

# CANAWLERS AT REST

## DAVID SANGER III

b. September 17, 1782  
d. 1851

## & SONS:

LORENZO PALMER SANGER  
WILLIAM ALONZO SANGER  
JAMES YOUNG SANGER  
LUCIEN PALMER SANGER

In telling the history of canal building during the mid-19th century in the United States, we often mention that canal workers moved east to west from one canal project to another as work progressed. Few canawlers are as well documented as the David Sanger family of Littleton, New Hampshire. David Sanger III was born in 1782 in a small town near the White Mountains. There he apparently learned the stone trade, because he went on to be a canal lock builder and his sons followed in the stone quarry business. It is interesting to note that the word "sanger," a British term, means a small temporary fortified position with a breastwork made of stone. We know very little of David's early life.

At age 24 David married Mary "Polly" Palmer in July of 1806. It is through Mary's line that the family is tied to a Mayflower immigrant, Richard Warren. Other descendants of the Richard Warren line include Ulysses S. Grant and Franklin Delano Roosevelt.

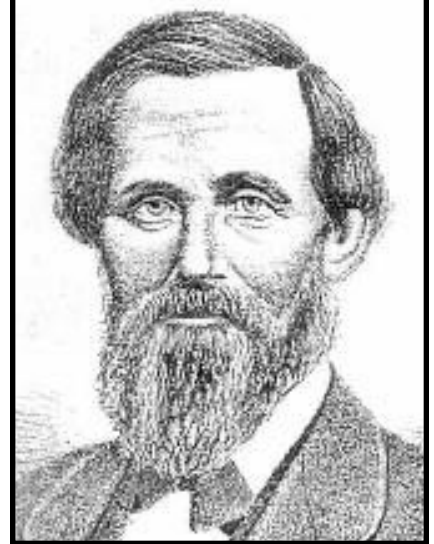
David and Polly had 8 children during the years 1807-1821 while living in the states of New Hampshire and New York. Their family's genealogical details are included in this article.

We are particularly interested in the four boys, Lorenzo, William, James and Lucien, for they, like their father became canal and railroad builders. Sometime around 1816 the family moved into Livingston County, New York. This is in the finger lakes region about 50 miles due south of Rochester. Here the

older boys attended school for a while. During the summer Lorenzo worked on the farm or at a local saw-mill.

The construction of the Erie Canal required workers and contractors from all around to complete this grand undertaking by the State of New York. David Sanger at age 42 contracted to build a portion of the canal and around 1824 moved his family nearer to Rochester. Later he contracted for portions of the locks at Lockport, New York.

The Erie Canal begun in 1817 was completed in the fall of 1825.



LORENZO PALMER SANGER  
1809-1875

Seeing the Erie Canal as a threat to commerce, the Pennsylvania legislature authorized the building of the Pennsylvania Main Line Canal in February 1826. The Sanger family, apparently prospering from working on the Erie Canal, moved to Pittsburgh in 1826 for David and Lorenzo to work on the Western Division of the Pennsylvania Mainline Canal.

By 1829, at the age of 20, Lorenzo was called "the boy contractor" and had a lock contract near Livermore, Pennsylvania on the Conemaugh River between Blairsville & Saltsburg in Westmoreland County. This lock is now covered by a 20<sup>th</sup> century reservoir.

After Lorenzo completed his canal contract he went into the mercantile business in nearby Blairsville. Rachel Mary Denniston, who lived in Denniston's Town (called New Alexandria in 1834), became his wife on February 3, 1830. Both of them were still only 20 years of age. In 1831, Lorenzo moved his store to Denniston's Town.

Also in 1831, while working on his canal contracts, Lorenzo joined J. Noble Nesbitt in a joint-venture at Freeport, Pennsylvania. Nesbitt was a lawyer and at one time a canal toll collector on the Pennsylvania Main Line Canal at Freeport. There the "Main Line" crossed the Allegheny River on an aqueduct about 10 miles northeast of Pittsburgh and proceeded to that city.

The two venture capitalists planned to drill a salt well. At that time most of the region's salt was being imported from Canandaigua, New York, near Rochester, at \$10-20 per barrel. There were indications that a rock salt ledge extended as far south as Pittsburgh so drilling a well made sense. Salt brine could be boiled down to produce salt for preservation and table use. A

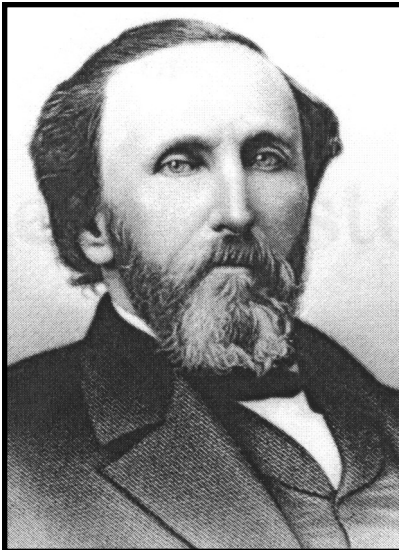
good brine source could be quite profitable as was seen from other sources producing in the region. But after several hundred feet of drilling they ended up hitting oil and water. The venture was abandoned since oil had little value at that time.

From Freeport, Lorenzo went on to build Rock Point Lock #8 and Dam #3 on the Beaver Canal twelve miles above Beaver, Pennsylvania, at the mouth of Connoquenessing Creek. (See map on p. 10) Nearby was Metheney's Tavern built in 1836. For canawlers, this lock is near the site where 17-year-old, future U.S. President, James Garfield fell from the *Evening Star* into the canal in November 1848. His fall became the crucial turning point for him to seek other employment.

With the completion of the canal contracts on the Beaver Division, Lorenzo and family moved to Indiana near Miamisport (Peru) in 1834. There he, and his father, David from Pennsylvania, and E. Durgin and Thomas Beale of Ohio held the contract to build Dam #3 across the Wabash River and the Guard Lock #1 on the feeder canal to be begun by Sept. 1, 1835 and completed by Oct. 10, 1836. (Map p. 9) Little else is known of their time spent there except that Lorenzo's brother, James Y. Sanger, established Sanger & Company, a merchandising firm, in Peru on March 3, 1835.

By Dec 1835 and early 1836 the family had moved on to St Joseph County in Michigan. Both Lorenzo and his brother, William A., purchased land in Cass County, Michigan at that time.

Lorenzo joined into a merchandising, warehousing and steamboat business with Col. Hart L. Stewart. Hart was one of the early settlers and a large landholder in St Joseph County near Mottville. In 1829 he married Hannah Blair McKibben, whose sister



JAMES YOUNG SANGER  
1814-1867

## James Garfield and the Beaver & Erie Canal

John Clark Ridpath LL.D. in *The Life and Work of James A. Garfield* published in 1881 describes Garfield's fall as follows:

"The position of bowman on the *Evening Star* was rather an unsafe one. The place where James stood was narrow and often slippery, and, in a brief period of time, he had fallen into the water fourteen times: One night as the boat approached a lock (Lock 8) the bowman was hastily awakened, and tumbled out half asleep to attend to his duty. Uncoiling a rope which was to assist in steadying the boat through, he lost his balance, and in a second found himself in a now familiar place at the bottom of the canal. The night was dark, and no help near. Struggling about, his hand accidentally clutched a section of the rope which had gone over with him. Now, James, pull for your life, hand over hand; fight for yourself, fight for another visit to home and mother. Strength began to fail. The rope slid off; swim he could not. Jerk, jerk; the rope has caught. Pulling away with a will, he climbed back to his place, and found that he had been saved by a splinter in a plank in which the rope had caught by a knot... When the boat neared home again, James bade good-bye to the *Evening Star*.... Four hard months of life on and in the canal had told heavily on the young man's constitution."

The 31-mile-long Beaver Division of the Beaver & Erie Canal was begun in 1831 and completed in May 1834 extending northwest from Beaver, Pennsylvania on the Ohio River to Pulaske, Pennsylvania. At mile marker 21 it joined the 83-mile-long Pennsylvania & Ohio "Cross-Cut Canal." This privately funded Ohio canal was completed in April 1840 and went from Youngstown, Ohio through Warren, Ohio and joined the Ohio & Erie Canal at Akron, Ohio. This is the route that the *Evening Star* was following to Cleveland, the home port for James Garfield, when he fell in.

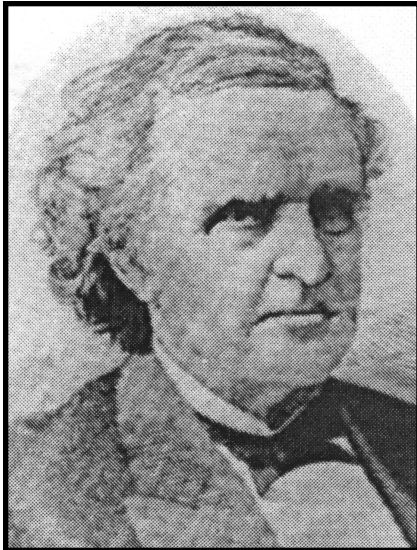
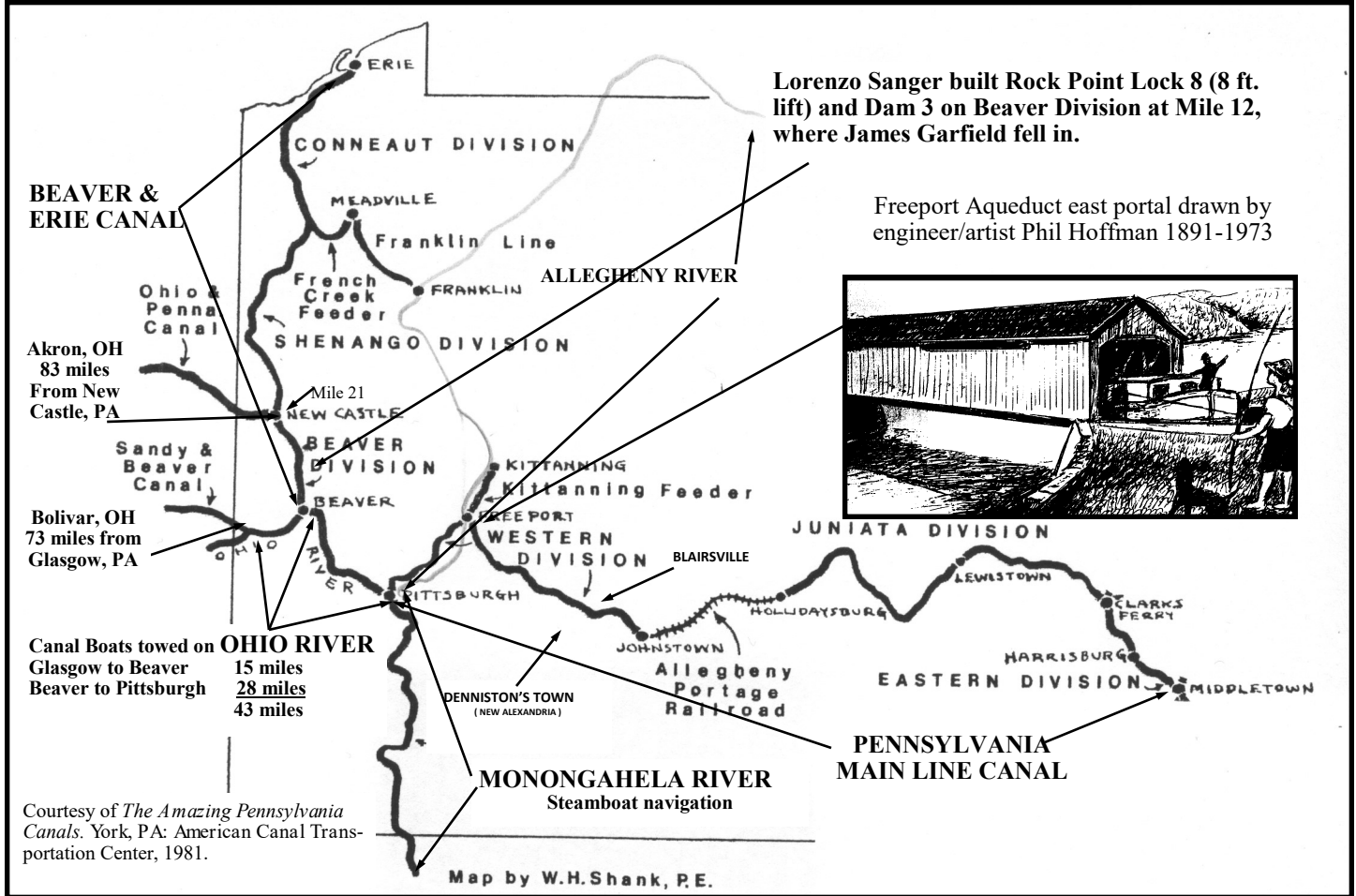
When completed in 1844, the Beaver & Erie Canal was 137 miles long and extended from Beaver on the Ohio River to Erie, Pennsylvania on Lake Erie. Boats entered the Ohio River at Beaver and were towed up stream via steamboats the 28 miles to Pittsburgh.

### Canal route of James Garfield on the *Evening Star*

Start	End	Canal/River	Mileage	Opened	Locks
Pittsburgh	Beaver	*Ohio River	28		
Beaver	New Castle Junction	Beaver Div	21	May 1834	14
New Castle, Pa	Akron	P&O Canal	** 83	Apr 1840	54
Akron	Cleveland	Ohio & Erie	38	1827	42
			-----		-----
			169 miles		110

\* Canal boats were towed up & down the Ohio River by steamboats

\*\* 73 miles in Ohio + 10 miles in Pennsylvania = P&O Canal



**COL. HART L. STEWART**  
1803-1882

**Pennsylvania's Western Main Line Canal & Beaver Division of the Beaver & Erie where the Sangers' worked 1826-1833**

Mary later became the builder and developed a long term relationship with the Sanger brothers.

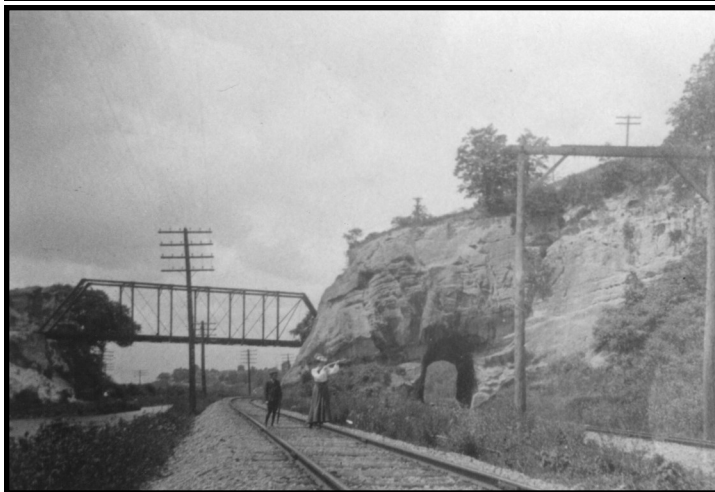
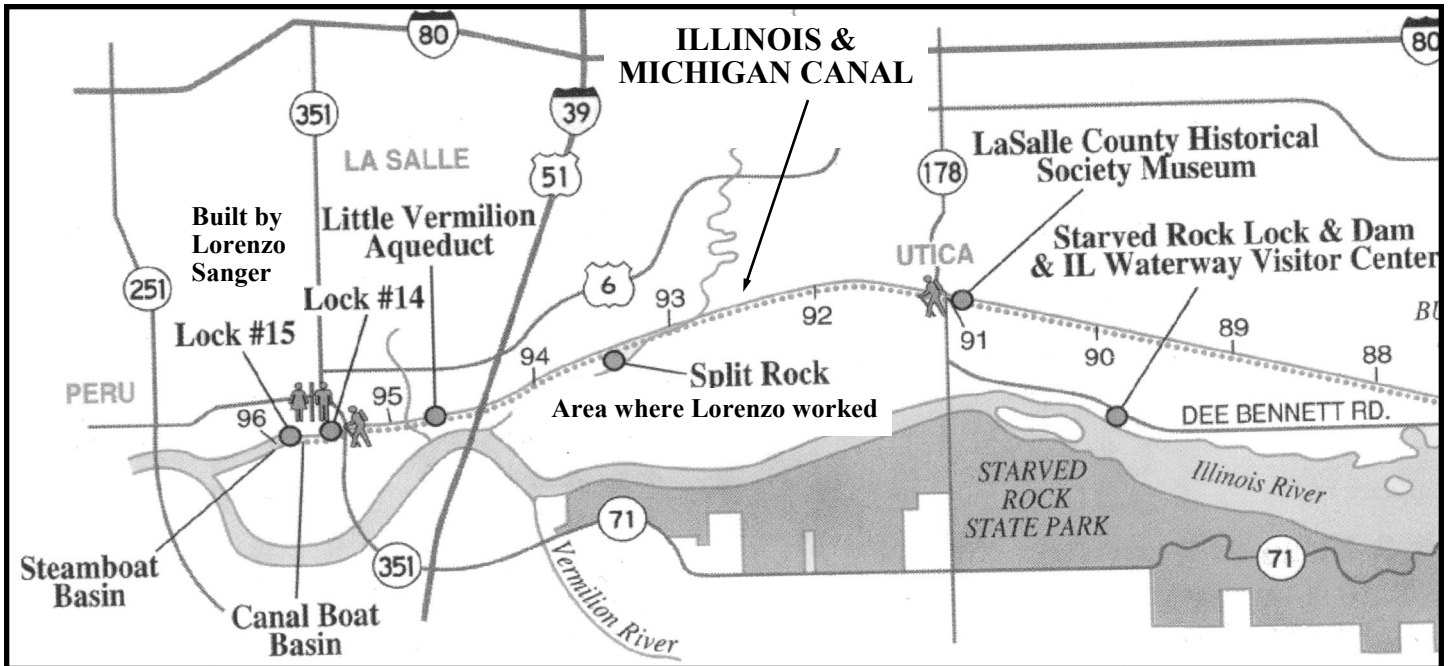
Lorenzo's brother. Hart earned his title of Colonel with the Michigan Militia during action in the Black Hawk "war" of June 1832. He was appointed by the Michigan governor to the Board of Internal Improvement and was a commissioner for the roads being built in the county. He was also a member of Michigan's constitutional convention.

David Sanger and family also moved to St Joseph, Michigan around 1834/35. There James Y. Sanger met Mary Catherine McKibben. Her father had died in Pennsylvania and the family moved to Michigan when she was a child. James (age 27) and Mary were married in LaSalle, Illinois in the summer of 1841.

In June of 1836, Lorenzo, his family, and Hart Stewart went to Chicago for the contract letting of the Illinois & Michigan Canal. The Sangers formed a consortium for Sec 156 & 157 near Lockport on the I&M. They also held contracts on Sec 190-194 near LaSalle, which included the gap through a rock ledge now called "Split-Rock" that was earlier called "Camp Rock." These sites ended about 1500 east of the Little Vermilion River. Lorenzo contracted for the final Lock 15 at LaSalle, where the I&M reaches into the Illinois River.

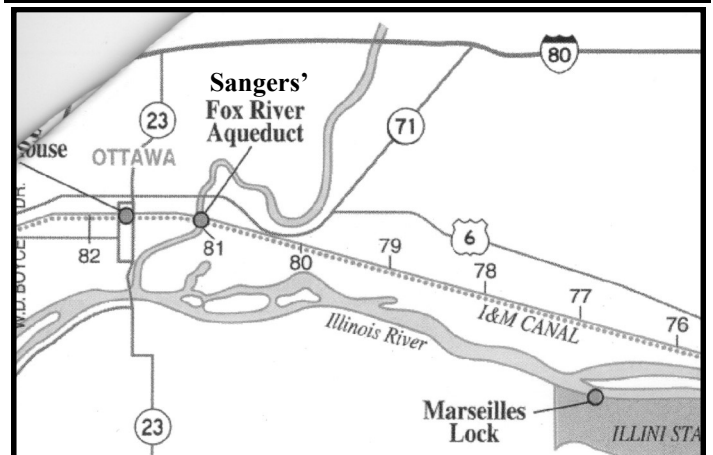
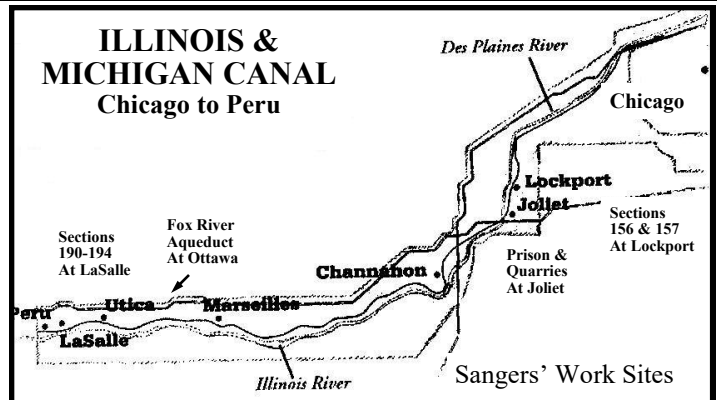
David Sanger & Sons constructed the Fox River aqueduct at Ottawa from 1840-42. This was the longest aqueduct on the canal. It was 464 feet in length, had eight spans and had seven piers built of Joliet limestone. The I&M was finally completed in 1848 so that basically ended canal building for the Sangers.

Lorenzo P. Sanger and Hart Stewart contracted for a road from Centerville, in St Joseph County, Michigan through Cassopolis and Berrien, to the entrance of the Galien River into Lake Michigan. Hart moved to Chicago in 1839. He was appointed Chicago's Postmaster in 1844 by President Polk and served until 1848. He became a Chicago industrialist and future railroad



Illinois & Michigan Canal between Split Rock near LaSalle and Utica, Illinois. The Rock Island Railroad is also seen. The Sangers built this aqueduct across the Fox River near Ottawa, Illinois for the Illinois & Michigan Canal.

Historic Postcards



Due to the financial collapse nationwide many of the canal contractors remained unpaid for their work for several years. As late as February 1855, the state of Illinois was still processing the final partial payments to the contractors, which included the Sanger brothers. Since they were only partially reimbursed, they were left with a loss on this venture.

Around 1842-43 Lorenzo formed a company and took a

contract to improve the rapids of Rock River at Sterling, Illinois. Then in March 1843, he joined Smith Galbraith in a line of stages from Chicago to Galena, via Dixon. While at Galena, he was elected Illinois State Senator 1846-48. In 1847 he formed the Northwestern Stage Co. that served the mid-western states.

David Sanger III died in Illinois in 1851 and his wife Mary died a few years later in 1854. The boys, Lorenzo, James and William moved to St Louis in 1851 to contract for the Ohio & Mississippi Railroad. Then, with their friend Hart Stewart and William Truesdale, they contracted for the North Missouri Railroad on May 18, 1854 that stretched 156 miles from St Louis to Macon, Missouri. A few months later they contracted for the Bellville & Alton Railroad Company to construct a 35-mile-long stretch of rail between Bellville, through East St. Louis to Alton, Illinois.

A new enterprise presented itself in 1857 — prison building. The State of Illinois had its first state prison built at Alton, Illinois in 1833. Due to overcrowding this prison needed to be replaced. The warden at Alton was Samuel K. Casey. Lorenzo Sanger, forming a partnership with Casey, was successful in obtaining the contract for a new prison at Joliet. They began work on the 72-acre-site in August of 1857. There was such good stone at Joliet that the stone for the prison came right out of the prison grounds. The prison was built on a solid stone foundation and had solid stone cells. In June 1858 Sager & Casey leased prison labor from Alton to assist in finishing the new prison at Joliet. The new prison was partially opened in 1858 and completed by April 1860. (See *The Hoosier Packet* June 2010 for the 1860 visit Indiana officials paid to the Joliet prison when selecting Michigan City for Indiana's prison.)

Earlier in 1855, William A. Steel, a young man of 19, came to Missouri to work on the North Missouri Railroad. There he became associated with Lorenzo P. Sanger. In 1857 he transferred to Joliet to work as a cashier for Sanger & Casey's prison construction firm. In 1858, when they received the prison labor contract, William became the Deputy Warden at Alton, while Samuel Casey remained its Chief Warden but was busy at Joliet most of the time. In July 1860 the Alton prison was closed and all the prisoners transferred to Joliet.

William then went to St Louis to obtain his law degree, which he did in April 1861 and entered the law office of Judge Newton D. Strong. He married Frances Louise Sanger, daughter of his business associate Lorenzo Sanger, in Joliet on January 16, 1862. At the outbreak of the Civil War, he contracted with the government to build 4 iron-clad monitors — Tuscumbia, Indianaola, Chillicothe, Etteh.

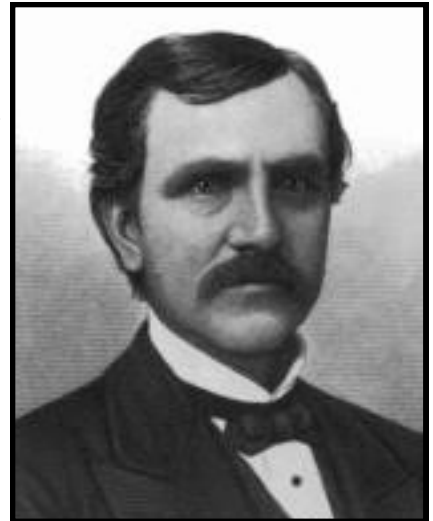
Joining the Union forces, William established the National Iron Works Battalion of 450 men. He was commissioned a Major and placed in command of the battalion that protected St. Louis for the remainder of the war.

Lorenzo Sanger must have been well known by President Abraham Lincoln from his Illinois days with railroads and canals. At the outbreak of hostilities Lincoln requested Illinois Governor Yates to give Sanger a commission as Colonel and requested that he be sent to join the army in Tennessee and Kentucky for staff duty. Sanger immediately laid aside business ventures and joined the war.

Lorenzo's son William D. Sanger, who had been at West Point from 1848-50, then became an officer in the Illinois 55<sup>th</sup> Infantry. Declining a field lieutenant-colonel position for the 55<sup>th</sup> Infantry, he served as a lieutenant-colonel and aide-de-camp on the staff of General William T. Sherman. Sanger is pictured with General Sherman and his staff in the summer of 1862 at Memphis in *The Photographic History of the Civil War*.

Just after the war in 1865, Lorenzo Sanger and his son-in-law, William A. Steel, be-

**WILLIAM ALEXANDER STEEL  
1836-1879**



**The Joliet Prison was built by Lorenzo Sanger and Samuel Casey 1857-1860.**





gan a new venture that was somewhat related to what they learned building the Joliet prison. They opened stone quarries north and adjacent to Joliet. Limestone in this area proved to be the best limestone found in America. Building the Illinois and Michigan Canal had greatly boosted the industry and by the mid-1850s there were nine quarries in the Joliet area. The canal provided cheap transportation for the stone. They soon developed a large business employing 300-400 men. Stone from various dolomite limestone quarries in Joliet were used for the United States Rock Island Arsenal, Marine Hospital in Chicago, several custom houses, the Water Tower (1869) in Chicago and of course the Indiana State Prison at Michigan City, Indiana.

**Colonel Lorenzo Sanger**



liet for burial in the Sanger-Steel plot in Oakwood Cemetery where most of his family are at rest.

William Steel went on to serve three times as the Mayor of Joliet in 1869, 1872 and 1875. He died at age 61 in a freak accident on March 28, 1879 when he was thrown from a sleigh onto a picket fence. Lorenzo's daughter Frances Louise "Sanger" Steel died the following year on July 30, 1880. Lorenzo's remaining son Henry A. Sanger lived until 1917.

There are several other interesting connections with the David Sanger family:

Mary Louisa Sanger, David's daughter and Lorenzo's sister, was a convert to the Church of Latter-Day Saints. She was reportedly sealed in a plural marriage to Hyrum Smith, older brother of Joseph, the church founder.

James Young Sanger, David's son and Lorenzo's brother, had a daughter, Hattie Amelia Sanger, who married George M. Pullman. George was the man who created the Pullman Palace luxury rail coach.

Harriet Aurelia Sanger, David's daughter and Lorenzo's sister, married Dr. John A. Hendricks of South Bend, Indiana, who apparently met the Sangers while they were in St Joseph Michigan. John was born in Kentucky in August 1811. His first

In 1865 Sanger & Steel also worked at deepening the rock sections of the I&M canal at Chicago and Jack's lock near Lockport. This was to eliminate some of the locking required.

Lorenzo's wife, Rachel died in 1870 in Joliet, Illinois. After her death

**WILLIAM D. SANGER**  
1835-1872

Major William Sanger, Lorenzo Sanger's son, second from the right, is pictured with General William T. Sherman on the far left. He was Sherman's aide-de-camp. Memphis 1862



Lorenzo moved to Oakland, California. His son William D. Sanger, the civil war veteran, died in 1873 in Illinois.

Lorenzo was in poor health for some time and died in California on March 23, 1875. His remains were returned to Jo-



Above: Entrance to Oakwood Cemetery in Joliet, Illinois. Right: Sanger family plot marker with Lorenzo and Rachel Sanger's information on the side facing you and their two smaller individual stones. The opposite side of the marker has their daughter, Frances Louise Sanger Steel, and her husband, W. A. Steel's, information.



wife was Julia Comparet on December 2, 1833. Julia was a half-sister of Frances C. Comparet, the wife of Alex Coquillard, who was a founder of South Bend, trader, and business partner with Francis Comparet, the fur trader in Fort Wayne., John entered the dry goods and warehouse business with the Sangers, probably continuing the business when they left for Illinois. Harriet died slightly before 1854. Then John then married Julia Appleby. His relationship with the Sangers continued. He worked with Lorenzo Sanger on the Joliet prison contract in the late 50s. He returned to South Bend and became President of the First National Bank of South Bend. He died on February 19, 1876.

The David Sanger family played a key role in the transportation development of the nation. They also had many interesting contacts with important people from the beginning of the country through its development in war and peace. They certainly were entrepreneurial and creative, leaving no stone untouched.



W. A. and Frances Louise Sanger Steel side of the Sanger plot marker with Lorenzo and Rachel's stones on the right.

## **EXHIBITS**

### The Beaver & Erie Canal (Erie Extension Canal)

From Lake Erie to Ohio River

<u>Miles</u>	<u>Branch</u>	<u>Dates</u>	<u>From</u>	<u>To</u>
45	Conneaut Division	1838-1844	Conneaut Lake	Erie
61	Shenango Division	1836-1844	Pulaski	Conneaut Lake
31	Beaver Division	1831-1834	Beaver	Pulaski
-----				
137	Beaver on Ohio River – Erie, PA			
===				
28	Beaver – Pittsburgh boats towed on Ohio River			

### Side Canals / Feeders off Beaver & Erie Canal

25	French Cut Feeder	1827-1834	Meadville	Conneaut Lake
22	Franklin Line to feeder	1827-1834	Franklin - 7 miles below Meadville	
----			Franklin is on Allegheny River	
47	French & Franklin feeder			
===				
83	Pennsylvania & Ohio	1835-1840	New Castle, PA	Akron, OH
	Route to Cleveland, OH		Begins at mile 21 on Beaver Div.	

### A Competing Route to Pittsburgh

73	Sandy & Beaver	1835-1840	Glasgow, PA	Bolivar, OH
			Glasgow is on the Ohio River	
15	Glasgow to Beaver on Ohio River			
28	Beaver via Ohio River to Pittsburgh			
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43	Towed on River Glasgow – Pittsburgh			

*Plat of Mill Lots at Peru*

*Canal Street Peru: 80 ft wide*

**Guard Lock  
Built by  
Sangers**

**Lock 20  
Buttermilk  
Lock**

*Bridge of  
David Sanger  
Lorenzo Sanger  
of  
Pennsylvania  
E. Durgin &  
Thomas Beale  
of  
Ohio*

*Street  
No. 4*

*Street  
No. 3*

*Street  
No. 2*

*Feeder  
Lock  
No. 1*

*Feeder  
Lock  
No. 2*

*Canal*

*cf. 2*

*Wabash River*

**Dam # 3 across  
Wabash River  
built by  
David Sanger &  
Lorenzo Sanger  
of  
Pennsylvania  
E. Durgin &  
Thomas Beale of  
Ohio**

**PLAT OF MILL  
LOTS AT PERU**

Recorded February 28, 1851  
at 2 o'Clock P.M. For 2#

Refer to Vol D Page 584

This was the plat of the land above the north side of Dam #3. The feeder canal fed water to both the mainline canal and to 4 mills. Note the guard lock and lock #20.

Just below lock No. 20, a feeder is introduced from the Wabash River. The feeder is 15 chains in length, and at its mouth, is a guard lock with cut stone abutments, built for the purpose of passing rafts and other floats from the river into the canal, and also to regulate the flow of water. The lower gates of the guard lock must be renewed next winter.

Wabash Dam No. 3, at the town of Peru, erected for the purpose of the feeder just described, is 400 feet long and 11 feet high. A part of this structure is on rock bottom, and part on a coarse gravel. The foundation up to low water is formed of brush and trees, covered with an apron of hewn timber, on which is erected a timber crib filled with stone. The dam may be called a safe and permanent structure, with the exception of the abutments, which are of timber and much decayed. One abutment must be renewed during the present summer, and the other during the next season. A portion of the covering timber, on the lower



## DESCENDANTS OF DAVID AND MARY SANGER

David Mary	Polly	Sanger III Palmer	Born 17 Sep 1782 1783	Location Hopkinton, MA Concord, NH	Married 8 Jul 1806 " " "	Location NH NH	Died 1851 1854	Location Joliet, IL " " "	Occupation Construction Mayflower Ancestor Related to Grant & Roosevelt
<u>Family of David Sanger &amp; Mary Palmer</u>									
Laura		Sanger	2 Sep 1807	Littleton, NH			Died Young ?		
Lorenzo Rachel	Palmer Mary	Sanger Denniston	2 Mar 1809 25 Oct 1809	Littleton, NH Denniston, PA	3 Feb 1830 " " "	PA	23 Mar 1875 9 Feb 1870	Oakland, CA * Joliet, IL *	Construction
Dr. William Mary	Alonzo M	Sanger Miles	9 Aug 1810 Apr 1812	Littleton, NH Newburgh, OH	17 Apr 1833 " " "	OH	11 Dec 1887 Unknown	Florence, KA IL	Physician
Mary Hyrum	Louisa	Sanger Smith	26 Mar 1813 9 Feb 1800	Littleton, NH VT	Plural Marriage - Mormon Brother of Joseph Smith		3 Aug 1877 27 Jun 1844	Joliet, IL * Carthage, IL - killed Mormon Leader	
James Mary	Young Catherine	Sanger McKibben -A	14 Mar 1814 1815	Littleton, NH PA	5 Apr 1841 " " "	Lockport, IL	3 Jul 1867 After 1891		Construction
Lucien Elizabeth	Palmer B.J.	Sanger Reynolds	14 May 1816 9 Nov 1828	NY Ottawa, IL	17 Sep 1851 " " "	LaSalle, IL	1881 11 Nov 1920	Ottawa, IL Oakland, CA	Construction 2nd marriage
Harriett Dr. John	Aurelia A	Sanger Hendricks	16 May 1819 10 Aug 1811	NY KY	1840's? 2nd wife " " "		Before 1854 19 Feb 1876	South Bend, IN South Bend, IN	2nd wife South Bend banker
Emmaline		Sanger	13 Apr 1821	NY			Died Young ?		
<u>Family of Lorenzo P. Sanger &amp; Rachel M. Denniston</u>									
William Mary	D. A	Sanger ?	1835 1835	IL MO	1862 " " "		Nov 1873 after 1897	St Louis, MO 1875 remarried Paul Viel 1841-1883	Aide General Sherman Shreveport, La merchant
Francis William	Louise Alexander	Sanger Steel	9 Nov 1842 11 Oct 1836	IL Blairsville, PA	16 Jan 1862 " " "		30 Jul 1880 28 Mar 1879	Joliet, IL * Joliet, IL *	Stone Business
Henry Mary	A Alice	Sanger Tonner	27 Feb 1845 25 Sep 1844	IL PA	17 Jan 1872 " " "	IL	8 Feb 1913 19 Dec 1897	Florence, AL * Florence, AL *	Bookkeeper for father-in-law
									Joliet, IL* - Oakwood Cemetery 1200 E Cass St Lot 4 Block 8 near Indian Mound - center

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Hattie George	Amelia Mortimer	Sanger Pullman	16 May 1843 3 Mar 1831	IL Brocton, NY	13 Jun 1866 " " "	Chicago, IL	28 Mar 1922 19 Oct 1897	Passadena, CA Chicago, IL	Graceland - Chicago Pullman Palace car
	James Alice	McKibben Edoica	16 Mar 1844 16 Dec 1851	IL MA	28 Jun 1871 " " "	Chicago, IL	19 Sep 1877 1923	1886 remarried Walter Scott Cheesman 1838-1907 Denver CO rail & water developer	
Walter		Sanger	1846	IL			Infant death		
Frederick Minerva	W	Sanger Cooper	1848 5 Sep 1862	IL Cincinnati, OH			Unknown 30 Jul 1940	St Louis, MO	St Peters Cemetery

Mary Catherine McKibben's sister -A

<b>Hannah</b> Hart	<b>Blair</b> L.	<b>McKibben</b> Stewart	<b>1810</b> 29 Aug 1803	<b>PA</b> NY	5 Feb 1829 " " "	MI 2nd wife	1851 1882 Chicago, IL Chicago, IL Rose Hill Cem - Chicago Contractor / Postmaster Associated with Sangers
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