders; and ages will attest the truth of this.

*Dawson's Daily Times*  
March 21, 1859

THE CANAL CONTRACTS. — The House of Representatives on the evening of the 17th passed the bill to restore the Canal Contracts to the original contractors. The bill permits and authorizes the resumption of the

contracts at the original prices. It was passed by an affirmative vote of 54, just its number required. This was accomplished by whipping in the reluctant Democrats. All the Republicans and seven Democrats voted against it. *Toledo Blade*.

*Dawson's Daily Times*

Ft. Wayne, March 24, 1859

We learn from the *Evansville Journal* that a canal Convention is to convene in that city on Wednesday next, to take such measures as may be deemed necessary for putting the lower division of the Wabash & Erie Canal in navigable order for the season.

*Dawson's Daily Times*, Ft. Wayne, IN  
March 29, 1859

EDITORIAL CORRESPONDENCE.

P., Ft. W. & C. R. R.  
March 28, '59

DEAR *TIMES*:

The Eastward Train, due at Fort Wayne a 10 o'clock this morning, as also that one at 12:10 to-day, having been behind and not reaching that point before the departing time for the latter train, a special train was dispatched at 12:15 to-day Eastward, on which I embarked with other passengers and many stockholders, en route for Pittsburgh, to attend the election of Directors for this road. Those stockholders not having passes, except myself, obtained half-fare tickets, but considering the justice had been stilted by an order imposing the least tax on a stockholder (as I am) on the business of the road, I could not, with a due respect to myself, take a ticket that half way *acknowledges* a right to pass free, and on the other hand half *denies* the right and demands pay. This innovation on justice, fair dealing and good faith, others may accede to, but as for me it looks like too small a sum to sell out one's self if ever so necessary. The fare between Fort Wayne and Pittsburgh is \$9.65, and hence those who took a half fare ticket have sold out for that price, which exercise of an unwarranted authority, on the part of Tom DePee acting President, has fixed on their sense of justice. I am led to give due weight to what John Quincy Adams once said, and which is by the prestige of his great name almost entitled to the dignity of a maxim, "*Every man has his price,*" and while I have seen some men struck off at a very high figure, I have seen others "going off like hot cakes" at a very low price. I have seen men, judges of high courts of judicature, law-makers of talent and practical sense who would

spurn to be bid off as merchandize, be the sum ever so great, but these very men have been known to be as emphatically bribed by a Railroad pass as a scoundrel would have been by value received.— And the transactions of this day show that some men have as effectually compromised their honor for \$98.65 as those who have undisguisedly taken a price. Our conductor to-day, in obedience to a niggardly order, demanded full fare from me, which I paid; but it was as “bread cast on the water.” I intend it shall come back. The cars are so shaky that I cannot here discuss the gross injustice practiced on stockholders going on business of the Road who are receiving no dividends, and whose stock has no exchangeable value, by taxing them for fare, while the most inferior employee of the road, a brakeman for instance, under pay goes free to visit his family, &c. I presume that Tom de Pee has been reared in a school where a different system of etiquette had attained, and I really wonder that he had not demanded of those who accepted half fare tickets, or rather who sold out for \$9.65, a release of all damages which might occur to them or their baggage while using that ticket over the road. He certainly did not consummate the original plan as indicative of the school in which he graduated, his *alma mater*. The punctilio of such a system I dislike to see innovated, but worse I hate to see men who are worth more than \$9.65, let themselves change owners at one half of Tom dePee’s appraisalment, and if I were lawyer enough to hurt, and could raise the question of the *Constitutionality* of such a sale I would do it in Indiana, under the democratic safety valve Constitution.

We have just left Van Wert and learned, by lightning while there, that the cause of the detention of the regular train was the breaking of an axle, but that the regular train left Fort Wayne at 1:10 Eastward, and is therefore following us closely.

The road bed is in a good condition when we consider how much rain has fallen recently.

Delphos, it at hand and I am led to look back to the time when it was known as Section Ten of the Miami extension of the Canal, and how it looked even years after when it was known by its present name as the town of all that region with its printing office, its large hotel &c. But the changes which have come since are strange, the Canal which was once so important to this region has

sunk into comparative insignificance by the leveling influence of the Railroad, though a soulless and overreaching corporation whose moral unaccountability has infected its agents from the upper to the lowest, and is a part of that moneyed power which is controlling legislation, corrupting the judiciary, and establishing a system of commercial and business dishonor that is unchristianizing as fast as all the lessons of the clergy Christianize, resolving every question by the power of gold, and which, I opine, will one day have to be restrained by indispensable legislation.—We have now passed Lima, where the Dayton & Michigan Railroad crosses this, as it pushes its course toward Toledo, and to which point it soon will be finished, thus connection Toledo & Cincinnati by a direct line.

Having thus extended my jottings over so many miles and so much paper, I begin to think of closing the task for to-day, and prepare to mail this at Forrest, as the only chance before we meet the Mail train for the West. It w’n’d do to think too long so I close with a promise for the morrow, and till then adieu. J.W. D.

*Dawson’s Daily Times*

Ft. Wayne, April 5, 1859

THE LOWER DIVISION OF THE WABASH CANAL. - The *Evansville Journal* gives the following synopsis of the arrangement made between citizens residing upon the southern division of the canal and the trustees in reference to the future maintenance and management of that portion of the canal:

There was a respectable and deeply interested crowd in attendance last evening to hear the report of the Committee of Managers, in relation to the contract made with the Canal Trustees. The conditions of the contract were as follows: — For the purpose of preserving the canal in navigable condition, the Trustees transfer the management and assign all the net tolls and water rents collected on the canal between Newburg [Newberry] and Evansville to Z. H. Cook and M. A. Lawrence, of Vanderburg; G. Morgan of Pike; J. H. Miller, of Warrick; and M. G. Brett, of Daviess, a Board of Managers, for the term of four years, on condition that said managers and their associates shall put and keep said canal in good repair and navigable condition within the limits of the city of Evansville to the town of Newburg [Newberry]. The managers are also to fulfill all the obligations of the Canal Company in regard to bridges crossing the canal on county roads.

All the revenues as collected are to be deposited in the nearest branches of the State Bank, to the credit of the Trustees, who are to preserve them as a

distinct fund belonging to the Evansville division. The ordinary expenses of managing the canal are to be paid by the resident Trustee on the certificates of the Division Superintendent. All repairs and work affecting the permanent structure of the canal, is to be done under the direction of the President, Engineer, and the Superintendents appointed by the managers; and the cost thereof to be paid on the certificates of the managers; and the cost thereof to be paid on the certificates of the managers' Superintendents, and on the request of the Engineer. The toll collectors are to be selected by the Board of managers and appointed by the Trustee. The Division Superintendents are to be nominated by the managers, subject to the approval of the Trustees.

The only contribution which the Evansville division shall be subject to, for the expenses of the general trust, is \$500 annually for compensation to a clerk, to keep the accounts and records of that division in the office of the Trustees. As the managers will have the control of the expenditures of the Southern part of the canal, they are required to produce duplicate vouchers of their payments and the costs incurred.

The Trustees transfer to the managers for the use of the canal, the repair boats, mules, horses, and tools now belonging to this division of the canal, with the stipulation that they return articles of like kind and value at the end of four years.

No associate or subscriber is to be held liable for anything beyond his subscription, and the managers are responsible only for the faithful application of the funds that may come into their hands.

The tolls shall be regulated from time to time, so as to bring the largest revenue to the canal.

The through tolls shall be regulated by the Trustees with a due regard to the interests of the Southern Division, but the regulation of the tolls on the local trade from Newberry to Evansville, is left to the managers.

If the Trustees desire to annul the contract before the expiration of four years, they can do so by repaying the amount of advances due the managers.

But the losses or profits of the Canal for the entire four years, if not resumed by the Trustees as above stipulated, shall belong to the managers and their associates. No objections shall be made by the Trustees to any change in the Board of Managers. The materials for repairs, now on hand, may be used by the managers.

The contract was approved by the meeting and the report accepted, and a subscription opened on the spot to raise the means to repair the Canal.

The Board of Managers were constituted a committee to draw up articles of association based upon their contract with the Trustees, and to take the necessary steps to obtain subscriptions to the amount needed.

This *dernier resort* is timely; and had an occasion transpired fifteen years ago, by which the old, weak

backed, time serving and mercenary suckers had been choked from this great artery, there would have been a great many thousands of dollars in the hands of the owners of the Canal which would have this day served as a fund to rely on, instead of crying for help from private sources. Greediness, selfishness, and indifference to public interests, while good salaries have been paid, have well nigh ruined the W. & E. Canal; and let the public awake to a true knowledge of their condition even now. Had individual enterprise managed it, it would have been wealthy *this day*.

*Dawson's Daily Times*, Ft. Wayne, IN

April 7, 1859

The Pennsylvania Canal has had the water let into its whole length. Navigation has been resumed for several days on the Upper Juniata Division, and in a few days boats will be passing along at all points. It is believed that a large business will be done of the canal this season.

*Dawson's Daily Times*, Ft. Wayne, IN

April 8, 1859

The parties interested in maintaining the Wabash and Erie Canal for the Eastern Division, met a Lafayette on yesterday and matured a plan of action in which *old suckers* were emphatically impaled. To-morrow we hear that there is to be an adjourned meeting at this city, in which business men are to participate, and where we hope no quarter will be given to *suckerdom*. Choke off the leaches, and the blood will accumulate. A correspondent from Lafayette advises us in extensor of what took place in the *caucus*, which we choose not to disclose for policy sake. We are grateful for the kindness of friends for information at all times. Such has been furnished us from all quarters.

*Dawson's Daily Times*. Fort Wayne

Ft. Wayne, April 12, 1859

Stearns Fisher, that earnest, efficient and practical engineer, long having employment on the Wabash and Erie Canal, was in town [Ft. Wayne] on Saturday, and is desired by nearly every business man between here and Lafayette to take charge of the canal under the new association to keep it up. He should have it, and if he is prevented it will be by the same mercenary feeling that has been a source of great injury to the great work for so many years. Had Mr. Fisher had this work in charge of the last ten years even, his vigilance, his enterprise and his *good monotiteness* [?] would have left their silent yet convincing and beneficial influence on the interests thereof; and we think still that he can give great and

invaluable aid should he yet be called. To refuse him will be to jeopard[ise] the work. Give him half of what has been paid, and he will do infinitely more than has been done — do all that should be done.

*Dawson's Fort Wayne Daily Times*  
April 13, 1859

CITY HOTEL  
FRED. VOLGERT, Proprietor.  
FORT WAYNE, IN

East End of Columbia Street, on Canal Basin  
The Proprietor is pleased to say to his old customers and to the public that he has returned to this City, and opened

NEW HOUSE,  
In the Rail Road Building at the East end of Columbia Street, near Comparet, Hubbell & Co.'s Warehouse, where he hopes to receive a good patronage.

His table will doubtless satisfy his guests, and his beds and rooms are of the best kind.

His STABLE is not excelled in the City, and his Hostler is of the most careful kind, and always provided with a full granary. Charges in suit the times.

*Dawson's Fort Wayne Daily Times*  
April 16, 1859

THE OHIO CANALS TO BE LEASED. - One of the last acts of the Ohio Legislature, was to pass a law providing for the leasing of the Canals for five years. The act divides the Public Works into five sections, as follows:

- Section 1-Embracing the Miami and Erie Canal.
- Section 2-The Hocking, the Walhonding and Ohio Canal.
- Section 3-The Muskingum Improvement.
- Section 4-The National Road.
- Section 5-The Maumee and Western Reserve Road.

The act provides that after properly advertising the same, the Board shall lease these sections for five years at public auction on the steps of the State House, on the 15th August next to the highest bidder. It passed the Senate by a vote of 19 to 14. The House agreed to the Senate amendments by 58 to 40.

We have not room to lumber up our columns with the whole law in detail and we are not *paid* for doing so as our contemporaries down the street are. The above however is the gist of it. *Toledo Times*

*Dawson's Fort Wayne Daily Times*  
April 18, 1859

The project of keeping the Wabash and Erie canal in operation by means of private subscriptions is about to prove a failure. The business men of Evansville will not pay up the quota assessed to them. The journal talks to them very plainly concerning their niggardly spirit. *New*

*Albany Tribune*

*Dawson's Daily Times*, Ft. Wayne, IN  
April 25, 1859

The Ohio canals are to be leased at public Auction on the steps of the State House, on the 15th of August next, to the highest bidder for the term of five years.

*Dawson's Fort Wayne Daily Times*  
April 25, 1859

THE SHIP CANAL ACROSS THE ISTHMUS. - This great French enterprise has been commenced with much spirit. Two convoys of French engineers, mechanics, laborers, etc. have arrived at Greytown, and set about the work of constructing the great canal. They are said to have abundant financial means at their disposition, besides bringing immense quantities of agricultural and engineering implements of the most valuable description. Besides, every one of the party come well supplied with arms and ammunition. The capital stock of the company is one hundred and fifty millions of francs, with the right of increasing it to three hundred millions. Mr. Belly states that the whole of the capital stock has been subscribed and one hundred and forty francs on each share paid in; the shares are five hundred francs each. The estimated cost of the canal is sixteen millions of dollars. The company is composed of one President and twelve directors — Eight French, four English and one American. Mr. Fells Belly is Director General.

*Toledo Times*

*Dawson's Fort Wayne Daily Times*  
April 27, 1859

Baltimore, April 28.

The Potomac river continues very high, and is thought to be yet rising. The worst fears have been realized as regards the effects of the freshet upon the Chesapeake and Ohio canal. The information derived to day, represents that the large dam No. 4, is seriously washed away near the Maryland shore, and No. 5 is also somewhat injured, and that there is also a heavy slide at the mouth of the canal tunnel. The most favorable accounts say that at least a month will be required for repairs. The full extent of the injury, however, will not appear till the river subsides.

*Dawson's Daily Times*, Ft. Wayne, IN  
April 29, 1859

DIED. - At his Ranch, six miles from Marysville, California, on the on the 9th March, alt, Col. LEMUEL G. JONES, aged 55 years, 2 months and 20 days.

He was born in Fairfield County, Ohio,

December 19th, 1801. Col. Jones was a contractor on the canal, near this place, for many years, then a merchant at this place, and finally migrated to California in 1849. He was a frank and generous man, a member of the order of Masons, with which order he connected himself at this city, many years ago. One after another the early citizens of Fort Wayne pass away.

*Dawson's Daily Times*, Ft. Wayne, IN

May 13, 1859

Comparet, Hubbell & Co. are erecting a three story brick steam Flouring mill, with four run of burrs, just south of their large Warehouse (on the canal), which will be in running order in a short time. We know nothing as to the profits of a Steam Flouring mill, but know if it can be made profitable at all, they are the men to take it in hand, for they are the most energetic men in our midst.

*Dawson's Fort Wayne Daily Times*

May 14, 1859

LEASING THE CANAL. - The *Lafayette Journal* says a contract was closed yesterday, at that city between the Board of Trustees of the Wabash & Erie Canal and an association of citizens resident along the line of said canal, represented by Hon. A. P. Edgerton, to continue for the term of four years. By this agreement the contractors have control and management of the canal, and are bound to keep it in repair, which repairs are to be made under the direction of the Chief Engineer appointed by the Trustees. The Hon. A. P. Edgerton, who has been the efficient agent in procuring this contract, will act as the general superintendent for the lessees. This will settle the question of maintaining the canal for the present.

*Dawson's Fort Wayne Daily Times*

May 17, 1859

The recent ill-formed canal association formed at this city, controls a capital of \$50,000, and has for it the keeping up of the W. & E. Canal from Terre Haute, east to the Ohio line. It has three business directors, viz. A. P. Edgerton, H. McCulloch and P. Hoagland, of whom Mr. Edgerton is the Superintendent in chief, with power to contract for and bind the company. — Mr. Williams remains the engineer of the canal. Trustees, and *not* of the new organization as is often published. The new company collect rent, take tolls, make repairs &c. With the dissatisfaction, merited or unmerited, along the line toward Mr. Williams' management as engineer, it is a wonder that he would continue to hold, but it may all be right and we hope it is.

*Dawson's Fort Wayne Daily Times*

May 26, 1859

STATE PRISON LOCATED. - The late Legislature of Indiana, in view of the necessity for a new penitentiary and in accordance with the recommendation of His Excellency — Governor Willard, — took the first step in the right direction, and passed an act for the erection of such an institution north of the National Road, and in that act, besides appropriating \$50,000 to procure the title to a site, obtain drafts of plans, &c. do all things preparatory to a letting and to let the construction, &c. For the selection of a site, a commission was constituted, and the appointment thereof vested by the same law in the Governor, who filled it by appointing Major J. P. Dunn of Marion county, Dr. B. F. Mullin of Ripley and Hon. J. W. Blake of Clinton, whose services were to be paid out of the State Treasury, and not out of the appropriation named, and whose point of selection for the prison should be reported to the Governor, for his approval or veto — just as to him seemed to meet — a contingency (the veto) conferred only to arrest a choice so exceedingly injudicious as to make a rejection necessary — or tainted with fraud; neither of which was likely to occur, and neither of which has occurred, in fixing on the point designated and reported to the Governor — we mean Fort Wayne.

The Commissioners took a wide field of reconnaissance — made themselves thoroughly acquainted with the business matters of State Prison, preparatory to locating a site — then the facilities for building — and then the additional ad indispensable considerations of health, and the advantages and economy in getting material on which the convict labor was to be done; and having gone over ad examined the work the first time, and made comprehensive notes of all matters connected with the object of their trust — they returned and reviewed the field of labor in order that their report might be free from the least suspicion, either of hasty action, or undue influence, and that after time might continue to add proofs of their caution and the correctness of their decision. Having completed a re-survey of the field, they (the Commissioners) sat a day to meet at the Capitol, and there report to the Governor their choice for the site, to which he was expected to give his official sanction. This meeting was held, and on the 25th the Commissioners unanimously reported in favor of the City of Fort Wayne — a report which Governor Willard, we make no doubt will approve so soon as he makes a trip to Fort Wayne to examine the grounds, title, &c., which trip he will make about the 1st of June, prox., accompanied, we presume, by the Commissioners.

The point selected as the ground on which the prison will be built, is owned by William Rockhill, and is that high ground on the west of, but adjacent the

Feeder Canal where it disembogues into the main line of the Wabash and Erie Canal, about one and a half miles west from the Court House — being about a half mile from the line of the P. Ft. W. & C. R.R., where it crosses the canal, and from which a side track can be cheaply constructed and where a supply of good water can be had; and finally, at Fort Wayne, where health abounds — where material for erecting the structure can be had very cheap — where every material, such as timber, lumber, &c. used by convict labor, can be had in abundance, on the best terms; and where iron can be had from Pittsburgh most cheaply; all which are desiderata which will most largely confirm the judiciousness of the selection of this well merited city, whose pretensions to this distinction have been but modestly told, but which have themselves appealed to the judgment of the locating Commissioners; and finally, which, we have not a doubt, will so convince Governor Willard, and lead promptly to a final action on this institution.

The citizens of Fort Wayne may well feel rejoiced at the already distinguished consideration given their model city, and we do hope that while Gov. Willard and the Commissioners are here that that kindness always characteristic of this people will be again extended. The architect selected to draft the Prison, is E. May, Esq., who is most eminent in his profession, and doubtless he and several hundred others, will on the commencement of this work locate here, besides those who will be brought here by mediate causes connected with business induced by such a great improvement.

[Your editor contacted Allen County Historian, Tom Castaldi, asking what he knew about this proposed prison. A few hours later he replied: "Griswold's Fort Wayne history of 1917 says that "Governor Willard, after a visit of inspection, declined to act favorably on the recommendation of a board of commissioners to locate the northern state prison at Fort Wayne. Michigan City later was selected as the site." ]

*Dawson's Fort Wayne Daily Times*

May 26, 1859

CANAL TRUSTEE ELECTION. - We learn from New York that at a meeting of the Bondholders and their representatives, held in that city on Thursday lat, Charles Butler and Thos. Dowling were unanimously re-elected Trustees of the Wabash & Erie Canal for the coming three years.

*Dawson's Fort Wayne Daily Times*

June 13, 1859

It is stated that the Board of Public works of Ohio have appointed to meet the Trustees of the Wabash & Erie Canal at Fort Wayne, Ind., on the 22nd inst., to adopt a joint Toll Sheet for the Ohio and Indiana portions of the Wabash & Erie Canal.

*Dawson's Daily Times. Fort Wayne*

July 7, 1859

Glimpses Then and Now. - On the 18th Jan. 1833, the citizens of the town of Fort Wayne, feeling the need of a newspaper, agreed among themselves to set the project on feet, intending to secure the services of Thomas Tigar and Samuel V. B. Noel as printers and editors; accordingly Henry Rudisill drew up, in his own hand, the following, which we copy from the original, furnished us by Henry J. Rudisill, the only surviving son:

"We the undersigned, agree to become surety for the amount of Five Hundred Dols. to be applied to the purchase of a Press, to be established in Fort Wayne, Allen Co, Indiana, by Tigar & Noel. It is understood that this is to be intended for the purchase of a Press to be established in this place and no other purpose whatever; and we the undersigned, to hold the press, if the said Tigar & Noel should fail to pay it within the year. Jan'y 18, 1833"

Henry Rudisill, security for	50 dol.
Francis Comparet, " "	50 do.
A. Hamilton, 50 d's	fifty dollars
W. G. & G. W Ewing, security	50d Fifty Dollars
L. G. Thompson, Security	50 fifty dols.
Joseph Holman, "	50
John Spencer, "	50 fifty dollars.

This paper it appears was never published, but Mr. Tigar, now editor of the Sentinel, purchased the press and material on which the Indiana State Journal was published by Douglas and McGuire, prior to Nov. 1831, at Indianapolis, a paper of dimensions a fraction of an inch less than our daily paper, 21 x 28 inches — the Indiana Journal having been enlarged, requiring a larger press, chases, rules, &c. The office material was hauled from Indianapolis here, through a wilderness, some time in the spring of that year, and under the editorial and proprietary control of Thomas Tigar and Samuel V. B. Noel, (oldest son of Smalwood Noel, who still lives at our city.) the latter afterwards editor of the Indiana Journal at Indianapolis. The first paper called the Ft. Wayne Sentinel was issued on the 6th July, 1833, and the first article set up, as appears from a complete bound file, kept by Joseph Morgan, which file is before us, was the immortal Declaration of Independence and the first editorial is the proceeding of the citizen's celebration of the 4th, and the regular and volunteer toasts. The celebration took place in the Court House square, the Declaration read by Wm. M. McCarty elected last winter to the United States Senate of Indiana, but rejected. Mr. M. was then located here as an attorney at law. The oration was pronounced by Hugh McCulloch, who was then also a young practicing attorney at this place. The significant toast given on that occasion as local to the place, was:

*The Wabash and Erie Canal — the grand contemplated thoroughfare of commerce — Another great work that binds the splendid era of prosperity to the fortunes of a free and grateful people.*

Two years after that date, the canal was opened to Huntington, and the event celebrated by an excursion 4th July, 1835. In 1837 opened to Logansport, in 1841 to Lafayette; and in 1843 to Toledo on which event was celebrated at this place in a manner truly great. Distinguished men from all parts were here, and Gen. Lewis Cass presented the oration. The estimation in which the canal was then held as an artery of commerce present and prospective is evidenced by the following sentiment:

*The union of the waters of the Wabash and Lake Erie, by the Wabash and Erie Canal, we now celebrate as a great and glorious achievement — lasting gratitude and honor are due to the Congress of 1827, for their generous grant of land, for its construction, and to the States of Ohio and Indiana for their energy and enterprise in consummating the great work.*

How this then great — the pioneer work of the west, has performed its work, the country's history will tell in detail. Suffice for us to say it performed it well; but the rapid advance of our people in all that pertains to improvement has brought a web of railways into, across and through our State, until the canal is nearly for the present dried up, and even the commerce of our lakes and navigable rivers seriously affected.

But we come back to the *Fort Wayne Sentinel* and look at its face in 1833. It contains many curious things considered with reference to the present. W. G. and G. W. Ewing were selling dry goods and groceries, hardware, canaler's goods &c. S. Hanna & Co., were in the same business, increased by the commission and forwarding business down the Maumee river. Lewis G. Thompson was selling drugs and doctoring, and his competitor, Benjamin Cushman, both long since dead. Smalwood Noel, acting as magistrate. Hugh McCulloch, Thos. Johnson, D. H. Colerick, Henry Cooper, Chas. W. Ewing, Wm. M. McCarty practicing attorneys. Samuel Edsall, now Gen. Edsall, and Hugh Hanna, now of Wabash, Ind, alias Bishop Hanna, were carrying on the carpenter and house joiner business, each on his own book, having dissolved a partnership in January of that year. Col. J. H. McMahon was landlord at the Washington Hall, S. W. \_\_\_ at Columbia and Barr streets, Lucien P. Ferry, in the same business on the N. E. corner of same street, in the Eagle Tavern. Francis Comparet and Alexis Coquillard in the goods business, Indian traders. John B. Dubois, John Edsall, Philo Rumsey & W. H. Henderson, tailors, Joseph G. Boggs, school teacher, Henry Rudisill, postmaster. The *northern* mail was carried via Niles, in Michigan Territory, to Chicago, twice a week; *eastern* via Maumee once per week; *western* via Logansport,

twice per week; *southern* via Piqua, O., twice per week, and *south-western* via Winchester, once a week. Thomas Pritchard, now a heavy merchant of Portland, Oregon, painter, glazier and paper hanger. Henry Work, Nathan Farrand & Co., boot and shoemakers and tanners, shop facing the printing office, the office was then in the Masonic Hall, on the spot where Hill & Orbison's business house stands, at east end of Columbia street, and the tannery exactly opposite south. John Spencer, receiver of public moneys, Robert Brackenridge, register, Allen Hamilton, clerk, &c. These are as they appear on the face of the paper. This paper, the *Sentinel*, continued to be published by Tigar & Noel, or Tigar, till about 1837, but was very irregular in its appearance, when G. W. Wood purchased it and making it a Whig paper, continued with it till the spring of 1840, when he sold out to I. D. G. Nelson, who changed it to the Democratic organ, continued it for a while, say one year and then sold it back to Thomas Tigar, who has owned it ever since. Thus we have in brief, the history of the *Fort Wayne Sentinel*, grown to a size about 26 x 39 inches, and maintaining many of its peculiar mechanical features till this day.

In this connection it may not be inappropriate to say that late in the summer of 1840 Mr. Wood purchased another office and established the *Fort Wayne Times* — a Whig paper — in the conductorship of which he continued till the fall of the year 1842 when he passed it into the hands of Henry W. Jones, now of Westport, Missouri, who continued till the end of 1844. But in March 1844 Mr. Wood began a campaign paper called the *People's Press*, and continued it through the Presidential canvass, when it was merged in the Times, and the paper called The *Fort Wayne Times and People's Press*. This Mr. Wood continued on until March 1848, when he sold to T. N. Hood and W. H. Withers, who continued it till 31st August 1849, when Mr. Wood purchased Mr. Withers' interest and with Mr. Hood continued until 7th September 1853, when Mr. Wood leased it to ourself and T. N. Hood for one year, by whom it was carried on for that time. In the mean time we purchased it of G. W. Wood, and after the expiration of our term with Mr. Hood, 1st September 1854, continued it in our own name till the present, having dropped the title in part, viz. *People's Press*, and adopted the *Fort Wayne Weekly Times* on the 16th of July, when we began the *Fort Wayne Daily Times*, which we continued till 16th July 1856, and then suspended it till 1st February, 1859, when we began our present daily.

Other papers have sprung up in the meantime — viz. The *True Democrat* by R. C. F. Rayhouser, in 1852, which continued only a few months, and the *Plow Boy*, an agricultural paper not over two years old when it died. The *Democrat* was turned into the *Laurel Wreath*, a literary paper, Thos. Cook editor, and continued till



sold out to D. W. Burroughs in 1854, who started the *Standard*, a weekly paper of abolition politics; and who began a daily called the *Daily Standard*, in Nov. 1854, both of which he continued till March 1856, when he sold out to Dagberry — R. D. Turner — who turned it into a locofoco weekly, called the *Fort Wayne Jeffersonian*, which continued till March 1858 in a sickly condition and died — dead to the great joy of that party. In the winter of 1855-6 another literary paper called the *Summit City Journal* began under the patronage of the Young Mens' Literary Association of Ft. Wayne, lasted about three months and discontinued. In July 1856 a campaign paper called the *Fort Wayne Journal* began by Hood and Kimball continued till the close of the Presidential canvass and discontinued. In May 1858 began the *Fort Wayne Weekly Republican* by P. P. Bailey, who also started Jan 1, 1859 a daily called the *Ft. Wayne Daily Republican*, which is yet alive — edited by Mr. Bailey and Republican in politics. Two German papers have existed here. One began in 1856 called the *Fort Wayne Democrat* by Mr. Engler, and continued once-in-awhile, till the summer of 1858, when the *Indiana Staats Zeitung* began by Mr. Neubert, which continues. The *Evening Transcript* was a little daily began about the 1st of January last by Cosgrove and Latham, which lasted about one month and discontinued. The *Indiana Free Mason*, a monthly printed by R. C. F. Rayhouser, and edited by Sol. D. Bayless, began January 1859, which yet is published.

Thus we have thrown together a few facts concerning newspaperdom in Fort Wayne and some other matters of some momentary interest to some of our readers.

*Dawson's Fort Wayne Daily Times*

August 13, 1859

WABASH AND ERIE CANAL. - An excellent editorial is found in the *People's Friend* of the 6th inst, a paper published at Covington, Ind, which article it may be well for our people to read.

It begins by alluding to the canal as the first of the Internal Improvements of the State — conceived by the wisest of our earliest statesmen — then to the invaluable character of the valley through which it passes — then to the late danger of its then becoming unused and useless from certain causes, and then to the act of the Legislature authorizing private Companies to organize and rescue it from insultation, &c. &c.

The editor then proceeds to say:

“Under this view of the case, a company was organized, and upon certain conditions leased the Canal to the Trustees, from the Ohio State line to Terre Haute on the Wabash; (the terms to us are immaterial,) and upon the organization of the company under such lease, the Hon. A. P. Edgerton of Defiance, Ohio, well and

favorably known as a late member of Congress from the North-Western District of Ohio, was selected as Superintendent of the Canal between the above named points. Mr. Edgerton has already set actively in motion all the elements necessary to an efficient repair of the work, and we learn the Canal is already placed in a healthy state down as far as Attica. At Shawnee Creek between here and Attica, where the freshets more than a year ago washed out the feeder dam, and greatly injured the feeder embankments, and which was of absolute necessity to the Canal below; but which under the old dispensation had been suffered to go un-repaired to the immense injury of all the Canal below, is now under the management of Mr. Edgerton, being energetically prosecuted to a complete repair.

We feel confident of seeing this good old work in a prosperous condition, that these men who have ventured so much of their means to sustain a work which has from year to year for the last five or six years been a source of loss to those to whom the State had transferred it, and under whose management (the State being entrusted in the selection of its best wisdom to control it) if “reports” are true, was a leading concern. We hope the present lessees success (this we wished to the lessors) for the most obvious reasons — First, the old ditch is the very vitals of all the country on both sides of the river from Attica to Terre Haute. Without it we would be placed in a worse condition than when our farmers were forced to wagon their surplus to the Southern end of the Canal at Lafayette — then the tolls thence to Toledo were regulated by public legislation, competition in trade and transportation gave to the farmers fair and reasonable prices, and his only complaint was, the inconvenience, labor and toil to get to market. We say to our farmers, our produce men, and to our merchants, that it is a duty to ourselves, to the people in other portions of the State, but especially in the Wabash Valley, to encourage the present undertaking of the lessees of the Canal, for in the event of a failure to sustain the Canal, we all at once become the victims of an unrestrained monopoly in the shape of Railroad Companies for the transportation of all the surplus produce of this fertile Valley. And mark our work, when that time comes, which we hope not to see, we shall all feel the iron heel of the soulless Railroad Companies, crushing our energies by exactions of the most exorbitant character, in the shape of freight.

We say it is our duty to the people of other portions of the State, that we should sustain this work, for this reason: it is now the only work in which the State has even a remote interest, and it has the capacity to transport your surplus cheaper than can be done by Railroads without loss to the roads. Then while we give support to the Canal, we keep the otherwise controlled avarice of Railroads in check. The influence of the Canal

while kept up, will exercise a healthful and beneficial influence to the people all over the State, against the combined action of Railroad Companies to extort from their hard earning exorbitant carrying rates.”

*Dawson's Fort Wayne Daily Times*  
August 15, 1859

A Success - The patent canal navigating propeller, a model of which was described in the *Commercial* some time since, has proved a success. The propeller is built separate, to fit into the stern of a canal boat, like a wedge, and while urging that one forward, tows several loaded boats. The patent is owned by Mr. Bryant, engineer of the Western Transportation Company. Yesterday the invention was tested, and proved entirely satisfactory. The propeller started for New York pushing a boat, into whose concave stern it fitted like a wedge, towing another, and making great speed. It is expected that this invention will prove the most facile means of canal navigation. *Buffalo Commercial*

*Dawson's Fort Wayne Daily Times*  
August 26, 1859

COMPARET HUBBELL & CO.  
FORWARDING & COMMISSION  
MERCHANTS  
FORT WAYNE, IND.

We Receive, Store and Forward Goods by the  
PITTSBURGH FORT WAYNE & CHICAGO  
The

TOLEDO & WABASH RAILROADS, AND  
BY THE WABASH & ERIE CANAL

And deal in all Kinds of

PRODUCE,  
SALT,  
FISH,  
NAILS  
PORT, BEEF,  
FLOUR,  
GLASS,  
COAL,  
&c. &c.

WE ARE ALSO AGENT FOR FAIRBANKS  
CELEBRATED SCALES,  
OUR WARE HOUSE IS WELL LOCATED ON  
The Canal Basin,  
At the East end of Columbia Street.

*Dawson's Fort Wayne Daily Times*  
September 1, 1859

The embankment of each side of the Pivot Bridge is being removed, and the road will be in order for passing by next Saturday morning. The bridge will ordinarily remain ready for crossing; boatmen being required to draw it aside and close it again in passing; or liable to

fine for every failure so to do.

*Dawson's Fort Wayne Daily Times*  
September 1, 1859

PROF BANNISTER'S ACCOUNT of the Ascension from Fort Wayne. - On Tuesday, Aug. 30, 11 A.M., I started from Fort Wayne, with as good a breeze as ever cheered the heart of an aerial navigator, traveling in a south-easterly direction at the height of one mile from the surface. The cheering of the citizens and the report of the cannon were plainly heard. In ten minutes the 18,000 feet of gas with which the balloon had been charged, had expanded until the globe was stretched to its utmost capacity; the atmosphere was very genial, and the breeze was bearing me strong at the rate of a mile a minute.

I now took a bird's-eye view of the city, which for beauty certainly surpass any prospect I ever beheld. Beneath me was the dense moving mass of people, who had honored my ascension with their presence. The houses appeared of Lilliputian dimensions; the canal seemed like a long narrow stream of molten silver not more than a foot in width. The winding St. Joseph's river and the St. Mary's, with their sandy beaches and grassy banks, and the groves of trees that skirt each side — like the rank and file of opposing soldiery drawn up for battle; the junction of these rivers, where they intermingle their stream and flow along peacefully in the calm Maumee — while the sunbeams, held by their united waters, sparkled like diamonds on the rippling waves; the country spotted with green meadows and brown fields, alternating, with the regularity of a checkerboard, while here and there a little village presented itself to view; the beautiful lakes of every imaginable shape; the tamarack groves, and the vast, green, oceans of prairie; all these must be seen as I saw them, before you can gain a conception of the fairy like beauty of the view that lay patent to my vision.

At 11:30 I passed a village, supposed to be Antwerp. Here I changed my course a little more to the south. At 12 I passed Defiance, lying 15 miles to the north of me — heard a dinner horn; would have liked to have been with them. At minutes past 12 o'clock I passed the Ohio Canal. Delphos and a number of villages along the line of the canal presented themselves. I now partook of the watermelon sent up with ice — a delicious feast. I could distinctly hear the barking of dogs, cackling of fowls, which, mingled with other sounds, made a strange “concatenation of vocal harmonies.”

Ten minutes past 1 o'clock I passed a train of cars on the P. Ft. W. D. R. R. At that moment I saw a heavy cloud approaching — anticipate a squall. The balloon was drawn toward it, and I entered, remaining within it some ten minutes. After three several dis-

charges of ballast, I shot a mile above the cloud, with the rapidity of a rocket. The sunbeams beat with concentrated force upon the balloon, producing intense heat; the globe, before full, was now fearfully expanded, and the gas rushed out of the neck of the balloon with a hissing noise like that produced by the escape of steam through the valve of an engine. After running at that altitude five minutes, the balloon began to descend, being wafted along ten miles in six minutes. I was now compelled, reluctantly to come to the ground, not having ballast enough to offset the loss of gas. Up to this time, I had every prospect of a successful trip, and was confidently expecting to make, during the day, at least four hundred miles. I was crossing a belt of woods; another forest lay before me and an extensive marsh was between Must I, at the risk of my life and the destruction of the balloon descend among the trees, or could I reach the marsh? Time was precious — the balloon was nearing the tree tops; I could not even pass to the belt beyond; so out went all the ballast, that the balloon might be kept above until I reached the marsh. My calculations were correct, and, as I wished, I escaped the forest, and struck the edge of the marsh. — The balloon was now collapsing from the lack of gas; the wind, by its force, turned the opposing side of the balloon into a cup. The side presented a large surface for the wind to act upon. The car struck the earth and the ground being too yielding to hold the grappling hooks, the balloon scud along before the wind at fast horse speed — the grappling irons plowing up the turf behind me, while the car, which had turned sideways, dragged along the ground for about two miles, by which time I had let out a sufficient quantity of gas from the globe to make the balloon heavy enough to remain upon the surface. I had now landed in Hogerwk Marsh, within twenty-five yards of the railroad track, having accomplished including my various tackings, over one hundred miles of ballooning.

A train was passing by and I called for assistance; some of the hands on the section had been looking with wonder on the balloon for some time an when they heard my voice, one broke out with the expression, "Land of Goshen! is there a man it in?" The balloon was now taken up, placed on the freight train, and in the company of the gentlemanly conductor, Mr. Blaisdell, I traveled to till we were overtaken by the passenger train; when I changed and went to Crestline, where, of course, the fatigue induced by the trip, placed me in fine order for sleeping. On the next day, Wednesday 31st, I returned to Ft. Wayne.

In conclusion, I must tender my thanks to the citizens for the kindness extended toward me during my stay in Fort Wayne, — to the enterprising committee whose indefatigable exertions enabled me to make the trip, — to the press, especially the gentlemanly editor of the TIMES, and the social Local. A better quality of

gas never was furnished a balloonist that I obtained from the works in Fort Wayne.

Gentlemen, I thank you all, and pleasant memories will gather around, as I think of your city and the many who honored me with their friendship, and may I hope by their esteem. Yours truly, Wm. D. Bannister.

*Dawson's Fort Wayne Daily Times*

September 2, 1859

Bannister's balloon ascension at Fort Wayne, day before yesterday, was successful as an ascension, but a humbug upon the people who to th number of thousands took the (rail) cars at various points to arrive in season to witness it. The cars from either direction do not arrive till after 12 o'clock, noon; yet he "soared away" about half past ten a.m. Supt. Burroughs learned the state of the case here, and immediately telegraphed to all point this side of Peru, Ind, to make known the facts and refund the money to those who applied for it. Thousands of dollars were immediately paid back — besides the people were disappointed. To be sure, no bills were printed stating the hour for the ascension, still it was published that the regular trains would carry for half fare, and it was known they did not arrive till half past 12 m. *Toledo Times and Herald*, Sept. 1st.

Our contemporary should always know where of he write. It there was any humbugging of those to arrive by the Wabash R. R., the *Herald* will just lay it at its author at Toledo, as there is just where he properly belongs. The statement that "the cars from either direction do not arrive till after 12 o'clock noon" is incorrect. The Pittsburg Road, advised in every respect like the Wabash Road, in order to conform to the pre-expressed purpose of the balloon committee [had made arrangements for the change in schedule.]

*Dawson's Daily Times*

September 10, 1859

Toledo History - We give place to the following, written by Mr. Stout, of the *Dayton Empire*, while on a recent visit to Toledo. Its early references are that to which we direct public attention, and which will doubtless be of interest. And yet it is to be regretted that the author did not give more; but we proceed to give others. This place (now Toledo) was distinguished in early history — then called "The Mouth of Swan Creek," celebrated as a good harbor for vessels. As late as 1831 — about February — the harbor of Swan Creek and the surroundings were described in *The Miami of the Lake*, a newspaper then printed in Perrysburgh, established in November 1838, by Scott and Darling, and printed by J.H. McBride.

"Swan creek rises in the northwest corner of Wood county, and following thence a southerly course,

it comes within four miles of the Maumee, and thence continues its course nearly parallel with that river, but gradually approaching it, until it meets it, at Port Lawrence, five miles above the mouth of the Maumee. This stream has four or five mill sites, two of which are improved with saw mills. The land bordering this stream is mostly oak openings and prairies, having a light but generous soil, well adapted to the growth of wheat. It is mostly taken up, and in the hands of settlers. The mouth of this creek, which is deep, affords a good harbor for vessels, when they are endangered in the river, by the sudden breaking up of the ice in the spring.”

This place (Mouth of Swan Creek) was called Vistula and was then in the disputed territory claimed and acknowledged as in Michigan Territory, and so held till the administration of Gov. Lucas of Ohio, about 1832, as we think. The Governor had an army at Vistula for some time, and serious difficulties were expected to occur, but did not. Congress then created a commission and established the boundary between Ohio and Michigan — leaving Vistula in Ohio. The war of settlement was known as the “Cornstalk War.”

The town of Vistula was in turmoil prior to August 1833, which retarded its growth; but the difficulty was removed and the place began to advance, as will be seen by the following from a communication from some one in Vistula, to the *Fort Wayne Sentinel*, August 1833.

“The differences that have existed between the proprietors of this town for a year past, and which have so much retarded the growth of the place, have recently been reconciled, and several gentlemen from New York, of capital and influence, have become interested, by which means a large expenditure is immediately to be made in the erection of wharves, warehouses, stores, dwelling houses, steam flouring and saw mills, and other improvements. Large appropriations are also made upon the several roads and bridges leading to the town, particularly the road from the Chicago road, via Tecumseh, Adrian, Blissfield, and White’s Falls, to Vistula. The Steamboat Enterprise, Capt. Fox, made a second visit to the port on Sunday morning last, and discharged passengers and their baggage and merchandise consigned in Maumee, Perrysburg, Fort Wayne, Monroe, and the adjoining country. Capt. Fox informs us that this boat will make her regular trips once a week between Buffalo and this port, during the season. The steamboat Wm. Peacock, from Buffalo, arrived yesterday, discharged merchandise, &c. and returned.”

We have thus prepared the way to more perfect understanding of what Toledo is, and have done so for the additional reason that her interests are identical with those of Fort Wayne, and her history coeval.[of the same age or period]

Toledo and Its Surroundings — Toledo Sept.

3, 1859 — When the Lake Erie and Miami Canal was about to unite the waters of Lake Erie and the Ohio, which forms a navigable water communication from the river St. Lawrence on the North with the Gulf of Mexico on the South, speculators were much interested in finding a favorable spot for its entrance into the Lake. Deputations from each cabin on both sides of the Miami of the Lake were to be seen at Columbus during the sessions of the Legislature of ‘34, ‘35, and ‘36, arguing the claims of their respective localities. — Maumee and Perrysburg, at the foot of the Rapids, the head of navigation, each had its lobby members in attendance at Columbus, and claimed that nature had located the spot at each of these towns, where the commerce of the North West would find an outlet. The war was carried on vigorously, but it was finally determined to lock down into the lake at Maumee, Toledo and Manhattan, thus giving the boatmen a choice of ports. This prevented Perrysburg for all time to come from becoming the metropolis of the Lakes; but unfortunately for speculators in Maumee a bar was said to be discovered that would prevent vessels of large size from reaching Maumee.

Thus this great bone of contention after all was snatched from the rival towns, and Toledo, (or as it was then called, Vistula) become the great store house of the Northwest. Manhattan it is true sprang up at the mouth of the Canal, and for a time claimed the prize, but after spending millions for docks at this point, it surrendered to Toledo. The city of Manhattan, its hotels and great Bank of issue, which at one time furnished a paper circulation for Ohio, has now entirely disappeared. The port of Manhattan was too difficult to access. Monroe, too, tried hard to gain this vast commerce, but she was too far down the Lake.

Toledo, then called Vistula, we believe was laid out in 1819; but the uncertainty of her position, rival towns, and a wilderness country, prevented her from making much progress until 1840. In 1846 we first saw this place, and the immense commerce of the Miami and Wabash canals had then given it an impetus towards its present prosperity; but it never gave any evidence of becoming the second City of Ohio, until 1850. At that time it had between two and three thousand inhabitants, and began to grow rapidly, as farms were then opened, the ponds and wet lands were drained, and it was discovered that as the fountains of miasma, which produced fever and ague, were dried up the city was as healthy as any other. Railroads were then projected to different points, and six have been completed. — They all concentrated in the middle of the river opposite the city, where there was shoal water, and by filling it up at an expense of a million and a half, an island has been formed of sufficient magnitude to accommodate all the business of the railroads. A union passenger depot is there to be found 400 feet in length and 160 feet in

breadth, whose trains are constantly arriving and departing; 19 railroad tracks traverse this island. — There is also a good Hotel there, the Island House, and three freight depots, two steam elevators are employed by the roads, which do an immense business in storing grain. Six hundred thousand bushels can be stored at one time. The Island, now filled in, covers about seventy-three acres.

Our ride through Toledo and its environs was one of real pleasure. No one who passes through the lower parts of the city can form a just conception of its magnitude, beauty, wealth and prosperity.

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Toledo was incorporated in 1831, but its growth was not rapid till 1850, when it had about 2500 inhabitants. It extends about a mile and three quarters down the bay, and a mile back. The new buildings are generally brick, from three to four stories high, and it now has a population of about eighteen thousand inhabitants. It is believed in 1870, it will have 120,000, and that it will become the second city in Ohio. The trade in grain, salt, fish and lumber is immense.

*Dawson's Daily Times*  
September 10, 1859

Steam on the Canal - The *Columbus State Journal* says: The canal steamer Enterprise has again arrived with 1,700 bushes of coal. This novel method of navigating the canals improve every trip, and can hardly fail to work a revolution in canal management, making them a paying instead of losing property.

*Dawson's Fort Wayne Daily Times*  
September 12, 1859

THE CANAL. - The *Evansville Journal* says the Canal is in good order from that city to Toledo, — in better condition than it ever has been. The whole cost of repairs to the Lower Division of the Canal has been about \$12,000; most of the work has been done at nearly half the estimates made for it by the Trustees. The leaks along the whole line have been thoroughly and effectually stopped, and a heavy waste of water thereby prevented.

*Dawson's Daily Times*  
September 16, 1859

A small break is now open in the canal about twelve miles west of this place, at a small culvert.

*Dawson's Fort Wayne Daily Times*  
September 30, 1859

The Pivot Bridge, crossing the canal at the foot of Calhoun street, is now completely finished, and is in passing order. If the City Council will now pass an ordinance protecting it, and compelling the hands on boats

to close it after passing through, it will be a very good arrangement. As it is, it reflects a great deal of honor on the projectors, and is an improvement of which the city may well be proud.

*Dawson's Fort Wayne Daily Times*  
September 30, 1859

The W. & E. Canal bank near Attica, Indiana, was cut on Friday, Aug. 26th, and the reason seems to be, that the Canal Company had failed to keep a certain bridge in repair. A very common cause.

*Dawson's Daily Times*  
October 5, 1859

THE BRIDGE ACCIDENT AT ALBION, N.Y. - It appears that the terrible bridge accident at Albion, N.Y., by which eighteen people were killed and many others hurt, was a result of the rope walking mania. A young man from Brockport had caused a rope to be stretched from the roof of Mansion House, on the north side of the canal, to a building on the south side and announced that he would walk across on it. The rope was about two rods west of Main street bridge: an iron arched structure like most of the new canal bridges, which of course offered an eligible stand point from which to view the performance. The bridge was accordingly crowded with people and teams. The rope walker had got part way across the canal when the bridge broke in two at the centre, precipitating all who were upon it into the middle of the canal. Men, women, children, horses, and wagons were all piled in an indiscriminate mass. The west half of the bridge went down first, and many of those who stood near the break were pitched off in such a way that when the east half of the bridge came down, which it did immediately, it fell upon and covered them up. It is said that a pair of horses and a carriage full of people were crushed in this way so completely that nothing had been found of them at the time of the departure of the cars, two hours after the accident. The scene must have been most horrible. What became of the rope-walker nobody appeared to know. He was not seen to cross the canal or to return to the side from which he started. He may have been startled by the crash so that he fell off his rope into the canal and swam ashore.

## 1860

*Dawson's Daily Times*  
February 3, 1860

Kiser and Tegtmeier are about to commence the building of a saw mill on the canal, just west of Edsall's mill. It will be fitted with a circular saw and a lathe and planing machine. We are always glad to so notice such enterprises — and from the character given us of these gentlemen, we have no doubt they will succeed. —

Success attend them.

*Dawson's Daily Times*

February 3, 1860

Map of Allen County. - A lithograph map of Allen County is just published and ready for delivery at the Auditor's office in this city, by Skinner, Middleton, Strowbridge & Co., of Cincinnati, O. On examination of it we find it to be about four feet by four and a half in size, and constructed from official notes and surveys. Each township is designated by a color on its border, the sections regularly numbered and many of the subdivisions marked with the owners names and quantity of land therein contained — the railways prominently and correctly laid down — the school houses, churches, flouring mills, saw mills, factories located and designated — the rivers, creeks and canal, traced prominently — the post office and places where towns have been laid out, marked — the Indian Reserves bounded and colored, and the margin itself embellished with a map of Fort Wayne and its surroundings and a business directory of Fort Wayne.

Altogether this map is a very creditable offering to the people. The publishers deserve a good sale thereof. The price is \$3 per copy, and all those desiring one, and better go early and purchase, for the number struck off will soon be exhausted, when the impression at the lithographer's will be rubbed out for other work, unless a new edition shall be wanted and ordered.

The townships are, beginning at the north-east: Scipio (fractional), Springfield, Cedar Creek, Perry and Eel River — the northern tier; beginning on the west, Lake, Washington, St. Joseph, Milan and Maumee — the second tier, beginning on the east, Jackson, Jefferson, Adams, Wayne and Aboite — the third tier, beginning at the south-west corner, Lafayette, Pleasant, Marion, Madison and Monroe, the southern tier — in all twenty townships.

Scipio Township is watered by a small creek which puts into the Maumee in the State of Ohio; Springfield by some small creeks which put into the Maumee in Maumee township, and by the St. Joseph river which crosses parts of sections 5, 6 and 7 — the portion of which lying on the north side of that river has been attached to and made part of Cedar Creek Township, for civil purposes — Cedar Creek by the St. Joseph river, which, entering it at the south-west corner in section 31, passes diagonally to the north-west, leaving it about midway of section 12. It is also watered by Cedar creek, which enters into the St. Jo. At Cedarville, about two miles south of the center of the Township, taking its source in Cedar Lake in DeKalb County, and enters Allen County at the north center of Perry Township, and waters about one-fourth of this latter township, at the north-east corner. Eel River is watered by the

creek of that name, which takes its rise therein, and by one branch of Cedar Creek, which also rises therein. Lake is watered by Aboite Creek, which taking its rise therein, also waters Aboite Township, passing in at the north center running out near the south-west corner. This township is also watered by the W. E. Canal and Little River, which pass into it about two miles north of this south-east corner and runs out near the south-west corner, passing the north-west corner of Lafayette through which latter township some small creeks pass which run into the Wabash river — Pleasant is watered by a branch of Little River, which heads near the south line and runs north through the center, passing across the south-west corner of Wayne Township Pleasant Township is also cross by the St. Marys river at the north-east corner, leaving about one half section of land on the east side of the river, which has been attached to Wayne Township for civil purposes. Marion Township is passed through by the St. Marys river, entering near the south-east corner from Adams County, and crossing diagonally to the north-west corner. Nine Mile Creek also heads in this Township and empties into the St Marys near the north-west corner. Madison, Monroe, Jackson and Jefferson are watered by the head waters of the Flat Rock, a tributary of the AuGlaize river. The Maumee beginning at Fort Wayne, by the junction of the St. Marys and St. Joseph, passes one mile through Wayne Township, runs along the northern tier of sections of Adams Township, passes out at the very north-east corner, crosses the very north-west corner of Milan, passing nearly diagonally to the north-east, enters Maumee Township two miles south of the north west corner meandering which is the Wabash & Erie Canal on the south side. Adams township is also watered by Six Mile Creek which empties into the Maumee on the South side at New Haven, and Milan by Ten and Twelve Miles Creeks which empty into the Maumee of the North side. The township of Washington is watered by the St. Jo which runs across its south-east corner for about two miles and then into St. Jo. Township and across its north-west corner, leaving about one fourth of that area of the last named township on the west side of the river. Spy Run also takes its rise in Washington township and empties into the St. Marys at Fort Wayne, The township of Wayne is the largest in the county, having a part of Pleasant and Washington attached. The St. Marys River and the W. & E. Canal, together with the St. Jo and Maumee which passes a short distance through it, are all the water facilities belonging to Wayne.

Thus we have presented a brief of the face of the county of Allen — a county which has as yet not taken that rank which it deserves among the best of the State.

*Dawson's Daily Times*

September 16, 1859

A small break is now open in the canal about twelve miles west of this place, at a small culvert.

## 1860

*Dawson's Daily Times*

July 16, 1860

A large Sunday School Picnic is to be held at Kendallville, on the 10th, inst., and we understand that Hon. Joshua R. Giddings will deliver the address.

*Dawson's Daily Times*

July 16, 1860

On yesterday we saw the canal boat Saturn going west swing the bridge at the crossing of the canal on Calhoun street, and passing left it to be turned back by those wanting to cross. Had some one come to cross from the north side, he would have been unable to get the bridge turned without help from the opposite side, or going around by the other bridges to do it. Let the corporate authorities see to this at once, and making it finable to leave the bridge open — see that violations thereof are punished.

*Dawson's Daily Times*

July 17, 1860

Ulrick Saylor, long a resident of Maumee Township near the State Line, about 18 miles east of this city died at his residence about two weeks since — His name and old residence calls up many early memories of men and circumstances. [State Line Lock 1 Saylor's W&E Canal]

*Dawson's Daily Times*

July 17, 1860

RUN AWAY. - A two horse team, left standing at Edsall's warehouses, became frightened at a passing boat, and started off without the knowledge or consent of the owner. Coming around on Main street, they ran against a post opposite F. Nirdlinger's residence, where one of the horses was brought up standing and the other down in the gutter. No material damage was done. The practice of leaving teams standing in the streets, loose even for a few moments, is a very reprehensible one. The streets usually throng with horses attached to all kinds of vehicles containing persons, and a runaway team is a formidable thing to come in contact with, and often difficult to avoid. If there is a law against the practice, it would be enforced, and vigilantly, too; if there is no ordinance of the kind (we think there is) one should be passed immediately.

*Dawson's Daily Times*

July 19, 1860

The business on the canal this season is better than it has been for some years, notwithstanding the destructive competition of the railroads, which sap its life in every direction. Under proper management, this great public work may be made a great thoroughfare of commerce, and of course then profitable.

*Dawson's Daily Times*

July 20, 1860

EARLY HISTORY - On the 19th we closed our remarks with some \_\_\_\_\_ with reference to the organization of the old Branch Bank of the State at this city [Fort Wayne], in November, 1835; but in all we said nothing of the social aspect of society, of which it is just to say, that it was good, and perhaps no town so completely remote from other towns, and the access to which was so difficult, could boast of so many attractions. The winter months were made the more pleasant by the sleighing parties and balls, which were so frequent as that they might have been called a place of entertainments. About the only country place of resort, was Jesse Vermilyea's, ten miles west on the canal (now called the Ruffner Farm,) a place which in this day, from outward appearance, would be called rude, but within those rude log houses, constituting that residence, were refinement and hospitality, which made the place as an oasis in the desert; and those who have been guests at that pleasant place will, should they read this, remember it with pleasurable emotions — and cherishing, as they do, the memory of Mr. and Mrs. Vermilyea, will no doubt sigh at the thought, that they are no longer.

This year, 1836, was celebrated for the great land sales at this place. There had been a suspension of sales at this office during a period of months prior to the 1st of July of that year, and nothing was received in payment for lands, under the "Specie Circular," except gold and silver and certificates of deposit issued by the banks known as Government Deposit Banks. The effect of this suspension of the sales drew a multitude here which has not since had its like. They all could not be accommodated in the village, and hence many resorted to the few neighboring farm houses. The town was as full of money as at any day since. The sales we think opened on the 21st of July, and, consulting memory from an intimate knowledge of the books of office from October 1838, to February 1st 1840, in the single month of July, the entries made, amounted to \$1,650,000. Col. John Spencer was Receiver of Public Monies, and Capt. Robert Brackenridge Register of the Land Office.

At this time speculation ran high and property dear, and in this place approximated fabulous prices. But soon the bubble burst, and in a few years the monetary crises had accomplished the ruin of many the country over, who theretofore had reposed in ease and plenty and looked forward to the decline of life with no fear of

those realities which so soon were to mar the prospect.

The March Term of the Allen Circuit Court of 1838 began on the 14<sup>th</sup> of March at the Court House, and held until the 2d of April. Everett was still President Judge -- Hamilton Clerk and Swinney Sheriff. Here Peter Huling present his commission as an Associate Judge, and, having taken the oath of office, took his seat on the Bench. This was the last court which Judge Everett held at this city.

In looking over the panel of Grand Jurors, we find the name of Esaias Dailey -- a name which suggest the extent of Allen county at that time -- Mr. Daily living then as now, about three miles toward this city from Willshire, Ohio, near the State line, and some 28 miles from here, in what is now Adams county, organized that very year, and the county seat fixed at Decatur, a settlement, at which place had begun in 1837. The county of Adams prior to 1838, had a mere name, but was attached to Allen county for judicial purposes, and embraced a large territory between Allen and Randolph, which, in 1836, was divided regularly into Jay and Adams -- names in honor of that eminent jurist, John Jay, and that statesman patriot, John Adams.

On the 5<sup>th</sup> of September, 1836, Hon. Samuel C. Sample presented his commission as President Judge of this Circuit, with the oath of office endorsed thereon, and took the Bench and held County -- Hamilton, Clerk and Swinney, Sheriff.

Here Joseph LeJernegan, Esq., then of South Bend, presented his commission as Prosecuting Attorney, and entered on the duties of his office. He was an educated man, a brilliant lawyer and a companionable gentleman. Of his then convivial habits, thought afterwards at times quite changed, it is said he always covered his poteen [in Ireland illicitly distilled whiskey] with the whole four fingers of his left hand, with which he grasped the cup, and ambidextrous was he, that only those knew how much liquor went down who saw it run from the bottle -- a fact that showed that he then had compunctions about the practice. He became a distinguished lawyer, and several years since removed to the City of New York, and entered on a large practice of law, which he holds.

He settled at Fort Wayne, perhaps, about 1831. He came up the Maumee with Col. Suttentfield who introduced him as his nephew, and as he was regarded for a few weeks until a laughable incident disabused the public mind.

The town was then a place of refuge for bands of Indian ponies and so numerous were they that they at times annoyed the citizens. The ponies were vicious towards each other and enjoyed wonderful skill in their fights, during which they made a loud and fearful noise. Jernigan, for a joke, went one night and made a fence from the southeast to the southwest corners of Columbia

and Calhoun Street from where Moeluarig and \_\_\_\_\_ to Townley's, and another from southwest to northwest corners of Columbia and \_\_\_\_\_, (from now Colerick's to Freeman's) therein, which the houses, and fences between houses on both sides of Columbia street, made a complete enclosure of that part of Columbia street. Leaving a panel open he went about the \_\_\_\_\_ and drove in all the ponies he could find - - a number very large; then he closed the fence and saw the fun begin. The ponies began to fight and squeal so furiously as to \_\_\_\_\_ the denizens all, who having been thus excited at length detected and arrested Jernigan, who, needing money to get out of the scrape, went to a trading house, (Capt. Rudisill), and presented for change, a \$500 bank bill, the one-half of what he got by marriage. This bill was so large that Mr. J. was a once suspected of being a counterfeiter, and the money taken from him, to be sent east for examination. These circumstances induced him to tell who he was, and thus the nephew of Col. Suttentfield was found to be no less than an accomplished lawyer. Having stayed about two months at this place, he removed to Goshen in Elkhart County, and a few years thereafter to South Bend.

Samuel C. Sample became a good lawyer, maintained a good reputation and went to South Bend only a very few years ago, after a long residence at the same place.

It was at the term of the Allen Circuit Court above names, that Wm. H. \_\_\_\_\_ now of this city was admitted to practice law -- who with D. H. Colerick, Esq., are now the only survivors of the bar of Fort Wayne in 1836.

Years have stolen the youthful sprightliness from their minds, and vigor from their hands. All but them have departed. They feed them.

"White systems change, and suns retire, and worlds Slumber and wake -- Time's ceaseless march proceeds."

#### *Dawson's Fort Wayne Times*

October 4, 1860

Death of Col. Jordan Vigus - Col. Vigus, one of the oldest settlers of Cass County, departed this life, on Thursday August of that year Col. Vigus volunteered, and served a campaign under Gen. Wm. H. Harrison, during the winter of 1812-13. In 1817 he removed to Corydon, the seat of government of the State, Indiana was then in the first year of her existence as a State, and had a total population of but 65,000. Corydon, then was the center of the business and population of the State, North of it was almost an unbroken wilderness, inhabited by Indians and traders, and a few scattering whites. In 1826 the Col. again removed. This time he chose Indianapolis for his residence. The town was then in the fifth year of its existence, and of course bore no resemblance to the



stately city which now occupies the spot. Here Col. Vigus was appointed Canal Commissioner, and was afterwards elected to that post by the Legislature, and served for five years. In the year 1832, Col Vigus superintended the commencement of the Wabash and Erie Canal, at Fort Wayne, and with his own hands threw out the first shovel of earth upon that great public improvement which is now the longest of the kind in the world.

In 1829 Col. Vigus removed to Logansport, where he continued to reside to the dime of his death.

During his residence at Corydon, Indianapolis and Logansport, Col. Vigus filled many places of trust, in all of which he discharged his duty honorably to himself and with satisfaction to the public.

In the last eight years of his life the deceased was afflicted with a paralysis, which finally ended his existence.

In his habits the deceased was regular and simple. He indulged in none of fashionable vices of his day.

In 1811 Col. Vigus joined the Masonic fraternity, at Lexington, KY. He was a member of the first Lodge in that State. He maintained his standing in the order till his death.

Thus passes away one of the links which connect us of the present with the early settlers of the country.

In our immediate vicinity, there are now but few of the pioneers left, and they are swiftly seeking "that bourne whence no traveler returns."

*Dawson's Fort Wayne Daily Times*

October 22, 1860

We understand that the canal has done a very fair business this season, and there is no good reason why it may not be made useful and profitable under proper management.

*Dawson's Fort Wayne Times*

October 31, 1860

A regular packet boat is now lying the canal in the rear of Colerick's Hall, the first we have seen in this city for many a day, and brought vividly to mind the time when packets in this country were the institution for speed and convenience in traveling. They were a good thing, and answered the public wants at one time. But their day is past, and now they are looked upon by our people as a curiosity. In the course of human events, canal packets have been superceded by modes of conveyance of a different nature — more speedy, if not as safe, and if the people were compelled to resort to former public convenience, what an everlasting grumbling there would be.

## 1870

*The Democrat Ft. Wayne*

May 11, 1870

BOY DROWNED - Yesterday afternoon, while a number of boys were playing near the Canal basin on Harrison street, one of them by the name of Foust, fell in and before help reached him was drowned. This is another warning to parents, and we hope it will be fruitful of more favorable results in the future.

## 1879

*Fort Wayne Daily News*

January 4, 1879

Ice Notice. - Parties taking ICE from the canal or canal basins without first having made satisfactory arrangement will be prosecuted for trespass. Permits can be obtained from John Lillie Jr., collector. Bass Simons & Co.

January 22, 1879

*Ft. Wayne Weekly Sentinel*

Concerning the Canal. - At the time the canal was sold there were breaks at Orff's mill and the feeder dam. Before the sale, on the petition of leading citizens here, an order had been entered on record directing the canal authorities to repair these breaks, and the sale was made with the understanding that this was to be done. After great delay, these repairs were made by the canal subscribers under the direction of Mr. J. L. Williams

Soon after the work was left as finished the feeder dam gave way, and Bass, Simons & Co. applied to Judge Drummond, of the United States court, for an order directing the dam to be rebuilt without expense to them, alleging that the manner in which the work had been done was not in compliance with the order of the court. This was refused, but the court appointed W. Fleming a commissioner to supervise, keep, and report an accurate account of the cost of rebuilding of the dam, and Col. Robertson was appointed a commissioner to take testimony as to the sufficiency of the repairs made by Mr. Williams and report it with his conclusions to the court. This was done, and the damway rebuilt under the direction of Mr. Simons. Col. Robertson reported the testimony in full. It proved conclusively that the dam gave way becuase of the careless and insufficient manner in which it had been built, and the colonel so reported to the court. So complete was the proof on this point that It was not questioned by the attorneys rebating the allowance.

The case was finally heard last week, and after a bitter contest by the attorneys interested in the fund, Judge Drummond confirmed Col. Robertson's conclusions and allowed Messrs. Bass, Simons & Co. the expense of rebuilding the dam as reported by Mr. Fleming — about \$9,000.

happened to be present, the obnoxious amendment was

stricken out; but immediately Representative Osborne, at the instigation of Mr. Fleming, moved a reconsideration of the bill, and there is a danger that it may yet pass in the way wished for by the ring. It is proper enough to submit a vote on water works to the people, and to require a majority of all the votes of the city, would be simply to kill the improvement for ever, and that is just what the ringsters want for the success of their company. Citizens of Fort Wayne, look well to you ballots this spring.

January 22, 1879

*Ft. Wayne Weekly Sentinel*

*Indianapolis Journal:* - Jesse L. Williams, of Fort Wayne, the pioneer civil engineer of the state, presented they state geologist, yesterday, official notes of elevation of some thirty different points in the state, showing the elevation above the lakes and above the gulf. The highest point in the state is in Randolph county, some ten miles southwest of Winchester.

*Fort Wayne Daily News*

January 29, 1879

The Aqueduct. - An immense amount of ice is hanging from the aqueduct near Orff's mills, while the river is rising and huge cakes of frozen liquid are constantly adding to the pile already accumulated there, thus placing the aqueduct in great danger. An immense dam of ice has already formed and unless something is done soon, the whole structure will come down with a crash, and canal water and river water will mingle themselves into the Maumee.

*Fort Wayne Daily News*

January 31, 1879

Andrew Meeshy fell into the canal this morning near the aqueduct, west of the city. He came very near being drowned.

*Fort Wayne Daily News*

February 5, 1879

TAKING THE TOW-PATH, Speculations Concerning the Wabash & Erie Railroad. - The new narrow gauge railroad on the line of the tow-path of the Wabash & Erie canal, seems to be a settled fact, and those who are directly interested in it, are pushing it toward completion with much vigor. The road at first will be laid between this city and Lafayette, west; but eventually it will reach into the coalfields of Park County and thence on the Terre Haute. Eastward, it will be extended to Toledo and will follow the canal to New Haven when it will leave that stream and then take the line of the old Tiffin road to where it formerly connected with the Grand Rapids & Toledo line. It will be a formidable opponent to the Wabash and, judging from the business character of the

men who stand at its head, it will be a paying institution. Fort Wayne will probably get the shops, although Lafayette will compete for them We were informed today that he building of the road is a certainty, and preparations for the beginning of the work are already completed.

*Fort Wayne Daily News*

February 24, 1879

A lady, whose name we could not learn, while crossing the canal yesterday, on Jackson street, broke through the ice, and but for the timely assistance of her husband, she would have drowned.

*Fort Wayne Daily News*

March 8, 1879

#### MORE JOBBERY!

The Canal Owners Ring Again at Work.

They Use Every effort to Defeat the Water Works Bill By Introducing an Amendment that Makes it a Nullity.

The State Treasurer and His Man Friday the Prime Movers.

We had hoped that there would be no need for any further condemnation of the acts of the gentlemen who own the canal at this point, and whose effort to foist company water works upon this city were so thoroughly frustrated by the people a few months ago. It is not pleasant to call leading citizens to task for scheming against the welfare of the people at large; but the News has never shrunk from this duty in the past nor will it in the future. As is well known to our citizens, Senator Foster introduced a bill into the Senate, which, if it became a law, would enable our people, if they so desired, to erect water works, under proper safe guards and in a manner to insure the greatest economy in construction and cost to consumers. The bill was about to be called up for discussion when Mr. William Fleming and Robert C. Bell, attorney for the canal owners, put in an appearance, and through their instrumentality, added by certain unconscionable tools in the Senate, who were doubtless under some political obligations, an amendment was added to the bill, which if it cannot be remanded, will render it practically impossible for whoever have any water works in this city, EXCEPT THEY BE OWNED BY A PRIVATE COMPANY! The amendment provides that water woks shall only be built when so ordered by a vote of MAJORITY OF ALL THE WATER WORKS IN THE CITY! The craftiness of this seemingly prudent provision while seen when it is remembered that it is almost impossible for a majority of al the voters to be brought out ;by an election on water works, and under this amendment every vote that is NOT CAST, counts against the improvement! It would be impossible, so let such a law, ever to secure the improvement by the city, and there will come a time when the demand will be so urgent, that company control will

be accepted as the least of two evils. Already the wires are being laid here for the election of a Council favorable to company works, and again the city it s to be the scene of a fight between the people and the ring Mr. Straughan, a gentleman of well Known capacity and strict integrity, is not considered to be a safe man for the company, and per consequence, every effort will be made to defeat his election as Civil Engineer, and the choice of someone more favorable to the cause of private spectators will be urged. In the House of Representative, thanks to the efforts of Judge Zollars and Councilman Graham, who who happened to be present, the obnoxious amendment was stricken out; but immediately Representative Osborne, at the instigation of Mr. Fleming, moved a reconsideration of the bill, and there is a danger that it may yet pass in the way wished for by the ring. It is proper enough to submit a vote on water works to the people, and to require a majority of all the votes of the city, would be simply to kill the improvement for ever, and that is just what the ringsters want for the success of their company. Citizens of Fort Wayne, look well to you ballots this spring.

*Fort Wayne Daily News*  
March 10, 1879

Fort Wayne Still in Danger of a Water Monopoly. - The Legislature can yet Prevent this Great Calamity. - Although the act of March 6, 1865, authorizing company water works, enacted for the Indianapolis works at the instance of some New York gentlemen, then owning the canal at that city, has been repealed by the timely bill of Senator Sarnighausen at the beginning of the session, yet lawyers say that parties seeking to speculate in water supply for cities and towns, will find a way to do this through the general law authorizing hydraulic companies. Under that general law a few men can organize a company to ell water to the citizens of Fort Wayne without further legislation, an, indeed, lacking nothing but the consent of the council to occupy the streets with their pipes — which consent it is to be feared they might obtain in an unguarded hour.

The only effectual preventive for a water monopoly, is the passage of Senate bill No. 103, which was introduced by Senator Foster, and pushed through the Senate by a majority of 2 to 1, through the joint efforts of our two vigilant Senators.

The great difference in cost of this necessity of daily life, for fire protection, and for railroad shops, our manufacturing interests which demand and should have a cheap water supply, is shown by the following tabular statement of the comparative rates charged for water under city and company control in this and adjoining states:

Table of comparative cost to consumers, as follows:

UNDER CITY CONTROL.

Names of cities	Rates per 100 gallon
Cincinnati.....	12 cents
Chicago.....	10 “
St. Louis.....	13 “
Columbus.....	31 “

[This table goes on to show rates ranging from 10-31 cents under city control. It then shows rates under company control before continuing:]

Comparing the last named ten cities under company control, with ten cities of approximate size under city control, we find that company water works charge about two and one-half times in excess of works controlled by the city authorities.

But the reasons against making the people of any city dependent for their daily supply of water, on corporations, by some called “soulless,” are so evident that it seems an insult to men of understanding to prolong the argument. It is an outrage on the “fitness of things.” The facts prove that it is against the judgment of men almost everywhere, for out of 450 water works in the United States, only some thirty charters have been granted for private works. Indiana has but two private companies — Indianapolis and Terre Haute. Shall Fort Wayne become the third? We hope not.

The above will suffice to show how great will be the calamity to our city, if the amendment requiring a majority of ALL THE VOTES OF THE CITY shall be necessary to secure water works; for with that restriction company works will be almost a certainty. We trust that the bill will be further amended, so as to only \_\_\_\_\_.

*Fort Wayne Daily News*  
March 10, 1879

The action of those Fort Wayne gentlemen, who so strenuously sought to nullify the Water Works bill, by introducing the obnoxious amendment, as shown up in our Saturday’s News, is generally condemned by our citizens. [Mr. T. J. Foster’s waterworks bill passed March 22, 1879.]

*Fort Wayne Daily News*  
November 5, 1879

COUNCILMEN! Will you Not be Guided by the Will of the People? - We desire, in good faith, earnestly to ask our councilmen to consider the importance of questions now before you. The people of this city has asked you, by an overwhelming vote, to give them water works according to the Cook plan. Will you not do as they wish? Why will any of you, in the face of their expressed desire, persist in lending your influence to advance the interests of wealthy gentlemen who have axes to grind? The Cook plan contemplates water from wells and from Spy Run The chemists’ analysis shows that

water to be pure. Now, in the name of common sense, is it not better to secure water for household use than to purchase water that is suitable only for engine boilers? Prominent railroad officials have declared, after examining Prof. Duemling's analysis, that the well water will be perfectly acceptable to the railroad companies, and will be used by them. It is not true that Simons & Co., in gaining possession of the Rudisill dam, which was to have been used as a contingent base of supply, have shown a determination to gain a monopoly of our water supply, that should be resisted to the bitter end? Let these questions be fairly considered, and then at your meeting to-night Vote for the people.

THEY OWN IT ALL

From February 22, 1876, at which time the ring used its efforts to prevent the city from purchasing the canal, and then proceeded the following day to Terre Haute, where they purchased it themselves, there has been a fixed and unalterable determination on their part to make the city of Fort Wayne pay tribute to them for its water supply. They bought the canal, the gained control of the St. Mary's river and now they have the St. Joe in their possession. Mr. J. D. Cook has reported to this city in favor of a supply of water from wells from Spy Run and the St. Jo river as a contingent supply. The people understood this matter as settled, and upon that basis voted for the works. Now, why change the programme? One says we must have soft water for engines. We ask is it not more important that the people should have pure water to drink? The chemist's analysis has shown the well water under the city park property to be almost absolutely pure. Another one says there isn't enough water in the wells and in Spy Run to supply the city, and yet everybody knows that Spy Run alone, dry as the season is to-day runs water enough to supply a twenty-four inch pipe. But it is not proposed to let the city have water as the people want, for that would cut off the tribute which is claimed by the ring. We insist that the Cook plan must be lived up to. It proposes the best and cheapest supply. The people will be satisfied with none other.

*Dawson's Daily Times*

November 7, 1879

Wabash & Erie Canal is doing a fair freighting business now, and such it might have done heretofore had good management been had by it.

*Dawson's Daily Times*

November 7, 1879

GREAT DAMAGE BY THE ICE-FRESHET - MIAMI AND ERIE CANAL DAMAGED TO THE AMOUNT OF \$15,000. We hear that the freshet of Friday aided by the ice coming out of Auglaize and Maumee rivers this side of Defiance, caused the loss of 800 feet of Independence and 300 feet of the Providence dams. The

bridge embankments on the Providence and Independence lack water are greatly damaged, involving, as is now believed, a loss to the State of \$15,000. Our fellow citizen, Judge Stebbins, has sustained a loss on his farm in Henry County, of from 1,500 to 2000 bushels of corn and twelve or fifteen valuable cows, by the gorging of the ice opposite his farm and its sweeping over that portion of it between the canal and river.

We hear that the ice has broke away at Maumee and Perrysburg, and is now damned up "mountain" high in the vicinity of Delaware creek. If it breaks loose again suddenly, it is feared that it may injure property exposed to its fury here. *Toledo Times*

*Fort Wayne Daily News*

November 8, 1879

WATER SUPPLY. - Some Statistics Concerning the Same. - Notwithstanding the fact that the voters of Fort Wayne decided, by an overwhelming majority, to build water works according to the plan of J. D. Cook, engineer, which suggested that the supply be taken from wells, from Spy Run and from the St. Joseph River as a contingent source, the canal owners seem determined to compel the city to take its pipe supply from them, and some members of the council are disposed to support the canal owners in any proposition they may choose to make. The proposition is to charge the city \$1,500 per annum for the pipe supply. The following table compiled from the water works report at Columbus, O., a city about 75 per cent larger than Fort Wayne, will show about the quantity that will be used here:

Statement of water pumped at Columbus, Ohio, during the first seven years, after starting the works, furnished by Mr. Daugherty, the superintendent, from the water works books:

Year	Average No. of gals. Pumped per day each year	No. of cubic feet per min.	Which would grind & mfg per hour at City Mills pm 17½ feet fall as below.
1871	500,000	47	1 bushel wheat
1872	800,000	75	1 2/3 " "
1873	1,000,000	93	2 " "
1874	1,370,000	128	2 5/7 " "
1875	1,334,000	125	2 5/9 " "
1876	1,450,000	135	3 " "
1877	1,574,563	146	3 1/5 " "

Note	—	Population of Columbus in 1871.....	42,000
		" " " " 1876.....	52,000
		Length of pipe laid in 1871.....	21 miles
		" " " " 1876.....	49 miles

From the above table there is no reason to believe that our city will need to exceed one and a half

million gallons per day for many years to come, or an amount sufficient to grind 72 bushels of wheat per day, and for thi it is proposed to charge the city \$1,500 per annum. Now, why should the city pay more for water than the mill owners? Is its not plain that there is a determination to make the city pay tribute to the canal owners, and to compel the people to pay ore than I charged individuals for the same thing?

*Fort Wayne Daily News*

November 8, 1879

As showing the inconsistency of the canal owners, it is proper to state that the lease of the city mills, according to the legal gauging, permits the use of over 13,000,000 gallons per day, for which the proprietors pay, with deductions, about \$1,400 per year, while it is proposed to charge the city \$1,500 per annum for her pipe supply, which at Columbus, Ohio, in its seventh year, was only 1,600,000 gallons per day.

*Fort Wayne Daily News*

November 11, 1879

IS IT PURE? - Read the Opinion of the Most Eminent Chemist in America - The following is the affidavit of Charles F. Chandler, chemist, of New York City, who analyzed the water of the St. Jo River as furnished by the feeder canal:

STATE OF INDIANA  
ALLEN COUNTY SS

George J. E. Mayer

vx.

Henry N. Putnam, et.al.

Charles F. Chandler, of the city, county, and state of New York, being duly sworn, deposes and says; He is thirty-nine years of age; is a chemist by profession; was educated at the Lawrence Scientific School, of Harvard University, and at the universities of Goettingen and Berlin. He is a professor of analytical and applied chemistry in the school of Mines, of Columbia College, New York; professor of chemistry in the New York College of Pharmacy, and adjunct professor of chemistry in the College of Physicians and Surgeons in New York. He has made the subject of water analysis a specialty for the past fifteen years or more, and has studied the subject of the water supply of towns and cities with special reference to the sanitary relations of the same. He was for many years the chemist of the Board of Health of New York, and for the past three years has been, as he still is, the President of the Board. He has been consulted from time to time with regard to the water supply of towns and cities, and has advised on some occasions the use of river water, when the size of the river, the quality of the water, and the other conditions were favorable. Among the unfavorable conditions, which would render the use of river water unsafe, would be the

small size and flow of the stream, and a sluggish current, especially when the flow is interrupted by dams, which produce shallow pools, in a flat alluvial country, setting back the water of tributary streams, flooding extensive areas of bottom lands, and producing a series of shallow lagoons. As it is a well establish fact that cholera and typhoid fever are often disseminated by the water supply, it is unfortunate that three-fourths the length of the stream from which is proposed to supply Fort Wayne and the greater portion of its populous drainage area, are beyond the jurisdiction of the state, and consequently beyond the reach of sanitary regulation and control, on the part of those most interested in preserving its purity, I. E., the citizens of Ft. Wayne. He has seen a certified copy of the analysis of the water of the St. Joseph river, signed by Dr. H. A. Clark. There is nothing in this analysis which indicates a freedom from injurious impurities, animal or vegetable; on the contrary the organic matter, 70 parts in a million, or four grains in a U. S. gallon is suspiciously large, and quite in accord with the physical conditions peculiar to this stream.

From the above mentioned analysis of the St. Joseph water, and the statements made to him with regard to the size, volume of water, sluggishness of flow, and nature of the bed, he believes that this water is not wholesome and will not prove a suitable source for the supply of the city of Fort Wayne.

CHARLES F. CHANDLER.

Subscribed in my presence and sworn to before at New York City this 25th day of July, 1876, as witness, my hand and official

(SEAL.)

CHARLES NETTLEHORST,

Commissioner for Indiana in New York, No 117 Broadway, New York City.