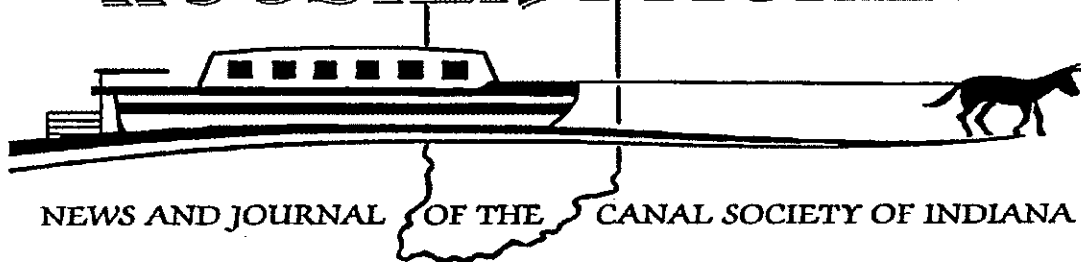


THE
HOOSIER-PACKET

ISSN 1545-421



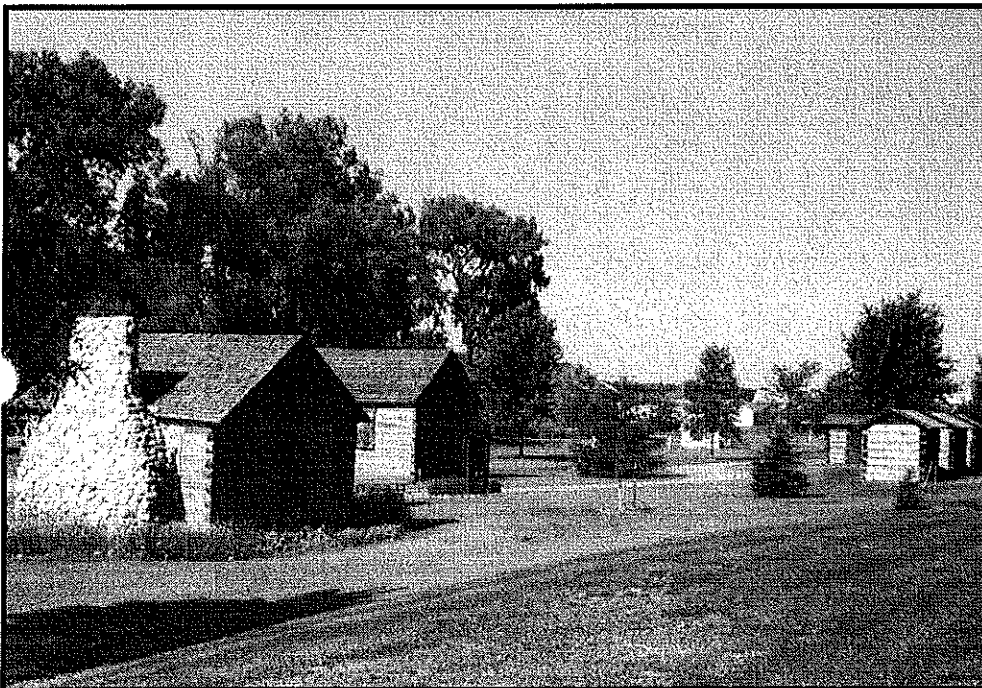
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 10 NO. 4

P.O. BOX 10808 FORT WAYNE, IN 46854

APRIL 2011

TREATIES PROVIDED LAND



Treaties between the Federal Government and the Potawatomi and Miami tribes were signed at this reconstructed treaty ground at Paradise Spring in Wabash, Indiana in October, 1826. They released land, which was later granted to the Wabash & Erie Canal and the Michigan Road.

Photos by Bob Schmidt

Features

1. Federal Land Grants To Indiana
7. Canawlers At Rest: Noah L. Babbs
10. From Times Past: Death of Sebring, Anti-Reservoir Meeting, Williams House To Let, Canal Frozen, W&E Lake Route To New York, Cholera Chronology, Sleighing, W & E Open To Coal Creek
13. Chambers Young Patterson And His Wabash & Erie Canal Connections
16. Evansville's Channels Of Trade And The Secession Movement 1850-1865
17. Cutting Canal Ice
18. Canal Place Names In Scotland
20. Whoa Mule Whoa, Contributions To CSI Archives
21. News From Delphi: Winter Projects For M-W-F Volunteers, Freedom Bridge, Annual Meeting, Canalendar
23. Canal Side Cuts

Federal Land Grants to Indiana

By Bob Schmidt

The Erie Canal in New York opened in 1825 and was financed entirely by the state without any federal aid. Ohio broke ground for the Ohio & Erie Canal and the Miami Canal to Dayton that same year. This initial Ohio effort was also financed with state bonds. Indiana, which had just become a state in December, 1816, also wanted to construct internal improvements to improve transportation access to eastern markets. The population and financial resources of Indiana were completely inadequate to begin either major roads or canals. In fact, even by 1820, the upper 3rd of the state was still Indian territory. Most of the state's population was located along the Ohio River or the

THE HOOSIER PACKET - APRIL 2011

Whitewater River valley, which had some access to transportation.

With huge amounts of land becoming available to the federal government through treaties with the Indians and the desire to encourage settlement in the new lands in the west, land grants were used to assist in developing new states. In the Ordinance of 1785, when the Continental Congress laid out the system of land surveying, it provided that Section 16 in each congressional township be provided for educational funding. Other grants were later made for salt springs and, in 1816, Indiana became the first state to receive a four section land grant for the location of a state capital. The federal government also established a 5% fund to be used by the states for road development of which 3% went to the state and 2% was to be used for federal projects such as the Cumberland (National) Road.

The support of internal improvement projects such as canals was deemed to be beyond the constitutional powers of the federal government. New York's appeal for federal funding was rejected by President Madison as unconstitutional and so New York proceeded on their own. Despite these reservations, on March 30, 1822 Congress passed a bill to aid Illinois in building a canal from Lake Michigan to the Illinois River. This provided for a 90 foot strip on either side of the canal route. Work was to begin in 3 years and canal completed in 12 years. If the work was not completed the land was to revert back to the Federal government. Two years later, on May 26, 1824, Indiana also received a land grant on similar terms to connect the rivers of the Maumee and the Wabash. In both cases the states felt the grant was just right-of-way and did not provide the funding that was required to build a canal.

In the debate leading up to the major land grant in 1827 various ideas were discussed. Some Senators felt that the

government should just invest in the stock of a canal company but not give land. Senator Hendricks of Indiana wanted 3 sections on each side of the canal be gifted to the state and introduced his bill on February 21, 1826. Others felt the request was premature when lands on the north side of the Wabash still remained Indian territory. Thus the canal couldn't extend much beyond Fort Wayne until the land was in federal hands. In October 1826, Governor James B. Ray, John Tipton & Lewis Cass negotiated The Treaty of Paradise Spring with the Miamis for federal land north of the Wabash, the canal route. At the same time a treaty with the Potawatomi provided a 100 foot strip to build the Michigan Road. Setting a historic precedent on March 2, 1827 Congress authorized the land grant for the Wabash & Erie Canal and the land grant for the Michigan Road.

Before being approved by Congress this canal bill had gone through additional changes. Senator Hendricks noted that immediate action was required or else much of the federal land would be sold and that later construction of a canal would be more costly due to land acquisition costs. Several senators had questioned any federal involvement in the project, feeling that the 5% fund was already enough. Earlier in an Ohio road project there had been discussion about using alternate sections of land. Finally Senator John Holmes of Maine had proposed that the land grant be alternate sections of land five miles on either side of the canal route. Senator John Eaton of Tennessee had introduced the discussion on setting a firm start and finish date and, after substantial debate, the start date was set for five years out with completion by year twenty. On the last day of the session, March 3, 1827, this bill for Indiana's Wabash & Erie Canal was passed as well a similar bill for the Illinois & Michigan Canal. Indiana formally accepted this grant on January 5, 1828.

The concept behind the federal land grant was that Indiana was to sell the alternate sections and use the funds to construct the canal. The remaining federal lands would be worth

CANAL SOCIETY OF INDIANA

P.O. Box 10808, Fort Wayne, IN 46854-0808

Phone & Fax: 260-432-0279

E-mail: indcanal@aol.com

Web: www.indcanal.org

Officers

President

Robert Schmidt
Ft. Wayne, IN
Indcanal@aol.com
Speaker—Indiana Canals

Vice-President

Charles Whiting, Jr.
Lawrenceburg, IN
cwhiting01@comcast.net
Speaker—Whitewater Canal

Secretary

Sue Simerman
Ossian, IN
simerman46777@msn.com

Treasurer

James Ellis
Ft. Wayne, IN
jimaellis1932@hotmail.com

Editor

Carolyn Schmidt
Ft. Wayne, IN
indcanal@aol.com
Speaker Indiana Canals

Directors

Sandy Billing
Terre Haute, IN
(812) 466-2187

Gail Ginther
Metamora, IN
metamora@gmail.com

Jeffrey Koehler
Center Point, IN
koehlerjm@frontier.com
Speaker Wabash- Erie Canal

Gerald Mattheis
Cambridge City, IN
obkhouse@frontier.com
Speaker Whitewater Canal

Frank Timmers
Carmel, IN
fntimmers@yahoo.com

Richard Brown Jr.
Okemos, MI
rffamily@sbcglobal.net

Don Haack
Ft. Wayne, IN
donbettyhaack@yahoo.com

Dan McCain
Delphi, IN
mccain@carlnet.org
Speaker, tours -appointment
wabashanderiecanal.org

Mike Morthorst
Cincinnati, OH
gongoozler@fuse.net

Mick Wilz
Brookville, IN
mick@sur-seal.com
Speaker - tour Whitewater Canal (765) 647-6457

Thomas E. Castaldi
Ft. Wayne, IN
tlcastaldi@yahoo.com

Charles Huppert
Indianapolis, IN
cbh@iquest.net
Speaker Central Canal

Brian Stirm
Delphi, IN
stirmb@purdue.edu

at least twice as much due to the internal improvement providing a transportation outlet for production from the land. It was designed to be a win, win situation. A land office was established at Logansport to conduct the land sales.

Ground was broken in Fort Wayne for the Wabash & Erie Canal on February 22, 1832, just in time to comply with the five year timeline of the canal act. The canal reached Lafayette, IN in 1840 and was opened to Toledo in 1843. With limited tolls these first 11 years it became obvious that the land sales from the grant would not provide enough funds to complete the canal to Terre Haute. Indiana was successful in getting the land grant of 1827 extended on February 27, 1841. Again there was a supplemental grant on August 29, 1842 to account for Indian lands and other sold lands in the grant area.

about 424,300 acres in size. The grant is about 1.9 times the size of this county. The chart on page 4 shows the location of this final grant and the value of the land by county.

On July 1, 1847 the Wabash & Erie trust took over the entire Wabash & Erie Canal from the state of Indiana. At that point the canal was only completed to Coal Creek, Lodi, 36 miles north of Terre Haute. [p. 24] The main canal office was established at Terre Haute to be near the work of completing the canal to Evansville. Another office was in New York city. That September, the land office was moved from Vincennes to Washington, Indiana to be centrally located within the lands for sale. [p. 4] Land offices in Peru & Delphi were consolidated into the Logansport office. The bondholders elected two trustees, Charles Butler and Thomas Blake. The state trustee was Nathan B. Palmer of Indianapolis, who had served as state treasurer February 18, 1835-February 18, 1841.

The three trustees retained Jesse Lynch Williams as Chief Engineer and requested that he personally complete an inventory of all structures from the Ohio/Indiana state line to Coal Creek. It is this inventory that gives us today a complete listing along this 189 mile route. William J. Ball, Jesse Williams' brother-in-law, was made the Resident Engineer out of Terre Haute. The finished canal was divided into two parts at Peru. The eastern portion was under the supervision of Stearns Fisher (Wabash) and the western portion was under Chauncey Carter (Logansport).

There were still unsold canal lands east and west of the Tippecanoe river and these lands were to be handled by John W. Wright at the Logansport land office. The Washington, Indiana office for the Vincennes lands was handled by Franklin F. Sawyer. Jacob H. Hager was in charge of accounting activities in the Terre Haute office.

Despite the land grants, tolls and \$800,000 influx of new capital from the bondholders, the trustees were forced to abandon the canal in 1874. They had attempted to lease it out in three separate sections to others but each of these groups were unable to maintain the structures, even with local counties sometimes bearing repair costs. The chart of page 6 summarizes the operation of the canal from when the trustees took over in July 1847 until abandonment in 1874.

Although the receipts are greater than the disbursements, the trust had leased out the canal since 1866 so tolls and repair costs from that point are not reflected in these numbers. By 1874 practically all the land grant had been sold, with only \$29,000 left from the original 1845 grant. Estimated cost to repair and water the canal from Terre Haute to the Ohio/Indiana state line was \$500,000. Note that the canal tolls in 1859, which was before the railroad impact was fully felt, were only \$48,000. The state was not going to tackle the canal again and the private investors had just surrendered their lease. Still the Trustees in their 1874 report describe the benefits of water transportation and how it could be used as leverage against the abusive rates of the railroads.

On November 19, 1874 Jonathan K. Gapen brought suit in behalf of the bondholders, requesting that the canal be liquidated. The court agreed and the auction occurred

Grant Date	Acres
Mar 3 1827	234,247 - Indiana 266,535 - Ohio portion
May 29 1830	29,553 - Adjustment for land previously sold
1 st Grant	----- 530,335 = 828 sq miles

Indiana's Mammoth Internal Improvement Bill had passed in 1836 and was financed by \$10,000,000 state bond debt. This Improvement Bill did include \$1.3 million to continue the Wabash and Erie Canal to Terre Haute. All road, canal, and rail projects were halted in 1839/40 during the state financial crisis except for the Wabash & Erie, which still proceeded along being partially funded by land grants and tolls. The final story is well known. The state was unable to pay the interest of the debt for 6 years (1840-46). Indiana faced bankruptcy. A lawyer from New York, Charles Butler, representing the bondholders, was sent out to Indiana to resolve the debt situation.

Amazingly, in the middle of this financial crunch,

Grant Date	Acres
Mar 3 1827	259,368 24,220 - supplemental
2 nd Grant	----- 283,588 = 443 sq miles

Indiana Senator Albert S. White was successful in getting Indiana another federal land grant on March 3, 1845 for completion of the Wabash and Erie Canal to Evansville, Indiana. Not only did the state receive the same alternate sections of land as before, but it also received all the unsold land in the Vincennes Land Office. This was the largest grant yet 796,630 acres. As a basis for comparison, Allen county, Indiana's largest county, is

Unsold Federal Acres in the Vincennes Land District
 Land Grant to Indiana - March 3 1845
 Transferred to the Wabash & Erie Trust - July 1847

Rank	County	\$ Value	Acres			
			Total	1st Class	2nd Class	3rd Class
1	Dubois	\$201,929	106,676	4,034	84,722	17,920
2	Greene	\$184,774	90,118	24,282	55,698	10,138
3	Sullivan	\$164,261	81,529	15,954	56,543	9,032
4	Pike	\$151,149	72,508	12,913	59,164	431
5	Warrick	\$120,062	60,967	10,676	40,677	9,614
6	Daviess *	\$109,218	50,535	17,435	32,340	760
7	Martin	\$92,535	47,578	366	43,473	3,739
8	Clay	\$85,703	36,613	25,543	10,677	393
9	Spencer	\$80,718	40,273	1,120	38,636	517
10	Owen	\$74,188	33,977	12,468	21,509	0
11	Gibson	\$68,403	28,007	25,190	2,542	275
12	Knox	\$51,523	24,121	6,622	17,459	40
13	Crawford	\$44,028	23,064	1,163	18,325	3,576
14	Vigo	\$39,721	17,092	11,074	6,018	0
15	Posey	\$39,305	19,444	1,073	18,211	160
16	Orange	\$38,467	19,462	0	18,853	609
17	Lawrence	\$32,170	16,531	200	15,008	1,323
18	Perry	\$15,537	8,071	40	7,197	834
19	Monroe	\$13,354	6,627	200	6,427	0
20	Vermillion	\$6,544	3,082	760	2,322	0
21	Parke	\$6,179	2,943	586	2,357	0
22	Vanderburgh	\$5,914	2,868	355	2,513	0
23	Putnam	\$3,271	1,497	554	943	0
		\$1,629,149	793,583	172,608	561,614	59,361
		Sq Miles =	1,240			

Land priced by classification categories

Maximum Selling Price per Acre	\$2.50	\$2.00	\$1.25
\$ Value =	\$431,720	\$1,123,228	\$74,201

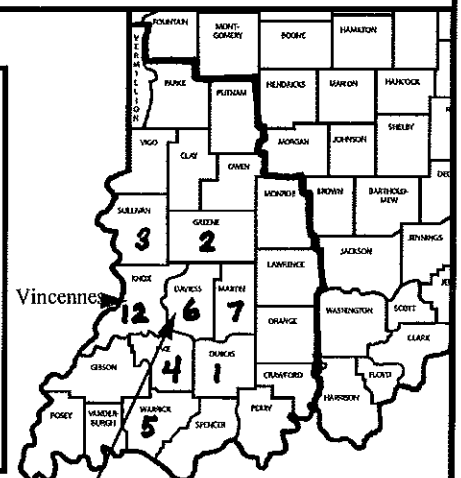
1-7 Top 7 Counties \$1,023,927 63%

* Land Office in Washington - Daviess Co
 - Opened Sept 6, 1847
 - Franklin F. Sawyer - Chief Clerk

Administrative Office - Terre Haute, IN
 - William J. Ball Resident Engineer
 - Jacob H. Hager - Chief Clerk

Note: Allen County = 424,335 sq acres
 - grant was 1.87 times Allen county

1845
 UNSOLD
 LANDS
 AT
 VINCENNES
 LAND
 OFFICE
 SHOWN
 BY
 RANK



1847 land office moved to Washington

Table showing the Officers comprising the Board of Trustees of the Wabash and Erie Canal from its organization, in 1847, to the present time, each for the term of three years, except Mr. Palmer.

	NAMES.	COUNTY.	HOW APPOINTED.
1	N. B. Palmer	Marion.....	By Governor
2	Austin M. Puett.....	Parke.....	By Legislature.....
3	Wm. R. Nofsinger...	Parke.....	"
4	Benj R. Edmonston*	Dubois.....	"
5	G. G. Barton.....	Daviess	"
6	Richard Raleigh.....	Vanderburgh ...	"
7	Jos. S. Hanna*.....	Tippecanoe	"
8	David M. Dunn.....	Cass	"
9	Robt. H. Milroy.....	Carroll.....	"
10	Jas. V. Mitchell.....	Morgan	"
11	Jas. S. Hinton.....	Marion	"
1847	Charles Butler	New York.....	By Bondholders.....
1847	Thos. H. Blake*.....	Terre Haute.....	"
1850	Thos. Dowling	Terre Haute	"
1847	J. L. Williams	Chief Engineer..	By Trustees.
1847	J. H. Hager	Chief Clerk.....	"

*Died during time of service.

Esarey, Logan. *Internal Improvements in Early Indiana*. Indianapolis, IN: Edward J. Hecker, Printer, 1912.
 Fatout, Paul. *Indiana Canals*. West Lafayette, TN: Purdue University Press, 1972.
 Orfield, Matthias Nordberg. *Federal Land Grants to the States with Special Reference to Minnesota*. Minneapolis, MN: University of Minnesota, 1915.
Transactions of the Illinois State Historical Society for the Year 1906. Springfield, IL: Illinois State Journal Co., State Printers, 1906.
Transportation and the Early Nation. Indianapolis, IN: Indiana Historical Society, 1982.

Wikipedia
en.wikipedia.org/wiki/19th_United_States_Congress
en.wikipedia.org/wiki/Miami_%26_Erie_Canal_Lands

on February 24, 1876. Gapen purchased the portion from the Ohio/Indiana state line to Lafayette for \$85,000.

Logan Esarey describes the final chapter as such: "Thus closed the story of the old Wabash and Erie. The State and bondholders had expended all told \$8,259,244. They had received from land and tolls, \$5,477,238. A magnificent land grant by the federal government had been squandered. The total amount of land donated was 1,457,366 acres, or 2277 sections; an area equal to the five largest counties or the ten smallest. This was twice as much as the whole donation for the common schools."

From a financial viewpoint the canal had failed but it did lead to the early settlement and development of the upper Wabash Valley. This is not easy to monitor in financial terms but towns developed where without the canal there would have been none. The railroad followed the canal to these towns, which then grew to be cities. The canal did have a favorable economic impact.

Sources:

A Century of Lawmaking for a New Nation: U. S. Congressional Documents and Debates
<http://memory.loc.gov/cgi-bin/ampage?collid=llsb&fileName=>
Annual Report of the Chief Engineers, United States Army, to the Secretary of War, for the Year 1881. Washington, D.C. Government Printing office, 1881.

THE HOOSIER PACKET - APRIL 2011

Financial Reports - W&E Trust
December 1, 1874

Current Assets

Cash - Terre Haute Bank	41,108	
Land Unsold - Vincennes	29,623	<--- little unsold land
- Logansport	3,506	
Receivable on Bonds	23,115	

	\$97,352	
	=====	

Estimate to Repair Canal **\$500,000** Tolls for 1859 were about \$48,000 & declining
There was no more land to sell

Period Covered Jul 1 1847 - Dec 1, 1874

Receipts

Toll & water rents	1,657,710	
Vincennes Land sales	1,563,122	
Logansport Land sales	683,299	
Bondholder subscription	815,900	
Interest	63,185	
All Other	108,270	

Total	\$4,891,486	
	=====	

Disbursements

Construction - North of Terre H	388,974	
Construction - Crosscut Canal	378,074	
Construction - To Evansville	1,316,510	

Total construction costs **\$2,083,558** <- Note: lands sales covered cost

Repair costs	999,702	
General Expenses office/clerks	373,652	
Superintendents	91,572	
Collector costs	82,046	
Building expense	48,448	
Engineering costs	114,047	
Debt Serving costs	1,057,351	

	\$4,850,376	
	=====	

CANAWLERS AT REST

NOAH L. BABBS

b. Nov. 13, 1794
d. 1885

By Carolyn Schmidt

John Babbs, our subject's father, served in the Revolutionary War and fought in the Battle of Long Island and at White Plains. He was hospitalized in Morristown, New Jersey after being struck by a rock loosened by a cannon ball. His leg was so badly injured that he was discharged being unfit for active service. Although he applied for bounty land, he never received any. He returned to Virginia and married Rebecca Lane in 1789.

John was a native of Virginia and Rebecca was a native of Maryland. They were of English and Irish descent. They had six children - John, Mary, Elizabeth, Noah (our subject), Hannah and William. Noah L. Babbs was born on November 13, 1794 in Hampshire County, Virginia. In the 1800 census they were in Fayette County, Pennsylvania.

In 1803 the Babbs family moved to a farm near Cincinnati, Hamilton County, Ohio, and Noah spent his teen years on the farm. In 1819 John and Rebecca purchased 40 acres in Rising Sun, Ohio County, Indiana. They moved there and lived out the remainder of their lives. John reached the remarkable age of one hundred and three years.

On August 24, 1814 Noah purchased land north of Cincinnati near St. Bernard in Hamilton County, Ohio Range 1 Township 4, Section 32. At that time many farmers took their products via flatboats to New Orleans every fall. We do not know for sure, but it is possible that Noah made such a voyage perhaps with his father's crops in late 1814. We do know that in 1815, when he was about 20 years of age, Noah was in New Orleans and he was not in the military. There he saw Andrew Jackson just after Jackson had won the Battle of New Orleans. This was the famous battle that was fought between the United States and the British on January 8, 1815. The Treaty of Ghent had been signed in Belgium on December 24, 1814 to end the war but the news had not yet reached the combatants. This lack of communication led to 2000 British and about 70 U.S. casualties. It was the most lopsided engagement in the War of 1812. It made a hero of Jack-

son. In 1828 he became the seventh president of the United States following John Quincy Adams.

Around this time Noah returned to Ohio and married Nancy Smith. She died one year after being married. He then married Kitty Ann Phares circa 1817. They had five children: Charles, William, Emeline, Susan and John with their second son, William, being born in 1820. Unfortunately Kitty Ann died in 1832.

In the late 1820s Noah assisted in building the Miami Canal. He was a boss. He would have been in his early thirties at the time since ground was broken for the canal at Middletown, Ohio in 1825. It was completed from Cincinnati to Dayton, Ohio by 1828, extended to Piqua 1833-37, extended to Junction 1838-1845, and then the Wabash & Erie Canal from Junction to Toledo was transferred to the state of Ohio in 1849 creating the Miami & Erie Canal. We assume that Noah worked in the Cincinnati/Hamilton County area since that is where his property was located. The Miami Canal crossed Hamilton County diagonally in a course of about two miles through sections Nos. 1 and 2. It passed through the villages of Carthage, Hartwell, and Lockland.

In 1832 Noah married for the third time. His wife, Amy (Tucker) Rawlinson Babbs, had his sixth child, Delila Virginia, in 1844. Although her birth was a happy occasion, sadness struck the family hard that year. According to *Babb Families of America* it appears that his brother John and sisters Mary and Elizabeth succumbed to some sort of disease because they all died in the same year. His wife Amy died in 1867.

Noah gardened his land for thirty years. Old maps and atlases show him owning the following:

At some point in time Noah purchased additional land in Section 4 of Springfield Township. On this land the early Mound Builders had built a small mound with a base diameter of about forty-feet and six feet high.

On May 19, 1867, Catherine Byner became Noah's fourth wife. In 1871, around age 77, Noah purchased land in Rising Sun, Ohio County, Indiana. He and Catherine moved there to retire. After moving there he dealt in real estate by proxy for a time. He was a member of the Christian Church. He passed away in 1885.

In 1906 the village of St. Bernard, which now has been absorbed into Cincinnati, wanted to improve city streets on land

NOAH BABBS' LAND OWNERSHIP AS SEEN ON MAPS AND ATLASES

Year	Township	Range	Township	Section
1847	Millcreek	FR 2	3	11
1848	Millcreek	FR 2	3	11
1869	Millcreek	FR 2	3	11
1869	Springfield	ER 1	3	4
1884	Millcreek	FR 2	3	11
1884	Springfield	ER 1	3	4

Grover, William H. and Mullen, Eileen, *Hamilton County, Ohio Index of People, Roads, Churches, Etc., on 1835, 1847, 1848, 1869 and 1884 Maps and Atlases.*

NOAH AND CATHERIN (BYNER) BABBS FAMILY
PARENTS AND SIBLINGS OF NOAH BABBS

Name	Birth	Place	Death	Place	Marriage	Place
John Babbs	8-11-1756	Anne Arundel, MD	1859	Rising Sun, IN	1789	Frederick, MD
Rebecca Lane	2-17-1770	MD	11-1-1834	Rising Sun, Ohio, IN		
CHILDREN						
John Babbs	10-10-1790		1844			
Mary Babbs	1-8-1792		1844			
Elizabeth Babbs	7-24-1793		1844			
Noah Babbs	11-13-1794		1885			
Hannah	11-18-1799		?			
William L	1-9-1800		1876	Effingham Co., IL		

NOAH BABBS' MARRIAGES AND CHILDREN

Noah Babbs	11-13-1794		1885			
Nancy Smith			Died one year after marriage		1815-16	
Kitty Ann Phares			1832	Ohio	circa 1817	
Charles P.	circa 1818-19		Died in a Boston fire			
William	6-9-1820					
Emeline					Married Stratton	
Susan			Died? Not in Noah's will			
John	circa 1827					
Amy (Tucker) Rawlinson*	1808		1867		1832	
Sylvester Ralston*	circa 1829 (step son)					
Delila Virginia	1844		1917		Married Voorhees	
Catherine Byner**	1805				1867	

* Spelled Rawlinson, Rowlinson, Rawlson, Rolson in census and Ralston in Noah's will ** Spelled Byner, Hyner and Heiner in various documents
Genealogy from Noah Babbs-Chitwood-Whistsitt family tree, *Babb Families of America*, and U.S. Federal Census

NOAH'S TIME LINE

Year	Age	Residence	Marriage
1794		Born 11-13-1794 in Hampshire County, Virginia	
1814	20	Purchased land Hamilton Co., OH Range 01, Township 04, Section 32	
1830	36	Mill Creek, Hamilton Co., OH	
1832	38		Amy Rawlinson
1850	56	Mill Creek, Hamilton Co., OH	
1860	66	Mill Creek, Hamilton Co., OH	
1868	74		Catherine Byner
1870	76	Rising Sun, Ohio Co., IN	
1880	86	Rising Sun, Ohio Co., IN	
1885	91	Died in Ohio, U.S.	

once owned by Noah. But Noah's heirs instead of his executors were notified. A court action was begun by Noah's executors to "restrain the collection of certain street assessments levied upon the property of the estate of Noah Babbs, deceased..." The question arose "Was the notice legally served upon the executors? One of the executors resided in Indiana and the other upon the land assessed. There being no newspaper published in the village of St. Bernard, written notices of the resolution declaring the necessity of the improvement were posted in twelve public places in the village, which is the only way provided by the section for service upon a non-resident. A proper notice in writing was left at the residence of the executor living in Ohio addressed to "Noah Babbs' Heirs," but was in fact received by such executor, and by him submitted to his attorney. Notice should have been addressed to the executor, but having received a notice containing all the facts required by the statute..." Thus it became a court case through which a portion of Noah's last will and testament was published allowing us to see how his real estate was disposed of and to obtain more information about his family. The third item in his will reads:

"I order and direct that my real estate in Hamilton county, Ohio, consisting of two farms, one of forty-five acres in Springfield township, and the other of thirty-two acres in Mill-creek township, be held by my executors for the term of fifteen years from the date of my decease, and at the expiration of the

said term of fifteen years, I order and direct that said real estate be sold by my executors and converted into money, and the proceeds of the same, after deducting expenses, I give and bequeath to the following named persons, viz.:

To my son, William Babbs, one-sixth; to my son, John Babbs, one-sixth; to my daughter, Emeline Stratton, one sixth; to my daughter Delia Virginia Voorhees, one-sixth; to my stepson, Sylvester Ralston, one-sixth; and to my grandchildren Bell Babbs and Charles Babbs, children of my deceased son, Charles Babbs, one-sixth, to be equally divided between them, and shall be distributed to them, my said legatees, by my executors as the same comes into their hands.

“During said term of fifteen years, I order and direct my executors to manage and control said farms for the best interest of my estate; to lease and rent the same from time to time, on such terms as they may see proper, collect the rents and profits thereof, and out of the same pay taxes and necessary repairs, so said property shall be kept from suffering waste, using their judgment in said matter, and deducting such expenses and the expenses of the management of the same, the balance of such rents and profits they shall distribute among my said legatees, named in this item, in the same manner as provided for the distribution of the proceeds of the land when sold, and they will distribute such rents as they conveniently can after being received by them; provided, however, if my executors desire to use any part of the income of said farms to pay the annual sums to my wife named in the second item of this will they are directed to do so.”

On July 28, 1906 the court decided:

1. Executors under a will which directs them to hold and manage real estate for a term of fifteen years, pay the taxes, etc., and at the end of said term sell and convey the same and distribute the proceeds of sale, are the “owners of the land” upon whom service of notice should be made, under the statute providing for street improvements.

2. An executor of a will, residing in the county and entitled to a written notice of the adoption of a resolution providing for a street improvement, is bound by a notice addressed to the heirs of the testator, where it appears that the notice was left at his residence, and was actually received and examined by him and was submitted by him to his attorney.” It was up to the executor to pay the bill for the street assessment.

Sources:

Caldwell, James D. *The Cincinnati Pioneer: Those Who Enrolled as Members of the Cincinnati Pioneer Association Organized in 1856.*

Early Ohio's Settlers. Baltimore, MD: Clearfield Co., Inc. reprint Genealogical Publ Co., Inc. 1986.

Ford, Henry A. and Kate B. *History of Hamilton County, Ohio.* Cleveland, OH: L. A. Williams Company, 1881.

Grover, William H. and Mullen, Eileen, *Hamilton Countym, Ohio Index of People, Roads, Churches, Etc., on 1835,m 1847,*

1848, 1869 and 1884 Maps and Atlases.

Ohio Circuit Court Reports. New Series. Cincinnati, OH: The Ohio Law Reporter Company, 1906.

Ripley County, Indiana Marriage Records Index. 1867.

Sargent, Jean A. *Babb Families of America.* Laurel, MD/?, 1994.

U.S. Federal Census 1830, 1850, 1860, 1870, and 1880.

History of Dearborn and Ohio Counties, Indiana from Their Earliest Settlement. Chicago, IL: F. E. Weakly & Co., Pubs., 1885.



“TAMING THE SWAMP”
April 1-3, 2011

(mention Bob Schmidt and
CSI when booking room)

CSI-CSO JOINT TOUR
Wabash & Erie Canal
from Antwerp to Junction
Miami & Erie Canal
from Junction to Delphos

Holiday Inn Express
860 N Washington St.
Van Wert, OH 45891
(419) 238-2600
Room rate \$92 + tax

Comfort Inn
840 N Washington St.
Van Wert, OH 45891
(419) 232-6040
Room rate \$76.49 + tax

FROM TIMES PAST

Dawson's Fort Wayne Daily Times
November 1, 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.

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 would 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.

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 frigid, 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.

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 commissions 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 on 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
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; and Nashville, Dec. 8, 1832.

In Cincinnati the Cholera had ceased almost entirely on the 1st December, and there was none 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 [see article/map of pages 23-24 of this issue]

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 explained 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, he 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 main-

tenance 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 alone, 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 far exceeding the cost of its ferrage 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 felt 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 more 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, is 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.

**CHAMBERS YOUNG PATTERSON
AND HIS WABASH & ERIE CANAL CONNECTIONS**

By Charles Davis

To get a full review of
Armiesburg and Its
Wabash & Erie Canal Connections, see
"Indiana Canals," Journal of the Canal Society of Indiana
Vol. 11 No. 4 Autumn 2000
by Charles Davis.

The Patterson family owned the Armiesburg Mill for the longest time during the mill's existence. Chambers' father, Arthur, bought the mill on August 29, 1833, the mill being six years old. He tore that mill down and built a three story frame structure and a new dam made of hewn logs. When Arthur died on August 1, 1848 the land was divided among his children. During this time Arthur's son James was the miller. The *Rockville Republican* of August 27, 1862 ran the following article:

"Distressing Casualty."

"On Saturday last a little son of Mr. James Patterson, about 6 years old, fell into the forebay of his father's mill at Armiesburg, in this County while the mill was grinding. Before assistance could reach him he was carried under the wheel and literally crushed to death, in the most horrible manner. His father had to cut the wheel with an ax to disengage the mangled body from its situation. These are substantially the facts as related to us, and form one of the most afflictive bereavements we ever remember to have heard of."

Again, the same newspaper dated September 25, 1867 said:

"We understand that a difficulty occurred in Armiesburg, in this county, on Monday of this week, between James Patterson and Flurey F. Keith, in which the first named gentleman drew a revolver and fired at the latter. Our informant states that but for the interference of bystanders at this juncture, blood would most likely have been spilled as both parties were armed. Fortunately no injury was done."

At the death of Arthur's wife, Margaret, a dispute between James and Chambers occurred over ownership of the mill and property. It was settled in court August 11, 1871 with Chambers in control of the mill.

On December 27, 1871 the *Rockville Republican* ran the following advertisement for Chambers Patterson:

Chambers Patterson also owned a farm in Vigo county about a mile and a quarter south of Otter Creek in Section 34. The canal went through the north half of his farm. After Chambers death in 1871, his wife, Ann, sold the mill to John S. Beach on March 6, 1882. This shows that the Patterson family's ownership of the mill was for 49 years.

Armiesburg was a major shipper and trader before and during the Canal era until 1874 when the last canal shipment from Armiesburg was made. At one time one-half of all the shipping and trading in all of Parke County took place in this canal

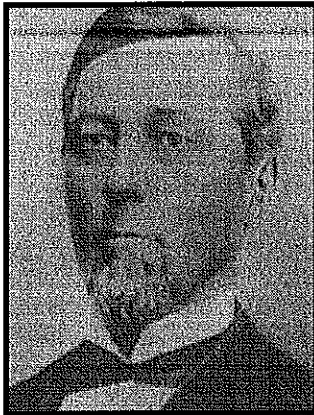
town. The shipping point on the canal in Armiesburg was called "Wide Waters" and was run by Rufus K. Harris.

Included with this story is the Patterson genealogy, which I compiled after several weeks of research. I found Chambers Young Patterson's obituary. It follows as it appeared in the *Rockville Republican*, Wednesday January 19, 1881.

"JUDGE C. Y. PATTERSON.

"The community was startled yesterday morning by the announcement of the death of Judge Patterson at the Terre Haute House at half past seven o'clock. Although his death was unexpected by the community at large, it was by no means a surprise to his more intimate friends who have noticed his failing health for some time. He was a man who never complained of sickness, and his family physician says that he never formally prescribed for him until his last illness.

"He was taken ill on the twenty-second of December and since that time has been confined to his bed. From the first his physician considered his case a very serious one, the complaint being congestion of the liver. On Saturday night he had a severe attack of hemorrhage of the lungs which continued until his death. On Sunday it became apparent that he could not long survive the attack, and the absent members of the family were telegraphed for. Under the effects of a opiate he slept very well on Sunday night and awoke on Monday morning apparently better, and congratulated himself on having rested so well during the night. He requested his attendant to place him on his right side, as he thought he could rest easier in that position. When the change was made it was noticed that he was worse, and the physician was summoned immediately, but when he arrived life was extinct. Death resulted from a failure of the heart.



Chambers Young Patterson

B. July 10, 1824
D. January 17, 1881

"Chambers Young Patterson was the son of General Arthur Patterson, of Parke county. He was born in Vincennes, Knox county, this State, in the month of August, 1823 [July 10, 1824], and at the time of his death was in his fifty-eighth year. When quite young his father removed to Rockville, Parke county, where the deceased passed the early portion of his childhood. About the year 1839 he attended school at the State University, at Bloomington, and shortly after that time entered college at Bardstown, Kentucky, from which institution he graduated with high honors in 1843. Subsequently he commenced the study of law in the office of Usher and Griswold, in this city, after which he took a course of law lectures at Harvard University from which he graduated in 1847, after which he returned to this city, formed a partnership with Hon. John Palmer Usher, and commenced the practice of law in 1848 in the office now occupied by Allen, Mack and Davis. It was about this time his father died. In the year 1852 he married miss Annie Law of Vincennes. On the 6th day of May, 1856 he was elected Mayor of this city for the term of one year. He was re-elected May 5th, 1857, and again on the 3rd of May, 1859, for two years each time. He resigned the mayoralty in

PATTERSON'S WATER MILL.

Armiesburg, Ind.

I have repaired my Mill and made it one of the best in Western Indiana.

I have added the "Eureka" Silver Creek Smut Machine, a new Taggart Packer, new Bolting Cloths, of Du Four & Co., double extra "German Anchor Brand," a new Buck-wheat Bolt, and overhauled the machinery.

Flour made at Water Mills is better than Steam Mills, for the reason that you have steady power, and the flour is not killed in grinding.

This Mill will be for rent.

Address,

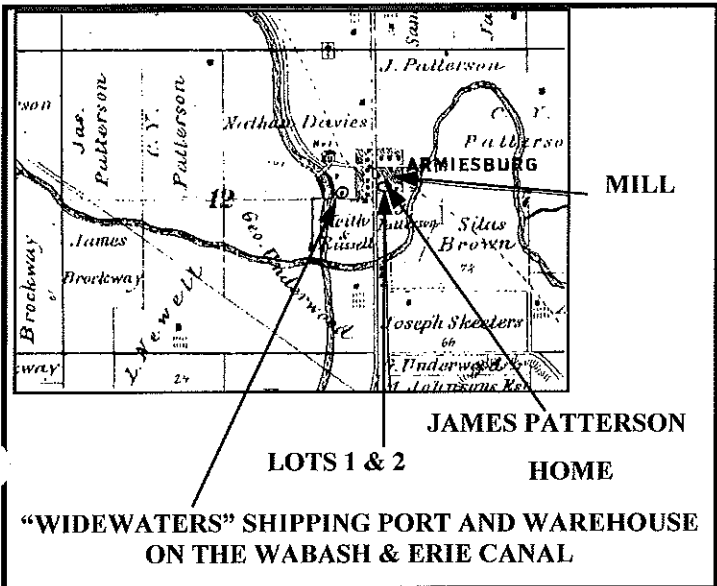
CHAMBERS Y. PATTERSON,

Terre Haute.

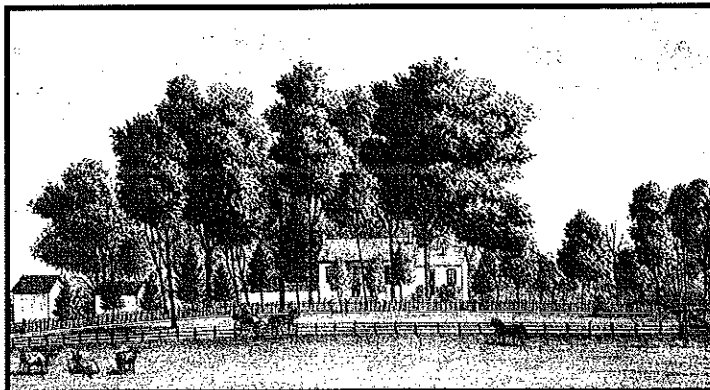
Dec. 13, '71—

October, 1860, to accept the Judgeship of the Tenth Common Pleas District, composed of the counties of Parke, Sullivan and Vigo to which he was elected on the Democratic ticket and held the office for four years. In 1864 he was defeated for the same position by Judge Samuel F. Maxwell, of Parke county, after which he formed a partnership with James M. Allen, of this city, and again commenced the practice of the law, which he continued until 1866, when he was elected Judge of the Eighteenth Judicial Circuit composed of the counties of Vermillion, Parke, Sullivan and Vigo. In 1872 he was re-elected to the same position and in 1878 he was elected Judge of the Fourteenth Judicial Circuit composed of the counties of Sullivan and Vigo, having had five years yet to serve from November last.

"Judge Patterson leaves to mourn his loss, a wife, two sons, John and Ewing, and a daughter, Miss Margaret Patterson. He also leaves a brother, James Patterson, who resides in Parke county, and three sisters, Mrs. Deming, Mrs. Usher and Mrs. Linton. His wife and eldest son attended him during his last hours. Ewing arrived yesterday from the State University, and Miss Margaret Patterson, who has been visiting in Washington City, is



expected home to-day." *Terre Haute Express*.



Above: Built 1824, home of Gen. Arthur Patterson, Rockville, Indiana where Chambers Y. Patterson lived until 1846 when he moved to Terre Haute.

Below: Terre Haute House, Terre Haute, Indiana where Chambers Y. Patterson spent his declining years and died.



Patterson's Water Mill

PATTERSON FAMILY GENEALOGY

Gen. Arthur Patterson b. 1775 Co. Tyrone, Ireland, d. 8-1-1848 New York, bur. Terre Haute Woodlawn Cem
 married 1809 1st wife Jane (?) b. ?, d. 8-?-1805 Wheeling, WV
 married (?) 2nd wife Margaret Chambers b. 2-10-1785 Trenton, NJ, d. 1-31-1868 Terre Haute, IN
 children

1. James Patterson b. 11-10-1804 Port Gibson, Clayborn Co., Miss, d. 12-23-1891 Armiesburg, IN, bur. Oak wood Cem. Montezuma, IN
 married 10-10-1850 Jefferson Co. NY Sharill Collins b. 1826 NY, d. 8-17-1895
 children
 - A. James Patterson Jr. b. 1855, d. 8-13-1913 New Harmony, IN
 married 8-22-1896 Laura Fellows b. 1878, d. 11-23-1896, bur. Oakwood Cem, Montezuma, IN
 - B. Mary G. Patterson b. 10-?-1851, d. 5-19-1933
 married 1st husband Dan Jones b. (?), d. 5-5-1933 Terre Haute
 married 2nd husband Wm. W. Stout b. 1837, d. 2-2-1930, bur. Oakwood Cem, Montezuma, IN
 - C. Arthur Patterson b. 1857 in 1860 census 3 years old, d. 8-?-1862 in Armiesburg from mill accident
 - D. Annah L. "Annie" Patterson b. 5-22-1861, d. 12-21-1918
 married 3-23-1882 Charles Richard McCune b. 1857, d. 2-?-1926, bur. Bethany Cem, Marshall, IN
 - E. Narcissa Patterson b. 6-25-1864, d. 6-30-1955 Marshall, IL, bur Oakland Cem, Montezuma
 married 9-18-1884 Dr. Rufus Dooley b. 1864, d. 1-26-1942
2. Sarah Patterson b. 10-17-1810 VA, d. 1-26-1898, bur. Terre Haute, IN
 married 2-19-1840 Demas Deming b. 3-22-1787 Berlin, CT, d. 3-7-1865 Terre Haute, IN
3. Margaret A. Patterson b. 4-15-1818 Vincennes, IN, d. 6-30-1911 Doug. Co., KS
 married 6-26-1844 Parke Co, IN Hon. John Palmer Usher b. 1-9-1816 Madison Co, NY, d. 4-13-1889 Phila delphia, PA, bur Lawrence, KS Oak Hill Cem
 - A. Jn. P. Usher Jr. b. 9-22-1849, d. 7-8-1931
 - B. Arthur P. Usher b. 11-17-1846, d. 6-14-1888
4. Mary C. Patterson b. 1815 VA, d. (?)
 married 7-3-1832 David Linton b. 1803, d. 8-10-1835 Terre Haute, IN, bur, Woodlawn Cem, Terre Haute
 - A. Margaret Linton b. 1835 Terre Haute, IN d. (?) Probate 11-21-1837 Box 56 Probate Pg 265 Microfilm 929.377245
 Vigo Co. Circuit Ct — Index to estates and guardianships 1819-1927. Admin: Arthur Patterson, father
5. **Chambers Young Patterson** b. 7-10-1824 Vincennes, IN, d. 1-17-1881 Terre Haute, IN at Terre Haute House, Profession Lawyer, Judge
 married 1852 Ann Law b. 10-12-1827 Vincennes, d. 1-20-1909 Terre Haute, IN, bur. Woodlawn Cem, daughter of John Law, Judge, Attorney of Vincennes
 - A. Sarah Lou Patterson b. 1852, d. 11-9-1858 date of interment
 - B. Wm. Patterson b. 1855, d. 6-27-1864 Woodlawn Cem. Records
 - C. Ewing Law Patterson b. 1859, d. 7-11-1911 Indianapolis, IN, bur Woodlawn Cem, Terre Haute
 - D. John Patterson b. 1860, d. 4-13-1902 Terre Haute, IN, bur. Woodlawn Cem, Terre Haute
 - E. Margaret C. Patterson b. 1863, d. 4-12-1883, bur. Woodlawn Cem, Terre Haute, School teacher at Terre Haute district school, City Directory. Obit: Terre Haute Gazette 4-12-1883, burried with mother and family in Div. 7 Blk.23
 - F. David Patterson b. (?), d. 1-17-1864
 - G. David Patterson b. (?), d. 9-12-1868 (infant)

Notes: Wm. C. Linton obit. 11-26-1835 *Wabash Courier* Pg 2 shows he was married to Elizabeth Perkins.
 A. Maggie C. Linton married Signor Don Jose Marie Madrigal of Havana, Cuba *Wabash Courier* Nov. 26, 1853. I can't find what happened to Mary C. Linton. She is in several City Directories. 1850 shows her age as 33 b. VA, 1860 Census shows Mary Linton age 60, boarder with Margaret Madrigal age 45 boarder with daughter Mary Madrigal age 21 boarder.
 B. Freeman Hubbard Linton
 When Wm. died, Elizabeth married Lucius Scott 6-18-1837, moved to Buck Co. PA 1847
 Lucius Scott died 4-22-1875.
 The marriage record shows a Wm. C. Linton married Ann Aspinwall 12-27-1820 in Vigo County.
 The family of C. Y. Patterson was related to the Farrington and Gilbert families of Terre Haute, IN.

EVANSVILLE'S CHANNELS OF
TRADE AND THE SECESSION
MOVEMENT 1850-1865

Darrell Bakken, CSI member from Bloomington, Indiana, donated a copy of Daniel W. Snapp's 1928 booklet "Evansville's Channels of Trade and The Secession Movement 1850-1865" to the CSI archives in 2002. At that time your editor sought permission from the Indiana Historical Society, its publisher, to reprint it in installments for you at a later date. Permission was granted by Judith Q. McCullen, Assistant Editor of Indiana Historical Society Press, in late 2002. The first installment follows and is quoted in its entirety:

THE BEGINNINGS OF EVANSVILLE

The environment of Evansville in the fifties was rich in natural resources. The German farmers residing on the fertile farms of Vanderburg[h] and adjoining counties brought to the city markets the products of their industry and took home with them commodities bought from the local merchants. These farms produced chiefly grain, garden truck, and live stock; however, valuable forests flourished in close proximity to the city. Poplar, pine, oak, black and white walnut, hickory, ash, elm, maple, cedar, gum, beech, and many other varieties useful in their application to various kinds of manufacturing were found in different portions of this and adjoining states convenient to Evansville. Any one coming directly south from the central part of Indiana to the Ohio River and going thence due westward to the Mississippi River, or traversing the valleys of the Green and Tennessee rivers could readily have conceived the extent of this timber section and the great opportunities of Evansville as a timber and furniture manufacturing center.

Evansville was in the very heart of the coal producing section of the central states. The coal measures of Indiana alone in the late sixties covered an area of six thousand five hundred square miles and extended from Warren County on the north to the Ohio River on the south, a distance of one hundred fifty miles. This coal was all bituminous and was divisible into three well marked varieties, namely: coking, block, and cannel coal. Iron ore was discovered at Adria, on the Green River, sixty miles south of Evansville. This, however, has never proved of any commercial consequence.

The founder of the settlement out of which the city of Evansville developed was Hugh McGary, son of the well known Kentucky pioneer and Indian fighter of the same name. In 1812 he entered from the government land now in the business district. Robert M. Evans, originally from Virginia, took the lead in the organization of Vanderburg[h] County in 1818 and in the location of the county seat the same year at Evansville. The first sale of lots in the town was advertised for May 27, and 28, 1818. A branch of the old State Bank of Indiana was established at Evansville in 1834. In 1838 the town had a population of 1,228; the white males numbered 567, white females 621, colored males 24

and colored females 16. On January 29, 1847 the town became a city. It then covered an area of 280 acres, had a population of 4,000, and a property valuation (personal and real estate) of \$901,304.

Three years later (1850) Evansville had a population of 4,105, and was a thriving little center with ten grist and saw mills, four of which were driven by water; one hundred stores; three printing establishments, each issuing a daily paper; fifteen lawyers, sixteen physicians, and thirteen preachers; and many mechanics, factory hands, and miners. During the same year six hundred thousand bushels of corn, one hundred thousand bushels of oats, one thousand five hundred tons of hay, one million five hundred thousand pounds of pork and bacon, to say nothing of large quantities of tobacco, wheat, and potatoes, found their way from Evansville to the markets of the Southern States via the Green, Tennessee, Cumberland, and Mississippi rivers.

In 1856 Evansville was made a port of entry and a United States customs house was established here. This gave the city a prominent place as a shipping point on the Ohio River.

There were two settlements planned near each other on a horseshoe bend of the river. They were united in 1857. Evansville, named after Robert M. Evans, occupied the district from the present Division Street eastward. Lamasco was laid out by John and William Law, a Mr. MacCall, or Macall, and a Mr. Scott. The name was formed by the "La" in Law, the "Ma" in MacCall and the "Sco" in Scott. This settlement occupied that portion of the present Evansville extending from Division Street to Pigeon Creek. It was quite natural that these two settlements should merge, for their social and business interests were identical, and union would be advantageous to both. Incorporating the two settlements into one city progressed well until the time came for naming the newly created unity. A great number of citizens, including the Shanklin brothers, editors of the *Courier*, contended that the name should be Lamasco rather than Evansville because the term was more euphonic; the word "ville," they said, indicated village, hence the real size and importance of the city would be underrated and misconstrued by those who did not know. Furthermore, they argued, there were many Evansvilles in the country, one of which was in Illinois, and the mails would probably be confused and mis-sent. Such possibilities could be eliminated by naming the new city Lamasco. Despite these arguments by the opposition, the stationery of the city officials was stamped "Evansville," which became and remained the name of the city.

Under the new organization the city took on fresh life. While numerous cities throughout the country suffered greatly from the financial and industrial crisis of 1857, Evansville weathered the storm with relatively few business failures. The business men of the city, on the whole, were conservative. A large per cent of them were of German extraction and these were not venture-some. They were not the kind of men one would expect to make speculations in business, but when viewed over a period of years, their progress, although slow, was certain. At this time the population of the city was twelve thousand two hundred sixty-two.

In 1858 Evansville's distilleries and a few of the largest factories consumed three hundred fifty thousand tons of coal, as much as was consumed the same year by the city of Indianapolis.

Evansville was favorably situated upon the Ohio River, some of whose tributaries reached far into the southern states, the natural outlet for whose products was over these rivers. The Green River, which empties into the Ohio nine miles above the city, was used throughout the year for steamboats and other river craft as far as Bowling Green, a distance of two hundred miles. The Wabash River, joining the Ohio sixty miles below Evansville, could be used as a means of transportation at favorable periods of the year for over two hundred miles to the north. The Cumberland and Tennessee rivers which flow into the Ohio at respective distances of one hundred forty and one hundred fifty miles below the city, reached far into the heart of the cotton belt and furnished splendid avenues on which the products from these states were carried to the Ohio River. There was no rival city near at hand to compete with or overshadow the city's growth; consequently Evansville reaped the benefit of a large part of this southern trade. This interchange of business and commercial relationship with the South tended to cause Evansville to look south rather than north. Ties of blood, stronger perhaps than those of commerce, also united the city with the South.

The next issue of "The Hoosier Packet" will carry Chap-

ter 2 "Early Packet Lines" from this booklet.

CUTTING CANAL ICE

Shortly after the February 2011 issue of *The Hoosier Packet* was mailed, CSI headquarters received an article from CSI member John Geyer of Hamilton, Ohio entitled "Canal-filled Ponds Provided Natural Ice Industry," which appeared in the *Hamilton Journal News* on January 12, 2011. In it reporter Roger Miller describes how the ice was cut and stored as follows:

"In the early fall, the ponds were filled with water from the canal. Large barn-like structures, called icehouses, several stories high were built alongside the ponds for storing ice during the long cold winter months.

"Several different methods for cutting ice have been recorded. The ice was cut into 22-inch by 22-inch blocks. The ice was first marked off to the right dimensions by a mule-drawn marker.

"Following this, a sharp-toothed plow, pulled by a mule, cut the ice both ways to block size and to a depth of three inches or so. Men with large handsaws then cut the ice into long strips one block wide. The strips with many cakes of ice were floated to a narrow channel where they passed beneath a wood platform

"As they floated beneath this platform, a man with a long-handled tool, called a 'spud,' separated each cake with a sharp stoke in the groove made by the plow. Each cake was then poled against an endless chain with hooks that carried it to the various levels of the storage-house. When it reached the proper level, it was conveyed by gravity to the various chambers on the icehouse.

"Once in the house, the cakes were set in rows about 4 inches apart. This space was filled with sawdust, which kept the

ice in a remarkable state of preservation. During the hot summer months it was delivered to customers.

"Many men were given jobs in the winter cutting and storing ice. Canal boats were used to move the ice to Hamilton or Cincinnati. Some canal boats were especially equipped and insulated. Some of the ice was used in the local community...."

Miller goes on to tell where the ice companies were located: Doty Ice Co. was north of Yankee Road on the east side of the Miami-Erie Canal with Sebald Ice Co. south of Yankee Road on the canal's west side in Hamilton. The Russel Ice Co. (a.k.a. Adleys' Ice Co.) was near Douglas Park. There was also an ice pond on the road to Excello. Knorr Ice Co. was at LeSourdsville. It had 2 huge ice houses on one side of their pond, which was fed by the Miami River rather than the canal, and 10 smaller ones on the other side. At Rockdale were the Steinemann Ice Co. and the Kauffman Ice Co, with the latter providing ice for Kauffman Brewing in Cincinnati. Opposite Woodsdale on the river was Gambrinus Stock Co. owned by Gambrinus Brewing Co. of Cincinnati, which used ice cut from its pond during fermentation and for temperature control in storage rooms.

Canal Place Names of Scotland by Richard F. Brown, Jr., AICP

In honor of St. Patrick's Day, the March 2010 issue of *The Hoosier Packet* contained a list of canal cities and towns in Ireland with both their current and Gaelic name. To honor National Tartan Day (April 6th), the following chart lists Scottish canal places along with their original Gaelic/Scottish, Old English, or in one case Old Norse name. If known, the meaning of the place name is also provided. Our family was privileged and honored to spend nearly two weeks in Scotland in June of 2009. It would be hard to imagine anyplace more beautiful in the entire world, nor kinder people. A visit to Scotland is well worth the time, effort, and expense.

AGLICIZED PLACE NAME	SCOTTISH (Gaelic) PLACE NAME	MEANING OR NAMESAKE	CANAL(S)	REGION
Aberchalder	<i>Obar Chaladair</i>	Mouth of the hard water	Caledonian	Highland
Ardrihaig	<i>Rubha Aird Driseig</i>	Promontory of thorny brambles by the bay	Crinan	Argyll
Auchinloch	<i>Achadh an Loch</i>	Field by the loch (lake)	Forth & Clyde	Dunbarton
Banknock	<i>Baile Cnoc</i>	Hill place	Forth & Clyde	Stirling
Bantaskine	unknown	The farm or place of the gospel	Forth & Clyde Union	Stirling
Bonnybridge	n/a (English)	Swift stream bridge	Forth & Clyde	Falkirk
Broxburn	<i>Brocc-sburna</i> (Old English)	Badger's stream	Union	West Lothian
Cadder	<i>Cathair</i>	Circular stone fort	Forth & Clyde	East Dunbartonshire
Caimbaan	<i>An Càrn Bàn</i>	White hill	Crinan	Argyll
Camelon	<i>Camlinne</i>	Crooked pool	Forth & Clyde	Falkirk
Clydebank	<i>Bruach Chiuaidh</i>	Bank of the Clyde	Forth & Clyde	West Dunbartonshire
Craigglas	<i>Craig Glas</i>	Green hill	Crinan	Argyll
Craigmarloch	Unknown	Sea loch (lake) hill	Forth & Clyde	North Lanarkshire
Crinan	<i>An Crìonan</i>	The wasted or debilitated place	Crinan	Argyll
Dalmuir	<i>Dailmor</i>	The big field	Forth & Clyde	West Dunbartonshire
Dochfour	<i>Dabhachphuir</i>	Pasture area	Caledonian	Highland
Dochgarroch	<i>Dabhach Gairbheach</i>	The pasture land at the rough place	Caledonian	Highland
Edinburgh	<i>Dùn Èideann</i>	Fort of the rock face	Union	Edinburgh
Falkirk	<i>An Eaglais Bhreac</i>	Variegated/speckled church	Forth & Clyde Union	Falkirk
Gairloch	<i>Gearloch</i>	Short loch (lake)	Caledonian	Highland
Glasgow	<i>Glas Cau or Glascu</i>	Green hollow or dear green place	Forth & Clyde	Lanarkshire

Scottish Place Names
Page 2

AGLICIZED PLACE NAME	SCOTTISH (Gaelic) PLACE NAME	MEANING OR NAMESAKE	CANAL(S)	REGION
Hermiston (Edinburgh)	<i>Hirdmannis</i> (Old English)	Herd's place	Union	Edinburgh
Inverlochy	<i>Inbhir Lochaidh</i>	Mouth of the lake.	Caledonian	Highland
Inverness	<i>Inbhir Nis</i>	Mouth of the River Ness	Caledonian	Highland
Kilfinnan	<i>Cill Fhoirain</i>	Finnan's church	Caledonian	Argyll
Kilmonivaig	<i>Cill Mo Naomhaig</i>	Naomhan's church	Caledonian	Highland
Kilsyth	<i>Cill Saidhe</i>	Sadhbh's church	Forth & Clyde	North Lanarkshire
Kirkintilloch	<i>Cathair Cheann Tulaich</i>	Fort at the head of the green hill	Forth & Clyde	East Dunbartonshire
Laggan	<i>An Laggan</i>	The little hollow	Caledonian	Highland
Lairgmor	<i>Lairgmor</i>	Mountain pass	Caledonian	Highland
Linlithgow	<i>Gleann Iucha</i>	Lake of the wet hollow	Union	West Lothian
Lochend	n/a (pt English)	End of lake	Caledonian	Highland
Lochgilphead	<i>Ceann Loch Gilb</i>	Head of Loch Gilb	Crinan	Argyll
Merchiston (Edinburgh)	<i>Merchiaun</i> (Old English)	Merchion's farm or farmstead	Union	Edinburgh
Muirshearlich	<i>Muir Siorfaich</i>	Unknown	Caledonian	Highland
Netherton	<i>Nedri</i> (Old Norse)	Lower town	Forth & Clyde	Glasgow
Niddrie(y)	<i>Newyddtref</i>	New house or farm	Union	Edinburgh
Old Kilpatrick	<i>Cill Phàdraig</i>	Patrick's church	Forth & Clyde	West Dunbartonshire
Philpstoun	n/a (pt English)	Unknown	Union	West Lothian
Polmont	<i>Poll Monadh</i>	Pool hill	Union	Falkirk
Ratho	<i>Rathach</i>	Place where there is an old fort	Union	West Lothian
Ruchill	<i>Ruedhthuill</i>	Red flooding stream	Forth & Clyde Glasgow Branch	Glasgow
Tintock	<i>Unknown</i>	Unknown	Forth & Clyde	East Dunbartonshire
Twechar	<i>Unknown</i>	Unknown	Forth & Clyde	East Dunbartonshire
Winchburgh	<i>Wincaburgh</i> (Old English)	Winca's Fort	Union	West Lothian

Scottish Place Names
Page 3

SOURCES:

Published:

Abermathy, John. *Scottish Place Names*. The Scotsman/Collins, 2009.

British Waterways: Scotland. *Map of Forth & Clyde and Union Canals, with the Crinan Canal*. GEOprojects (UK), Ltd. No date listed.

Mackay, George. *Scottish Place Names*. Waverley Books, 2009.

Society for the Benefit of the Sons and Daughters of the Clergy. *The New Statistical Account of Scotland : Linlithgow, Haddington Berwick.. W. Blackwood and Sons, 1845*. Item notes: v.2. Original from Oxford University, digitized Jun 18, 2007.

Web Based:

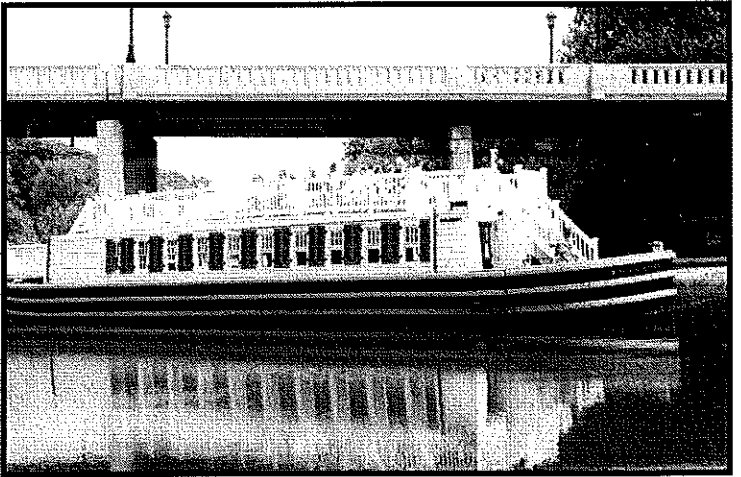
<http://en.wikipedia.org/wiki/Aberchalder>; Ardrishaig; Bonnybridge; Broxburn; Cairnbarr; Dalmuir; Falkirk; Glasgow; Inverness; Laggan; Linlithgow; Lochjiphead; Philipstoun; Ratho; and Twechar

<http://stars-sliding.blogspot.com/2008/02/names-of-places.html>

<http://web.ukonline.co.uk/members/tom.paterson/places/sakilsyth.htm>

<http://www.geo.ed.ac.uk/scotgaz/glossw.html>

<http://www.scottish.parliament.uk>



Canal boat "Volunteer" takes visitors for a ride on the Illinois & Michigan Canal at LaSalle, Illinois.

WHOA MULE WHOA!

Gerry Hulslander, CSI member from Marseilles, Illinois, sent in the following short story:

"Last September I had some of my fellow retirees in this area for a reunion and our finale was a ride on the canal at LaSalle. They told us about an incident earlier in the season. The boat was loaded and the mule was towing per usual. PETA arrived with placards, etc. to protest the abuse of a mule, a mule that had to pull that boat all by himself (herself). After all there was another mule available to help!

"The mule driver, wearied of all the hullabaloo, stopped and tied the mule to a tree. Then he hitched himself to the tow rope and proceeded down the towpath pulling the boat at the usual speed.

"PETA went home."

CONTRIBUTIONS TO CSI

Gene & Joyce Paschka \$50 Contributor level

TO CSI ARCHIVES

Canal Society of Indiana headquarters has recently received the following two folios from Linn Loomis, CSI member from Newcomerstown, Ohio:

"Four Northeast Ohio Religious Utopias," *Timeline*. Ohio Historical Society, November-December 2000.

"My Money Or Your Life!! The Canal Bank Failure of 1854," *Timeline*. Ohio Historical Society, March-April 2001.

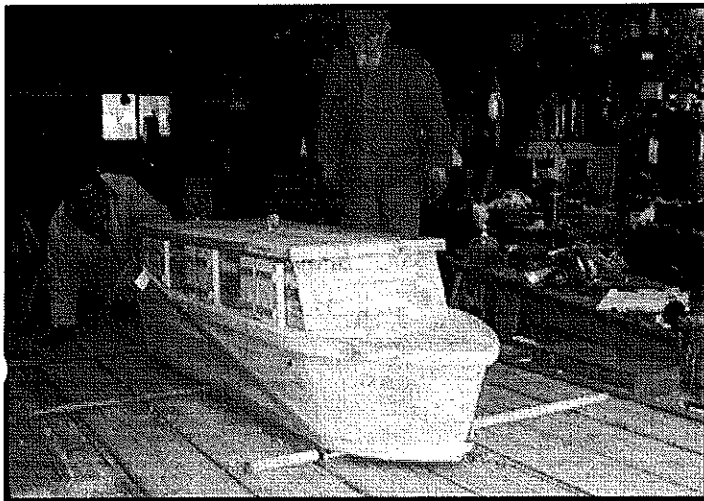
We thank them for their contributions.

NEWS FROM DELPHI

Winter Projects For M-W-F Volunteers

Article and pictures by Dan McCain

Delphi's M-W-F Volunteers are never without a project even during the winter months. This hearty group meets regardless of the weather in Ed Gruber's barn to complete exhibits for Canal Park. Some of this winter's projects are seen below.



Dave Smith and Roy Patrick load the "pull me" boat. This solid laminated model of a canal boat will be fitted on a rail in the ground alongside towpath trail. Kids will be challenged to figure out how to move the boat in the tradition of mules pulling full size boats in the 1850s. The boat will be painted to look similar to "The Delphi" that plies the waterway in the summer.

Working indoors, the volunteers crafted another unique

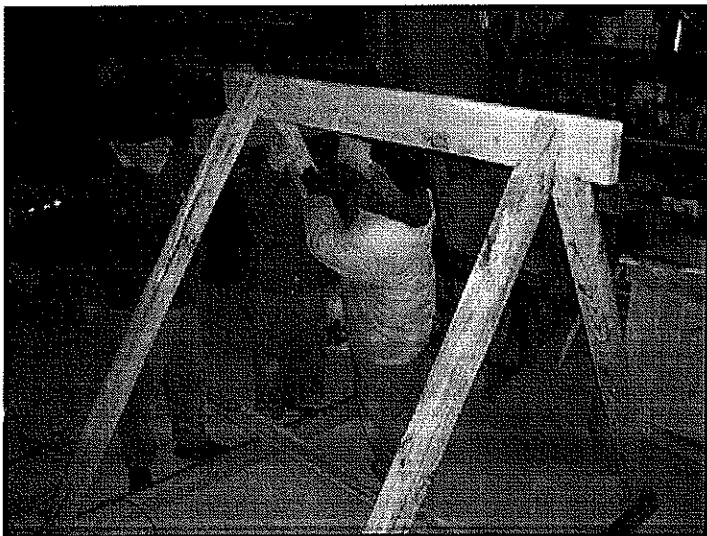


exhibit for nearby trailside installation. This frame for a "shaker" box will illustrate how lime kiln products were made pure by shaking out the impurities before packaging and sending in barrels.



On January 5 some of the M-W-F crew went to Greencastle to check out what could become another project — a vacant iron bridge that will become available this spring. They wanted to gain insight into what repairs it might need and determine the complexity of restoring and placing it in Canal Park. It could be used as a connector bridge between Pioneer Village and the proposed County Historical Society's new headquarters on the other side of the canal.

The bridge is tall and long (160 feet), and it is a work of



art. It is considered a "lightweight" span, so it would probably be similar to the restoration of our Stearns Truss...only with much more to do, as it is over twice as long!

Artistry of iron can add significant attraction to the canal waterway. The real beauty is that when this span is placed over the canal it could become a means to watch the canal boat leave



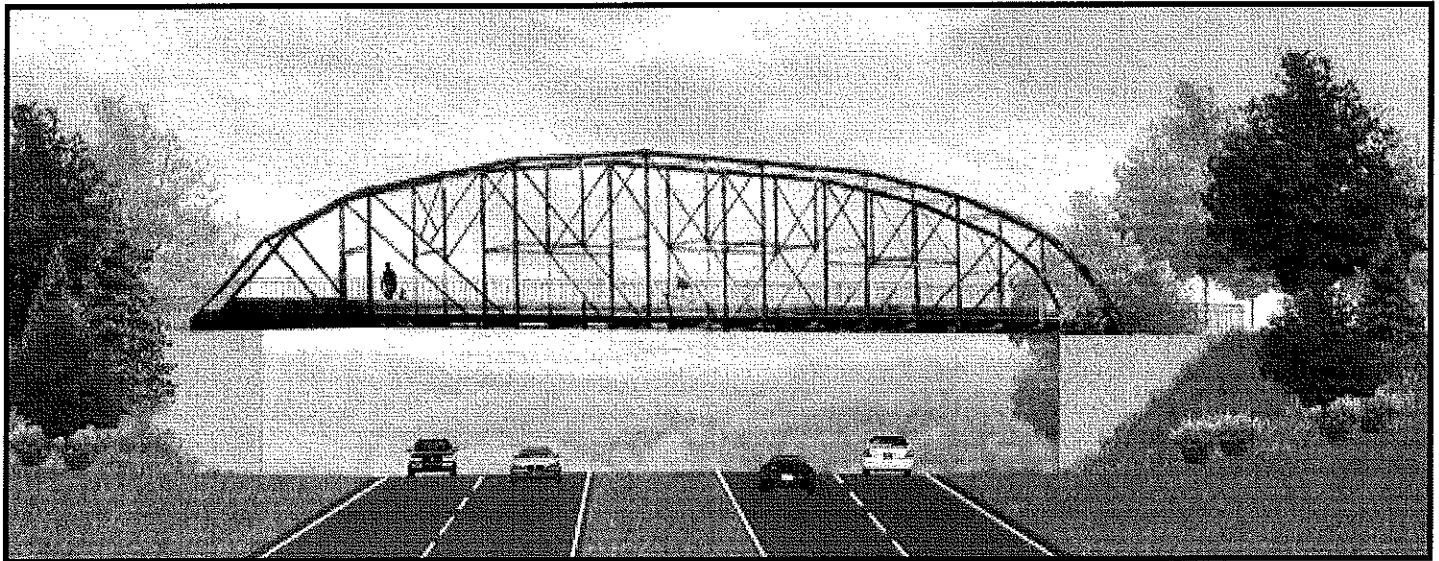
port by standing in the center of it.

Can you just imagine looking at this span from below as the canal boat passes beneath it? The bridge is also long enough to allow room for the trail near water level on both sides to pass under the ends of it.

Freedom Bridge To Carry Monon Trail Over The Hoosier Heartland Highway

By Dan McCain

This beautiful rendering by Jim Barker of the old iron bridge from Freedom, Indiana that will eventually be placed over the Hoosier Heartland Highway shows another iron bridge that will make a "dream come true" for Delphi trails. It complements of Conner Prairie. It will carry Delphi's rail trail over the new highway and out to the even older Monon High Bridge over Deer Creek when installed in a few years. We are proud of all that is happening with this project involving DLZ, INDOT, the City of Delphi and Wabash & Erie Canal Association.



You're Invited

CANALENDAR



Former Indiana First Lady,
Judy O'Bannon,
will be the keynote speaker

at the

Canal Association's
Annual Meeting

Tuesday, April 19, 2011
7 p.m. to 8:30 p.m.

Event is open to the public
Light refreshments provided

April 16 Project W.E.E.D. (Wabash and Erie Earth Day) Free lunch, bring work clothes and pruners, rakes, gloves, etc. Raindate April 23

April 19 Annual meeting with Judy O'Bannon, speaker

May 14 Canal boat rides begin.
Saturdays 11 a.m. and 2 p.m. (at a minimum)
Sunday at 2 pm.
On good weekends we will likely run every hour from 10 on Saturday and 1 on Sunday as this is what we found kept us busy last summer. The boat is really bringing people. In 2010 we carried 2,856 people on regular public cruises and had 16 charter groups. We need more Captains, crew and narrators but that just helps spread the workload on our volunteers.

Come Join the Fun!

CANAL SIDECUTS

After finding the article about sidecuts on pages 11 and 12 of this issue, a Google book search found the following acts in *Laws of a Local Nature. Indianapolis, IN: Dowling & Cole, State Printers, 1843 and Laws of a Local Nature. Indianapolis, IN: J. P. Chapman, State Printer, 1845.*

An Act to incorporate the
Perrysville Canal Lock Company
[APPROVED, February 12, 1843]

SEC. 1. *Be it enacted by the General Assembly of the State of Indiana,* That Asaph Hill, Robert J. Guessie, A. B. Small, Joseph S. Ferrimore, Milo Goodkins, William M. Porter, John N. Jones and Caleb R. Jewett, with their associates, be, and they are hereby constituted a body corporate and politic, by the name and style of the *Perrysville Canal Lock Company*, for the purpose of constructing a side cut and locks, connecting the Wabash and Erie Canal with the Wabash river, at section No. 79, as designated in the late survey of Wm. J. Ball, Esq., and they and their associates shall continue in office and have perpetual succession, for the term of seventy-five years from and after the first day of May next, and by that name and style are hereby made capable in law, to contract and be contracted with, to sue and be sued, plead and be impleaded, as a natural person is in this State and elsewhere, and shall be so recognized in courts of law and equality, and to have and use a common seal, and to change and alter the same at pleasure; they shall also, in their corporate name for the use of said corporation, have the right to purchase and hold sufficiency of real estate, for the full enjoyment of all the privileges herein and hereby granted; and also, the power to ordain and establish such by-laws, ordinances and regulations, as shall be deemed necessary for the furtherance of the objects of this incorporation, not inconsistent with the laws and constitution of the State.

SEC. 9. *Be it further enacted,* That James Goodwin, James Gregory, Isaac Bryer, Moses J. Linolin, James McDonald, Benjamin Crow, Eleazer Purviance, James Bell, James J. McAlbley and Wm. M. Haynes and their associates, are hereby constituted a body corporate and politic by the name of the *Williamsport lock company*, for the purpose of constructing a side cut to connect the Wabash and

Erie canal with the Wabash river, in the county of Fountain, opposite the town of Williamsport in Warren county; and the said company by their said corporate name, shall be subject to all the duties and liabilities, and have possession and exercise all the powers, rights, finances [franchises] and privileges, by the act conferred on the *"Perrysville canal lock company,"* and the said Williamsport lock company may and shall be regulated and in all respects controlled by the provisions of this act, so far as the same are applicable.

An Act to amend an act, entitled "An act to incorporate the Perrysville Canal Lock Company," approved February 12, 1844, and to correct a misprint therein.
[APPROVED JANUARY 13, 1845]

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana,* That in the ninth section of the act to which this is an amendment, the names of Moses J. Linolen and James J. McAlbley are hereby decalred a misprint, and are hereby made to read Moses J. Lincoln and James J. McAlilly, and also, that the words "Williamsport Lock Company," are declared a misprint, and are hereby made to read, "Williamsport Canal Lock Company.

SECTION 2. That the said Williamsport Canal Lock Company shall have the privilege, and are hereby authorized to unite and connect the Wabash and Erie canal with the Wabash river in Fountain county, opposite the town of Williamsport, in Warren county, and to use the water of said canal for the purpose of transporting boats and other water crafts of suitable dimensions, and for such other purposes as may be necessary to carry into effect the design of said incorporation.

