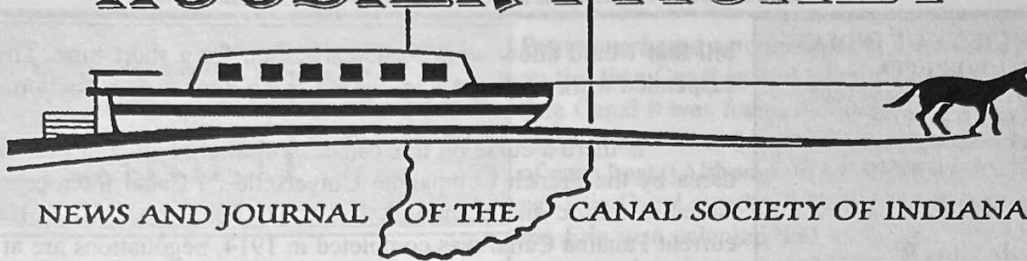


THE
HOOSIER-PACKET



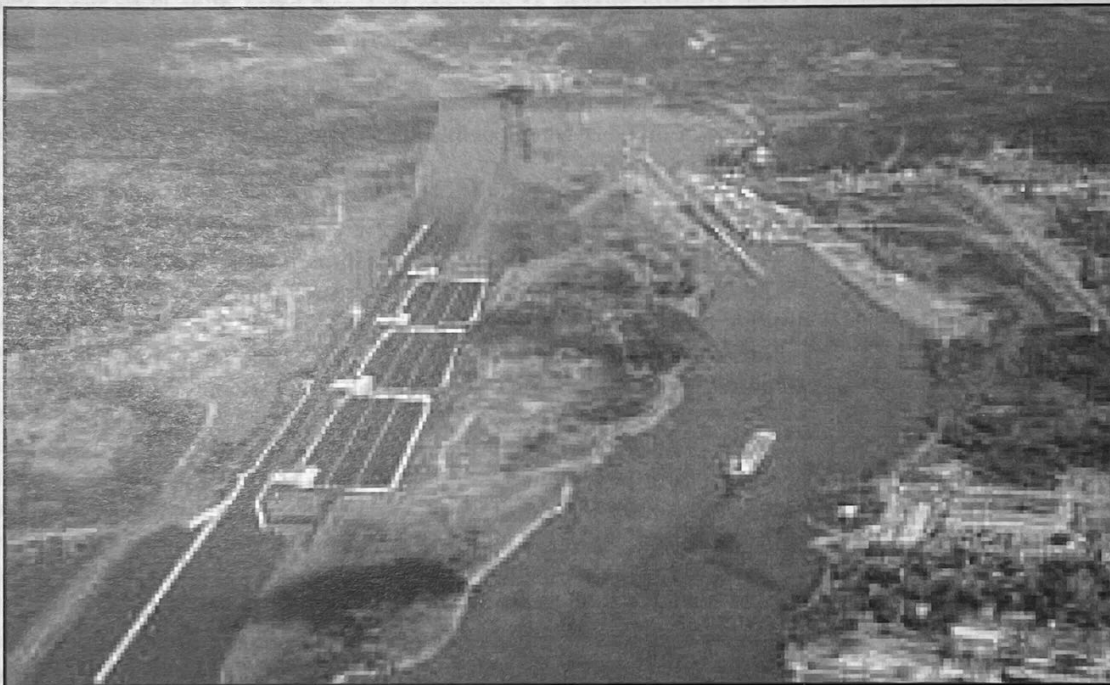
NEWS AND JOURNAL OF THE CANAL SOCIETY OF INDIANA

VOL. 13 NO. 4

P.O. BOX 10808 FORT WAYNE, IN 46854

APRIL 2014

DEADLOCKED



Aerial view of the Panama Expansion Canal Locks on the left and current Gatun Locks on the right. The boats will lock down to the Atlantic Ocean. Courtesy portcitrus.com.

FEATURES

1. Deadlocked
3. Canawlers At Rest: George Dutch Davis
11. From Times Past: Doyle & Dickey's Packets, Whitewater Canal, Ewing & St. Mary's Canal, Clear As Mud, Northern Canal, Ewing & Rockhill Debate At Decatur, W & E Canal Land Interest, Fort Wayne City
14. The Floating Towpath
15. Became Superintendent On the I&M Canal
17. Snowplow Hits Marker
18. "Connecting Links" Address, Digging Clinton's Ditch, Contributors To CSI
19. 1842 Estimate St. Mary's Reservoir Miami Extension Canal,
20. Howe Virtually Welcomes Visitors To His Home, Protecting Great Lakes From Asian Carp
21. Index Of Canawlers At Rest Articles, Write About A Canawler
24. Laws of Indiana's Private Corporations: Canal Companies

DEADLOCKED

Although the negotiation period to settle the dispute between the Spanish-led consortium that is widening the Panama Canal and the Panama Canal Authority was extended for a short time, the talks failed. Work on the canal and its massive locks is 70% finished. It was originally scheduled for completion in 2015, but construction has virtually halted over a \$1.6 billion dollar controversy. At risk are 10,000 jobs.

The Canal Authority failed to extend the negotiation protocol and failed to pay an outstanding \$50 million

THE HOOSIER PACKET - APRIL 2014

CANAL SOCIETY OF INDIANA
P.O. BOX 10808
FORT WAYNE, IN 46854-0808
Phone 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

Frank Timmers Carmel, IN
fttimmers@yahoo.com

Secretary

Sue Simerman Ossian, IN
simerman46777@msn.com

Treasurer

Cynthia Powers Roanoke, IN
zzedpowers@aol.com

Editor

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

Directors

Terry Bodine Covington, IN
abodine1@wildblue.net

Thomas E. Castaldi Ft. Wayne, IN
tlcastaldi@yahoo.com Speaker W-E Canal

Gail Ginther Metamora, IN
metamora@gmail.com

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

Charles Huppert Burtonsville, MD
cbh@iquest.net

Jeffrey Koehler Center Point, IN
koehlerjm@frontier.com Speaker W-E Canal

Jerry Lehman Terre Haute, IN
jwlehman@aol.com

Daniel McCain Delphi, IN
mccain@carlnet.org
Speaker/tours by appointment
wabashanderiecanal.org

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

Mike Morthorst Cincinnati, OH
gongoozler@fuse.net

Ellsworth Smith Leo, IN
ellsworthsmith@aol.com

Brian Stirn Delphi, IN
stirnb@purdue.edu

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

bill that would allow work to be carried on for a short time. The consortium has suspended work waiting for an agreement to finalize construction.

Is there a curse on this canal? The first attempt at building a canal in Panama by the French Compagnie Universelle du Canal Interoceanique de Panama ended in failure on February 4, 1889. On February 4, 2014, 100 years after the current Panama Canal was completed in 1914, negotiations are at a standstill over who pays the cost of overruns.

The consortium, which is 48% controlled by Sacyr SA of Spain and 48% controlled by Salini Impreglio SpA of Italy, contracted to build the locks for \$3.1 billion. Then the Panama Canal Authority decided they wanted the locks to be built with a better quality of concrete that cost more. Plus there were other overruns. Now the consortium wants the Authority to pick up the extra \$1.6 billion.

Precious time has been lost because of this dispute. There are only four months of the year when conditions are right to mix concrete. Currently the mixers are not running.

The canal is being expanded to accommodate the new Panamax ships that will carry almost triple the cargo of ships that currently pass through the canal. The United States, the canal's biggest user, is preparing its ports at Miami (a \$2 billion project) and in Georgia, New Jersey and New York by deepening them. Ports in the Caribbean are also expanding. The completion of these ports was to coincide with completion of the Panama Canal widening.

The bigger Panamax ships, which will carry products such as natural gas, will pay a toll of about \$1 million once the expansion opens. This is three times what the current ships pay to pass through the 50-mile long canal. The government of Panama can increase its toll-fee revenue from \$1 billion to \$4 billion once the enlarged canal is completed.

Without the expansion these huge ships will have to go around South America at Cape Horn, which adds 2 weeks to their travel time, or they can pass through the Suez Canal from Asia to the U.S.. Other alternatives would be to use trains and trucks between the east and west coasts of the U.S. or relocate manufacturing to Mexico instead of Asia.

Currently over 13,000 ships use the old canal shortcut. These smaller ships will continue to use the old locks.

The consortium says it will continue to find a joint solution. Even if an agreement is reached the expansion will probably be set back three to five years.

Meanwhile, the Panama Canal Authority has to decide whether to hire new builders to complete the work. There is a possibility that the subcontractor, who is building the massive lock gates, will not deliver them if the consortium loses the contract.

Sources: The Wall Street Journal 2-06-2014, The Fort Wayne News-Sentinel 2-06-2014, BBC News 2-07-2014, and The Economist 2-08-2014,

CANAWLERS AT REST

**GEORGE
DUTCH
DAVIS**
b. about 1815
d. after 1877

By Carolyn I. Schmidt

Although little is known about the early or later life of Captain George Dutch Davis, his service on a packet boat on the Wabash & Erie Canal has been recorded by several historians. Their articles not only show his personality, but give us insight as to the operation of a canal boat and problems he encountered.

The earliest reference found about George was the 1850 United States Federal Census, which shows George D. Davis, age 35, Boat Captain from New York, living with his wife, Jemima Davis, age 33, from Ohio, and daughter, Emma Davis, age 2, from Ohio, in a hotel run by Calvin Anderson in Fort Wayne, Wayne township, Allen county, Indiana. Living with them are 39 others including Geo Hoskinson, age 20, Packet Boat Agent; Samuel Denton, age 16, Packet Driver; and William R. Belden, age 29, Canal Agent.

In Bert Griswold's *The Pictorial History of Fort Wayne, Indiana* he says "the captains of the packets, the highest class passenger boats on the canal, the following are remembered: Thomas R. Filton, W. S. B. Hubbell, M. Van Horne, John M. Wigton, Clark Smith, Byron D. Angell, William Sturgis, Benjamin Ayres, George Hoskinson, William Phillips, George Alvord, James Popple, Nathan Nettleton, Thomas B. McCarty, Christian Snavely, J. E. Motherwell, Charles Sherwood, Elias Webb, William Dale, **George D. Davis**, and J. R. Smith. Referring to the old canal days, Byron D. Angell says (1917): 'The Dickey's owned a packet line on the canal which, in 1849, was purchased by Jerome Petrie, of Little Falls, New York. Mr.

Petrie purchased a number of packets which had been in use on the Erie Canal in and when they reached the Wabash & Erie Canal it was found that they were twenty feet too long to enter the locks. A section was removed from the middle of each boat. [Although W&E locks were built on the original Erie Canal standard of 90 ft. long, between 1836-1862 the Erie was enlarged and its locks made 110 feet long to accommodate larger boats. At the same time the width of the Erie was changed from 40 feet wide to seventy feet wide.] In 1852 I was sent to Terre Haute as the agent of the canal at that place, and in the following year was made a captain of the Queen City, one of the best packets plying between Terre Haute and Lafayette. Later I was the captain of boats running between Lafayette and Toledo, and finally had charge of the canal office at Lafayette. One who lives in the present day has no conception of the Fort Wayne of the days of the old Wabash & Erie canal. Time has wrought wonderful transformations."

In H. S. Knapp's chapter on "The Old Packet Lines and their Captains" in his 1877 *History of the Maumee Valley* he relates the following about Captain George Dutch Davis and later on quotes Davis:

"Captain George Dutch Davis, now of the United States Revenue office, Toledo, kindly furnishes 'some recollections of the palmy days of the Miami and Wabash canals, together with the names of boats and captains,' which may be properly appended here. The fact may be recalled that the office of captain of a canal packet boat, in those times, was regarded as invested with a dignity equal to that now awarded to one in command of the best steamer that floats upon the lakes; and, though slower and more expensive, they had the advantage of railway coaches on the score of comfort. Some of the generation of to-day make merry when they recur to what now strikes them as the slow modes of travel and transportation of the canal days, and commiserate the condition of their fathers, whose highest rate of speed in a passage packet boat was from seventy-five to a hundred miles in twenty-four hours, while, by improvements since made, six hundred miles, in the same length of time, can be conveniently passed over in railway coaches; yet, if they had 'roughed it' through the black swamp, when, indeed, it was a 'black swamp'—though one no longer — paying high rates of passage in the rude and comfortless vehicles that then conveyed the United States mails, and struggling, often on foot, half the distance through mud and water, because the horses had not the strength to draw their weary load; and again when off the stage routes, to undertake a journey of hundred miles, one would leave home on horse-back, and before reaching his

destination, would perhaps travel by the various conveyances of pirogue, raft and canoe, and finally be glad to finish his journey after several days of severe toil, on foot and horse less; and, if our young friend would recur to the fact that farm products, in many places, did not pay transportation charges to reach a market; and also to the fact that the country merchant often paid more in freights on some of his goods, than the invoice amounted to in the market where purchased; he would not then marvel at the exultation indulged in by the inhabitants of the Maumee valley, when the canals were opened for travel and transportation uses.

"But in turning to the recollections of Capt. Davis: he states that in the year 1843, Samuel and Archie Mahon, brothers, commenced running two small packets between Toledo and Fort Wayne—starting and stopping without reference to regular time—sometimes camping out, and getting their meals at farm houses along the line of canal. Nothing, however, was permanently undertaken in packet boating until the summer of 1844, when Samuel Doyle and William Dickey, of Dayton, Ohio, organized a line making regular trips between Toledo and Cincinnati, and from Toledo to Lafayette, comprising the following boats, namely: "Erie," "Banner," "Ohio," "Indiana," "Illinois," "Missouri," "Kentucky," "Tempest," "Cataract," "Atlantic," "Fashion" and a steam propeller named "Niagara."

"Capt. George Dutch Davis opened the first regular packet office in Toledo, in 1844, and in 1845 resigned the position to again take charge of his boat, and Wm. J. Finlay was given charge of the office, and retained it until the opening of the Toledo and Wabash railroad in 1854 caused the withdrawal of the line. During the last five years of the existence of the line the proprietorship was in the hands of Jerome Petree, of Little Falls, N. Y., and E. B. Holmes, of Brockport, N. Y., who purchased the interest of Doyle & Dickey in 1849.

"The names of the old packet captains, which have a choice place in the memories of thousands yet residents of the Maumee valley, and of other thousands distributed over distant regions, are given below, and the disposition which the hand of Providence has made of them:

"Thomas B. Filton, deceased; W. S. B. Hubbell, deceased; M. Van Horne, resides in Iowa; John M. Wigton, Toledo; Clark Smith, deceased; A. Vanness, deceased; Byron O. Angel, Fort Wayne; Wm. Sturgess, deceased; Benjamin Ayres, deceased; Joseph Hoskinson, Napoleon; William Phillips, Lima; Charles Sherwood, Cincinnati; Christian Snavelly, deceased; George Alvord, in Arkansas; James Popple and Nathan Nettleton, St. Louis; Thomas B. McCarty, late State Auditor of Indiana, at Indianapolis; Elias Webb, Middletown, Ohio; William Dale, New York; Geo. Dutch Davis, Toledo; J. R. Smith, Cincinnati.

"George Owen and David S. Davis, of Dayton, were proprietors of the first packet line from Dayton to Cincinnati. Samuel Doyle was the first to experiment with steam on the Miami canal — having built in 1845, the propeller "Niagara," at a cost of \$10,000. She was commanded by Capt. William Dale, and proved a failure financially."

Although Knapp reports canal captains had "dignity," George Dutch Davis lost his "dignity" during an incident that occurred on his boat. According to Paul Fatout in his book *Indiana Canals*:

"Captain Davis of the *Indiana* was an urbane officer, but on one occasion he lost his amiability because of a British traveler named J. Richard Beste. The Englishman came up the lower line, squabbling with the skipper all the way, friction possibly aggravated by a British accent and foreign sense of humor that may have annoyed the Hoosier captain. The climax came at Lafayette. There, said Beste, 'discovering that there was not a single chamber pot on board ... I had requested the steward to have one brought and offered to pay for it if required; but ... though a shop was close at hand, the master had not allowed the steward to send for one.' A distressing situation. Evidently the Britisher seriously ruffled the usually genial commander, else he would surely not have rejected an appeal in such a crisis.

"With or without accessories, the *Indiana* was a great favorite. Among her crew were two musical mariners, and when she neared port the tooting of Ed Parker's clarinet and the dulcet tones of Bill Patchin's fiddle drew a welcoming crowd to the dockside."

J. Richard Beste may have seemed to be a very demanding passenger, but when reading his book *The Wabash: or Adventures of an English Gentleman's Family in the Interior of America* one can better understand why this was. Just before leaving Terre Haute, Indiana, the canal bank broke and he and his family had to wait a week while it was repaired and he had been very ill. His physician, Dr. Read, accompanied them to the canal wharf to board a canal boat. Beste reports his trip from Terre Haute to Toledo in August 1851 in one chapter. When he refers to the *Indiana* canal boat or Ohio canal boat he is giving the state in which it is owned and not the name of the boat.

"Tuesday, 12th August. At five o'clock in the afternoon, we stepped from the little quay at Terre Haute on board the *Indiana* canal boat. Three horses were harnessed to a rope, about fifty yards ahead of the boat; they started at a moderate trot; and the town, where we had tarried so long, was soon lost to our sight. No other passengers were on

THE HOOSIER PACKET - APRIL 2014



Drawing by
Nate Tagmeyer

board: and we wandered over the vessel, well pleased with the promise it gave us of tolerable accommodation. The captain, [not Davis] a very young man, was very civil and attentive to our wants; and told us that tea would be served at seven o'clock, which there, on that day, was the precise hour of sunset.

"The construction of the canal boat was—in miniature—much the same at that of the lake and river steamers. There was no hold or under-deck; but, on the deck at the stern, were raised the kitchen, steward's room, and offices; in the centre of the boat, was the large saloon—the sitting room of all by day, the sleeping room of male passengers by night; adjoining it was the ladies' saloon; beyond which again, was a small cabin containing only four berths. This cabin was separated by a doorway and curtain from the ladies' saloon, and on the other side opened upon the bow of the vessel. In it, was a looking-glass, a hand basin, two towels, a comb and a brush, for the use of the ladies. It was a rule in the boats that no gentleman should go into the ladies' saloon without express invitation from the ladies; consequently, the third little room was sacred to the female sex unless entered from the bow, in which case a male occupant would cut off the ladies from their washhouse. Dr. Read had, however, declared that it was necessary that I should have this small room in order that I might be secure from the draughts and night air that would be let into the men's saloon at night; and the canal boat agents at Terre Haute had contracted to secure the same for me throughout the length of the passage. Dr. Read had particularly insisted on this, fearing that the slightest chill would produce a return of the illness from which I was, in truth, scarcely convalescent.

"A flat roof spread over the whole of the saloons; and on it was piled the luggage; and here passengers walked up and down or sat to enjoy the view.

"The view, however, as yet 'was naught'; the banks were low; and thick woods, in which were only partial clearings, shut us in on both sides. I have omitted to mention that the climate of Terre Haute had, of late, been ren-

dered much more salubrious than it formerly was by the flooding of a large wood. Somewhere about here, there had been a marshy valley covered with magnificent timber; but reeking, also, with a miasma that poisoned those around. By the advice of Dr. Read, the waters of the Wabash had been let into the hollow, and the whole valley turned into a lake, flooding the timber as it stood. Fancy such a waste of timber in 'the old country' within a short distance of water carriage! There it still stood, rotting away; and, it was asserted that the pestilential vapour no longer arose from this 'drained bog', as an Irish emigrant described it to me.

"Our children had wondered where they were to sleep, as there were no visible berths amid the red moreen curtains that hung round the ladies' saloon, to give it an air of comfort in this August weather; they dreaded to have to pass four nights on the floor, as they had done at Mrs. Long's hotel; but they said they were now more used to hardships than they had then been; and they, also, drew comparative comfort from seeing a washhand basin and two towels, instead of the amiable American woman's small tin pie dish. The steward, however, soon solved their doubts by hooking up some shelves to the wall, and laying mattresses and sheets upon them.

"We were summoned to tea; but, after the good living of the Prairie House, all complained bitterly of the bad tea and coffee, of the heavy hot corn bread, and of the raw beef steaks.

"I then produced my brandy bottle. Dr. Read had advised me to give a tablespoonful of brandy to each one of my children every night and morning, in hope of keeping off the ague and fever of the canal: and I administered his prescription regularly as long as we were in the boats. The youngest two-year-old boy had, indeed been ill for some time; and by the teaspoonful of the same medicine sweetened with sugar, had been cured—much to his own dissatisfaction; he declared that he liked to be ill; the physic was so nice.

" 'After tea, we all began,' writes Agnes, 'a most murderous attack upon the mosquitoes that swarmed on the windows and inside of berths, in expectation of feeding upon us as soon as we should go to bed. But those on whom we made war, were soon replaced by others; and the more we killed, the more they seemed to come to be killed, like Mrs. Bond's ducks; It was as though they would defy us to exterminate the race. At last, we gave up the task as hopeless, and resigned ourselves, as well as we could to pass a sleepless night.'

"Wednesday. 'What with turning about on account of the heat and trying to catch the mosquitoes, who bit us dreadfully, we did not get much rest; and we rose next morning unrefreshed. After breakfast, which was much the

same as the tea had been, Papa began reading some of *The Corsair* aloud to us; but it was soon found out that our travels had not made us more poetical; and the dull muddy canal, on which we looked through the small windows of the boat, accorded so ill with Byron's description of

'the glad waters of the dark blue sea,'

that the reading was soon cast aside. The monotony of the day was only broken by the many locks that we had to pass through; although it was not agreeable to feel the boat strike suddenly against the wall or the floodgates with force enough to throw down those who were not on their guard. Then the violent rush of the waters from above, while the boat was rising with them, rather made us imagine that we were in Noah's ark.'

"We enjoyed, however, the current of air that we felt at such times; and some of the children insisted that it had been cooled by the water from under which, they said, it rushed.

"About Covington, a town some fifty miles from Terre Haute, the scenery is remarkably pretty: the canal passes through what seems to be a healthy sandstone country. But, tormented by the mosquitoes, by heat, and by thirst, our onward course was very wearying; and the wished-for change made us well pleased when we arrived, in the evening, at LaFayette, where we were to move into another canal boat. We little knew what was in store for us!

"LaFayette, —opposite to which was fought the famous battle of Tippecanoe, by which General Harrison at length reduced the Indians to sue for peace,—LaFayette is said to be a flourishing town of about ten thousand inhabitants. I did not see anything to support this character during the few minutes that I was able to go on shore. Here I procured a fresh supply of whiskey, to mix with our canal water, which we were afraid of drinking alone; and I also sent on board one of those pieces of furniture [chamber pot] which are found in very European bed-room, but not one of which exists in any boat on this canal. I mention this that the English shareholders may send out a supply. The bell soon summoned us to the boat which was to take us onwards; and which was so inconveniently drawn up that females could only enter it by passing through the windows, from the saloon of the one into that of the other. Our children were much amused by the spiteful delicacy with which an elderly spinster so intruded herself, and by the equanimity with which a respectable Quakeress thrust herself and numberless bags and baskets, that hung on her arms, through the double aperture. Several other people followed them; and, with dismay, we anticipated the closeness and heat of the cabins during the coming night.

" 'The last bell had sounded,' writes Lucy, 'when we saw a carriage driven very fast towards the wharf; a gen-

tleman and a lady and three children, with their black nurse, got out of it and came towards the boat. Our departure was delayed while they scrambled on board, and while their luggage was transferred from their rough-and-ready. We then started; and, for some time, all occupied themselves with catching mosquitoes, which swarmed in this boat ten times worse than in the other. We got out our needlework, and passed the time in working and answering or eluding the various questions that were put to us; and in admiring the beautiful country we were passing through. We remarked numbers of beautiful flowers, that in England are grown with the greatest care, here growing wild: amongst them, were rhododendrons that spread to a great size. We also remarked a great number of tortoises basking in the sun, but which took to the water as we passed.'

"Bed-time came, and I was preparing to go to my inner cabin, when the elderly spinster called out—'Well now; I want to go to bed. I wish the gentleman would go to his own room.'

" 'I am going' said I; 'Good night.'

" "Well, but I reckon,' she cried, 'that he's not going to sleep there! If he does I shall call the captain.'

" 'I have pre-engaged this cabin for myself for the last fortnight,' I observed.

" 'I won't stand it!' she exclaimed in all the rage of elderly spinster American modesty. 'The idée of a man sleeping there! I'll call the captain.'

"The captain, who was in the men's saloon, hearing his name invoked, appeared at the door; and some of the women joined the old maid in requiring the expulsion of so dangerous a person from their vicinity. The captain, G. Davis [George Dutch Davis], of the Ohio boat, assented instantly; and desired me to go into the men's cabin.

" 'What do you say to this memorandum?' I asked; and I read aloud; 'The bearer has paid his fare for self and family and baggage, through to Toledo, and has secured the four berths in the small saloon in the bow of the boat, and seven berths in the ladies and gentlemen's cabin; as by way-bill. LaFayette, August 13th, 1851. W. H. Noble, Agent.'

" 'I care nothing for that. I am captain of this boat; and out you shall come!' replied the fellow [Davis].

"Here my wife interfered, and explained that we had come by the canal on the express understanding that I should have that room, as the open windows in the larger saloon might be fatal after my illness.

" 'I promise the ladies,' I added, 'that I will leave the little cabin by the wash-room and over the roof, so as not to set foot in their own saloon.'

"Captain Davis, however, only blustered the more against any agent daring to dispose of his boat; and as I still refused to give way, exclaimed, 'Let the ladies decide. It's

THE HOOSIER PACKET - APRIL 2014

their affair: whatever they conclude, I guess I'll have done like thunder.'

"Upon the ladies, my wife then threw herself; told what we had suffered, told her fears, and appealed to them as wives and mothers. The Quakeress immediately said, 'I have no objection to the gentleman sleeping there;' and all the wives and mothers, one by one, said the same; the old maid was neither, and would not consent, thought she no longer objected to the proposal.

"G. Davis saw the point was carried against him; and turning, in wrath, to the men who had all congregated at the open door of the cabin, exclaimed, '**The ladies do not object to the gentleman sleeping in their room! It's nothing to me who sleeps there. I'm captain of the boat, and I give you all leave to go in and sleep there if you like. All of you, do as you like.**'

"He stalked out of the cabin; and though the men looked at him with evident disgust, they did not administer Lynch law and duck him in his own canal.

"Verily, recording these transactions, I begin to feel that there must be a great many blackguards in the Northern States of America.

"As the shareholders of the canal were Englishmen, I felt that I had some right to appeal; and I seized the first leisure half-hour to write an account of the transaction to the agent of the English trustees at Terre Haute. I had never seen him; but I received the following letter from him.

"Terre Haute, August 25th, 1851

"Dear Sir, — Your favour has reached me, and I lose no time in making this respectful acknowledgment. It gives me great regret to learn that your treatment by Captain Davis was so scandalous; and I feel sure that, when the *proprietors* of the packet line are made acquainted with his conduct, a proper remedy will be applied. To secure this object, I shall send a copy of your favour to Messrs. Doyle, Petree, and Co., the employers of Capt. Davis, with such suggestions as may seem timely and proper.

"I will remark that, *as a trustee of the canal*, I have not the slightest control over the packet boats. They belong to *private* persons who pay toll for the privilege of navigating the same. With their internal policy, or with the persons who act as captains, I have nothing to do by any right conferred upon me. If I had, Captain Davis should not be permitted to insult and outrage respectable persons; and, as it is, I shall take the most prompt measures to see that his employers are made acquainted with his conduct towards yourself. I take this occasion to express my deep mortification at the conduct of Captain Davis, and beg you to be assured that whatever remedy is within my power will be cheerfully applied.

"With high consideration,

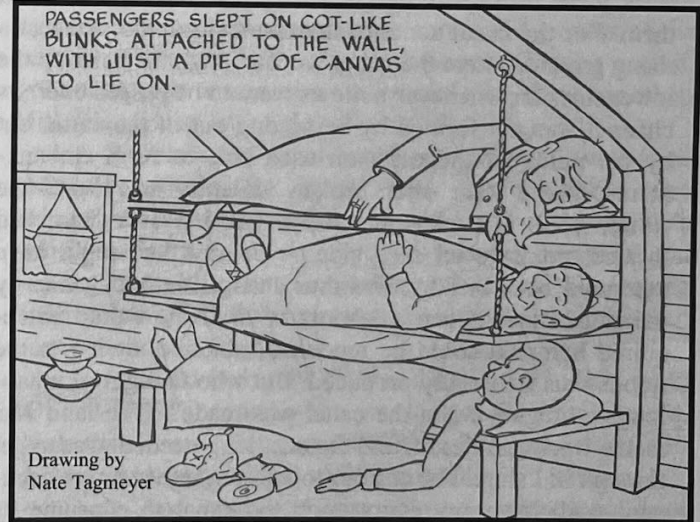
"Your obedient servant,

"Thomas Dowling'

"I have dwelt upon this matter that English shareholders may know how their property is managed in America. If for the same reason I linger yet upon this canal, let it be remembered that those whose property is here forcibly invested, have, probably, never before heard from a countryman who had traveled with his family from the Ohio River to Lake Erie by their ditch; and that it is very unlikely anyone will ever do so again; as, before long, the whole country will be intersected by railroads.

"But I must not yet pass on to another day.

"Papa went into his little room,' writes Lucy; 'and we had to go to bed. Everyone was quickly undressed and got into their berths, except Mrs. Ward, the lady who had come down in the carriage at LaFayette, and ourselves; and we, seeing that none of the others had thought of saying their prayers, felt rather shy at kneeling down before so many people: but we overcame our feelings and did so. When we rose from our knees, Mrs. Ward and her negress were still praying: and I was astonished to see that, before they rose, they both signed themselves with the sign of the cross. Until we saw this talismanic bond of union, we had thought that we were the only Catholics on board.



"The berths were in tiers, three rows high; and, that we might not be intermingled with other people, we girls took ours one above the other. I was put in the top one; for Catherine was too modest to climb so high; Ellen and Agnes were too short; and Louie still suffered from her pain in her side; so I mounted to the top. I lay awake but still, for a long time. At last, I heard every one turning and sighing with the heat; so I gave way to my own feelings, and did so too. But the shelves or trays on which we lay, were so short,

THE HOOSIER PACKET - APRIL 2014

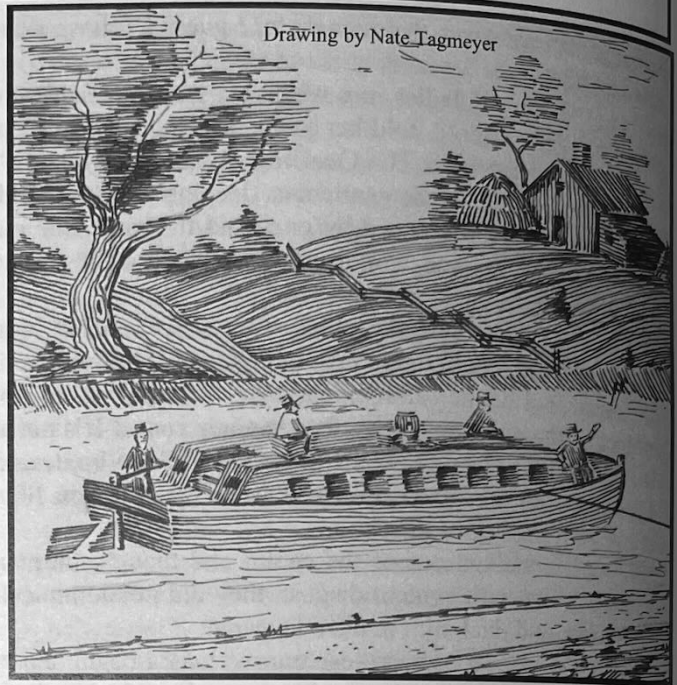
that I found my pillow constantly slipping down from under my head; and, if I put it lower down, my feet hung out at the other end; so that, although I was not very ill, I was obliged, at last, to curl myself up again and lie quite still, while the mosquitoes devoured, and the heat melted me. At last I went to sleep.

“ Thursday. ‘I waked up early,’ she continues, ‘covered with mosquito bites, which gave me entertainment for some time. Then came the pleasure of dressing before strangers; but Mama soon announced that Papa had left his room, so that we might pass into it, and to the basin and two towels. Every third person had to dip the jug into the canal for fresh water, which was not odoriferous.

“ ‘Then came the breakfast, where we broke our fast, indeed, and but little more; for the bread was hot and very heavy, and the beef steaks were dry, small and much underdone. I do not know how Papa managed; having been accustomed to share a good-sized steak with the pigs, he had now to share a very small one with the tortoises; and Captain Davis looked very black [angry] if any one asked to be helped a second time.’

“We passed through a great deal of beautiful country. Through scores and scores of miles of woodland that had never heard the axe; past thousands of acres where the trees were rotting in the steaming pools collected about them. For the canal sometimes passed along the slope of a rising ground, where the water wept through the bank on the lower side; for whenever hollows were to be passed over, its channel was not formed by being dug out of the earth, but by the piling of the earth on each side to form embankments. These were often broken violently away; and the water, let in through upper locks, trickled over them and formed morasses on each side. A county that might have otherwise been healthy, was thus changed into a swamp by the canal; and immense labours of drainage would be required before it could be rendered habitable, owing to the floods thus artificially produced. But who thought of inhabiting the region when the canal was made? The land was then a worthless desert, and the one thing needed, was to get through it. I should be curious to know whether future occupants will have any claim upon the canal to consume its own waters, like smoke, or whether ‘vested interests’ give the company a right to be a nuisance—like Established Churches in all countries, from Rome to Ireland.

“I never saw more magnificent timber than shaded the valley through which we passed. Great sticks of plank oak shot up straight from the bottoms without a knot or branch, until their heads spread out, some scores of feet above, like the tufted summits of the Italian pine. At times, partial clearings or little prairies opened vistas into the lands beyond, and still the same noble timber everywhere arose.



On the banks of the canal, as on mounds of higher earth, the spaces between the trees were filled with wild and untrodden copses. Shrubs, with large, gorgeous leaves, shot up amid creepers of various hues, and glistened in the sun. I regretted my little knowledge of botany, that prevented me from fully appreciating, as I enjoyed this magnificent vegetation.

“About Fort Wayne, the country is higher; but the soil seems equally rich. Near this, is an old block-house, formerly erected as a fortress against the Indians; an interesting antiquity in this country; and certainly more ancient than any other building in the State. At this little town, I went on shore again to replenish my brandy and whisky flasks; for there had been a large expenditure of the former on my third boy, who had been ill in the morning, and had, we feared caught the ague and fever of the district. But some of the passengers advised me to give him frequent spoonfuls of burnt brandy; and it was curious to see how speedily and how completely this cut short what threatened to be a serious attack. I was much amused by the lists of spiceries and grocery wares hung outside the doors of many little shops here and at the several villages we passed, and that were all headed ‘York fixings and Yankee notions:—perhaps they were made of wood.

“The word Yankee is as much used by Americans as by British; but, with the former it applies exclusively and only to the New England States;—to Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut. The people of these States, and these only, are called Yankees. Those who apply the term indiscriminately

THE HOOSIER PACKET - APRIL 2014

to all Americans, commit the same blunder as would a foreigner who should call all British subjects Paddies.

"I found Mr. Ward, who, with his family, had joined us at Lafayette, an intelligent, civil gentleman, as the Americans say. He and his family were going this way towards Washington. We had much conversation together, as we sat on the roof of the saloons and screened ourselves with umbrellas from the heat of the sun. His children seemed exceedingly fond of their black nurse, and ran about the canal boat with her, calling her 'mammy'. She told my daughters, with the chattering communicativeness of all negroes, that the father of her mistress had bought her, when a child, to rescue her from the ill-usage she received from her first owner; that she had nursed his daughter and accompanied her when she married Mr. Ward, who had given her freedom in reward for much faithful service; and then she added that she intended to leave them as soon as they arrived at the end of her journey.

"'But why do you want to leave them now?' asked Louie.

"'Well now; I reckon I shall find as good a place somewhere else, missy,' she answered evasively.

"'But are they not kind to you?'

"'Oh yes. Massa and Missy Ward very kind good people; but I can get higher wages. What e good to be free if no change place and get high wages?'

"This was evidently not the whole truth; and she afterwards told that, having married one of her late master's slaves, he had died and left her a widow with one daughter; that that daughter was still a slave; and that her only hope was to earn enough to be able to buy the freedom of her child;—that nothing would have tempted her to leave the kind people and the children she now served but the hope of earning, in the great cities, what would enable her to ransom her own daughter.

"Poor creature! Hers was not an uncommon story. She was found on her knees in our inner cabin praying alone, with a fervor that our daughters had seldom seen equaled.

"We were much annoyed all this day by a passenger, who stood on the roof, or upper deck of the boat, with a fowling piece in hand, and constantly fired at the birds that flew across the canal. The detonation over head was unpleasant; but the man was a friend of the surly animal who commanded the boat [Davis], and remonstrance was felt to be useless.

"As we proceeded onwards, we had taken in a great number of passengers; many of whom only used the boat for short stages, from town to town; but many others now sought it as the only conveyance to the Lakes and the more busy districts we were here approaching. Though I had

manfully held out my little cabin during the preceding night, I would not risk a battle with the new comers; and selected a berth in the outer saloon amid my sons. Mr. Ward promised to do what he could to keep the windows shut through the night; and as every berth had its occupant, there was not much danger of catching cold.

"Friday. We had passed from the valley of the Wabash, running to the south-west, to that of the Meaume [Maumee] river, which had a north-easterly current, and we had now cut off a little angle on the right and were at the place where our Wabash canal [Wabash & Erie] joined that from the Ohio at Cincinnati [Miami & Erie at Junction, Ohio]. Here we were to part with Frank and his next youngest brother, whom I had resolved to leave awhile in America, that they might be the better fitted for the country which I still looked upon as their future home. The climate had perfectly agreed with these two children. The account that I had heard of the Catholic colleges in the United States, had given me the greatest confidence in them; and the archbishop of Cincinnati had written me word that he would 'receive them with open arms and with truly paternal affection.'

"At Junction, we had found the Cincinnati boat; and there was an interchange of many passengers as they drew up side by side in the wide basin of the two canals. I commended my two poor boys to the care and kindness of the captain of the southern vessel who seemed to be a civil, good-tempered man, and we all took leave of one another, with what spirits we might.

"'While our canal boat,' writes Louie, 'was stopping alongside of the other, Frank and Constable were standing at the window of theirs, and I was at the opposite window of ours. Frank was trying to keep up his spirits and smiling cheerfully; but Constable was behind him crying bitterly. It was *his* first separation from home; the other had been to school in England.

"'Mind and write to me, dear Louie,' said Frank; 'Do not forget me; and when you look at the stars at night, think that I am looking at them also. The same stars will shine on us both; and that will be something in common.'

"'And mind and pray for me,' sobbed out poor Constable, 'that I may be a good boy and soon come back to England.'

"'Nonsense!' said Frank. 'Forget all about England; you had much better'—

"'I protested against this,' continues Louie. 'The boat was just beginning to move. Frank put his hand through the window; I did the same; and we shook hands.

"'Good bye once more,' he cried: 'henceforth I will be an American!'

"It was not the last speech I should most have

wished to hear from the lips of one of my brothers; but I had no time for any reply. The boats separated, and Frank and Constable were soon lost to my eyes. The rest of the day, of course, we were all melancholy and out of spirits. It was another break up in our family, who had all been so happy together at Talence. Perhaps, when we meet next, we might be all changed. We should no longer think and feel together. Frank meant to be an American; and I had certainly no desire to become one; for, disagreeable as the manners of American men might be, they were nothing compared to those of the women.'

We were now in Ohio state once more, and soon turned again into the valley of the Meaume river; descending locks instead of ascending through them, as we had done on the previous days and nights. We passed Defiance, where, I had been told at Cincinnati, was the office for the sale of the remaining public lands of the State left unsold in this unhealthy bottom; and certainly the appearance of the country proved that the settlers had shown judgment—at all events in what they had left. We passed places called 'Napoleon', 'Damascus', and 'Providence', which I should think the poor emigrants to these wooded marshes must have often invoked. Passengers continually thronged on board as the day went on, and gave us samples of American manners amongst themselves,—popular, vulgar manners, if you will; but still the manners of country-people and farmers of every class. The men, I admit, behaved invariably with propriety, self-respect, and consideration for one another. Let us consider whether, amongst farmers' wives and daughters in England, we should be likely to meet with anything like the following traits of American womanhood.

" 'At one of these villages,' writes Lucy, 'seven girls came on board, making a great noise. They did not seem in the least abashed to find strangers in the saloon; but continued to laugh and talk as though they had been alone. When the last bell rang, they sprang up and crowded round one of their number, kissing her vehemently: then they ran through the cabin and disappeared. The one girl left alone, immediately began talking and asking questions of the other passengers as if she were an American woman grown. This night, all the berths were engaged, and mattresses were laid on the carpet. One old lady had not been able to secure any other than one of the highest on the third tier, and she asked the new little girl to be so good as to change with her.

" 'Indeed I shan't. I was here first and I've the first choice,' replied this child, about fourteen years old.'

" 'Well, now, my dear, I know that; but I guess you'll change for good nature.'

" 'But I don't like the top berth, so I shall keep my own.'

" 'But I can't climb so well as you, I'm so much

older; and it will do your young legs good; besides, you are to leave the boat, and land, long before morning.'

" 'But I don't like it, I tell you. Why should I have what I don't like any more than yourself? You're no better than me, and I've the best right to it.'

" 'I say, said the old woman angrily, 'that it's not at all proper for a little gal like you to be obstinate with your betters. Take the upper berth and hold your tongue.'

" 'I'm not going to do any such thing. My 'pa would never consent to it. And as to betters,—I don't know who made you my better. I guess you may just keep the top berth; for I certainly shan't give you this.'

" So saying, the young lady laid herself in her berth without undressing, that she might be ready to leave the boat in the night.

" 'Oh my!' exclaimed the old lady, 'I reckon I shall be suffocated up there before morning. I really never did see such an obstinate, ill-natured gal behave so to her betters.'

" 'I should like to know what makes you my better!' cried the child from her comfortable berth. 'I guess your father was no better than my 'pa; and I shall be as old as you some day.'

"The old woman made no answer; but scrambled up to her shelf by the aid of a chair.

"It is all very well to teach people out of the catechism, 'to order themselves lowly and reverently to all their betters:' but in the United States, no one will admit that he has or can have any betters. Two or three people expressed to me their wonder that I should return to Europe; 'They liked,' they said, 'they liked to live amongst their equals.'

" 'That is just the reason,' I replied, 'why I wish to return to Europe.'

"I never saw people packed so close as they were that night in the men's saloon. I and my remaining son had our accustomed berths in a corner: every other one of the three tiers round the walls was occupied; mattresses completely covered the floor, on which people lay as close as possible; the dinner table was covered with sleeping humanity more thickly than Captain Davis ever strewed it with beefsteaks; and those who lay under the table thought themselves favored, inasmuch as they could not be trodden upon.

"Saturday. At ten o'clock this morning, our hateful boat—for the wretched fare and accommodation on which I had paid about forty-five* dollars a head, or about double

*We question forty-five dollars a head. Perhaps it should have said four—five dollars a head for a 4 day trip starting at Lafayette on Wednesday and ending at Toledo on Saturday. The trip from Lafayette to Fort Wayne usually cost about two dollars.

the charge per day at the Prairie House, Terre Haute—was

THE HOOSIER PACKET - APRIL 2014

drawn up beside a crowded wharf at Toledo. My family had found some degree of fellowship in that of Mrs. Ward and her children; and had been amused by the manners and the squabbles of the other female passengers. We left the boat, thankful to the Almighty that we had been able to traverse between three and four hundred miles of an infected district without further illness; and rejoiced to find ourselves once more in a comparatively-civilized region."

We do not know when George Davis quit canawling. The Wabash & Erie Canal declined through the 1860s and no longer carried traffic after 1874. The Miami & Erie Canal operated until the 1913 flood.

The 1870 United States Federal Census shows George D. Davis, age 54, Asst. Assessor U. S. Revenue from New York, living in Toledo, Lucas county, Ohio, with real estate valued at \$4,000 and a personal estate of \$1,000. He is the head of the household. Living with him are his wife, Jemima, age 52, from Ohio, keeping house; daughter

Emma, age 22, at home and Sandy Sergent, age 11.

Checking further census records, genealogy charts and cemetery records, no further information was found on Captain George Dutch Davis. If he had held his temper, we might not ever have known about him.

Sources:

- Beste, J. Richard, Esq. *The Wabash: or Adventures of an English Gentleman's Family in the Interior of America.* London, England: Hurst and Blackett, Publishers, 1855.
- Fatout, Paul. *Indiana Canals.* West Lafayette, IN: Purdue University Press, 1972.
- Griswold, B. J. *The Pictorial History of Fort Wayne, Indiana.* Chicago, IL: Robert O. Law, Company, 1917.
- Knapp, H. S. "The Old Packet Lines and their Captains," *History of the Maumee Valley.* Toledo, OH: 1877.
- U.S. Federal Census: 1850, 1870

FROM TIMES PAST

Fort Wayne Times & People's Press
July 3, 1847

Doyle and Dickey's Packets. — This line of packets plies regularly between LaFayette and Toledo, and Cincinnati, and we confidently believe that in all that constitutes excellence in a line of packets, this is not exceeded by any in the United States. The boats are all new, and of the very first order — the teams are of the best kind — and the Captains are Gentlemen. What more could an intelligent and reasonable public require.

Arrangements have been made to arrive at this place, going east before dark.

DICKEY, DOYLE, & DICKEY'S
Daily line of new and
Splendid Packet Boats

Ohio,	“	“	Capt. Smith,
Indiana,	“	“	“ Alvord,
Illinois,	“	“	“ Hubbell,
Missouri.	“	“	“ Scott

Running from LaFayette, Ind. To the Junction of the Wabash & Erie and Miami Canals. — There connecting with Doyle & Dickey's daily line of Packets from Cincinnati to Toledo, carrying the U. S. Mail.

Leave Lafayette at 10½ o'clock, A.M. every day — running through to Toledo in 60 hours, and to Cincin-

nati in 84 hours.

Passengers from St. Louis across to Lafayette, Ind. can there take a packet boat to Toledo, and no detention caused by changing from stage to boat. This route is the shortest, cheapest, best and most expeditious for persons visiting the eastern cities. The boats connect at Toledo with the first class of steamers for Buffalo, Detroit, and Chicago.

Fare from Fort Wayne to Toledo,	\$ 3.25
“ “ Cincinnati,	6.75
“ “ La Fayette	3.75

Leave Fort Wayne, going east at 7 o'clock P.M.

“ “ west at 10 “ “
For passage apply to the Captains on Board.

Fort Wayne Times & People's Press
July 10, 1847

Whitewater Canal. — The Cambridge City (Ind.) Revellie, of the 9th inst, states that the repairs on the Whitewater canal are progressing rapidly; the whole work is under contract, and a heavy force is employed along the line. We are informed that all repairs will be completed by the 10th July, at which time the water will be let into the canal. The water will be let in at Cambridge City about the 16th inst., when the person having the contract will commence repairing the feeder dam, and complete it in a few days. The people along this line of canal will be much gratified to hear that they will have an opportunity of sending their summer and fall crops to market through this channel The resumption of business affairs will be good for the business portion of our

citizens, especially those living in the lower part of the city.
— *Cin. Com.*

Fort Wayne Times & People's Press

July 10, 1847

Mr. Ewing and the St. Mary's Canal. — The Sentinel charges the defeat of this measure to the "selfishness" of Mr. Ewing, in endeavoring to make the Western Addition its termination. We shall see.

On the 11th of February a joint Resolution from the House, on the subject of the St. Mary's Canal, was read a first time in the Senate. On motion of Mr. Ewing, of Cass., it was read a second time, and passed to the orders of the day; and although he made several attempts to reach it, he could not do so, and it was left among the unfinished business. — See Journal page 151.

As we have said, it reached the Senate on the 11th of February, and the Legislature adjourned on the 18th. So it lost a final action, by unfortunately getting into the Senate only a few days before the adjournment of the Legislature, and behind a vast amount of other business that had precedence by the rules. Mr. Ewing of Allen had been out of the Senate, by reason of sickness, from the 15th of January, and was not expected to live. His Physician had positively interdicted all communications upon public business and his family had been sent for. His name will not be found in the Journal from the 15th of January to the close of the session, nor was he in the Senate Chamber during that time. And yet he is charged with the defeat of this Joint Resolution, that reached the Senate seven days before the adjournment.

This might be sufficient refutation to the charge, but to show its utter groundlessness and mendacity, by reference to the Journal, page 379, January 11th, (about the last act of Mr. Ewing that session.) be offered a resolution proposing to unite with Ohio in constructing a canal up the St. Mary's river. — After he was taken sick, Mr. Ewing of Cass, (whom W. G. Ewing had requested to take charge of his business,) reported from a select committee upon petitions from the citizens of Allen and Adams, for said canal, and also a joint resolution for the same purpose. And although this got a second reading, and was in the Senate a week before Dr. Thompson's joint resolution for a survey from the House, yet it failed of a final hearing, being too late in the session. Had it been acted upon it would, beyond doubt, have been defeated, as were all new surveys and projects, the State being then utterly bankrupt. The resolution from the House proposed a survey merely; Col. Ewing's proposed to unite with Ohio in a canal up the river from Ft. Wayne — these resolutions did not in the least conflict with each other. They were intended to effect the same object. Col Ewing of Cass was in favor of both, and exerted

himself to the utmost for the success of both, as W. G. Ewing would have done, had he been able to be in his place. But when these resolutions were before the Senate his life was despaired of, and he knew nothing about them any more that if he had not been in existence. — And yet he is held accountable in some quarters for the defeat of this measure! Such perversity and recklessness cannot injure him with an intelligent community.

Fort Wayne Times & People's Press

July 17, 1847

Clear As Mud. — The following luminous passage occurs in the Report of Mr. LUCAS, late Superintendent of the Wabash and Erie Canal. How could a hundred and fifty grave Legislators have the effrontery to laugh at such a specimen of concentrated wisdom — so much in a nutshell — and then vote the author out of office besides? Hear him —

"The whole amount of tolls the coming year can with safety be estimated at \$150,000; a net income of sixty-six per cent, over repairs, which are at this, of all times that have been or will again, after the period of five years next succeeding, in the dilapidated state of the old wooden structures, most costly."

Fort Wayne Times & People's Press

July 31, 1847

The Sentinel says that if the people wish a grant of land to complete the Northern Canal, the likeliest way to get it would be to elect Mr. Rockhill. This is a strange conclusion. Is it reached, because of Mr. Rockhill's thoroughly useful business habits and capacity as a state Legislator, and Senator? Or is it because he proclaims through his organ, the Sentinel, that it is "demagoguery" to think of such a thing, or ask for it, or agitate it?

But, says the Sentinel, "he" is a supporter of an administration." Yes, he is a supporter of an administration that vetoes every cent that is appropriated for the improvement of the country, because such appropriations are unconstitutional, and the money is wanted to prosecute the war — he is the support of an administration that can find plenty of constitutional power to serve the Devil, but none to serve the country. All the advantage that the support of such an administration gives Mr. Rockhill; for he literally "goes it blind."

Fort Wayne Times & People's Press

July 31, 1847

MESSRS. EWING & ROCKHILL — DEBATE AT DECATUR.

Saturday the 17th of July came, and with it quite a

THE HOOSIER PACKET - APRIL 2014

large number of the citizens of our county, to hear the speech of Wm. G. Ewing. Long before the hour arrived, his competitor Wm. Rockhill, Esq., alias "Corn Planter," made his appearance in town, taking our citizens all aback by the suddenness of his advent. The object of his visit was the topic or remark until about the hour of two, when Mr Ewing arrived and repaired to the court house, where a goodly number had already assembled, for the fulfillment of his appointment. Here was also found Squire Rockhill with a bundle of documents before him in the shape of Senate Journals for 1839 & '40.

[Our Correspondent then goes on to give a luminous and full synopsis of Mr. Ewing's speech, but which we regret we have not time to put in type, and then proceeds:]

When Mr. Ewing resumed his seat, Mr. Rockhill rose and remarked, that it was by accident he appeared before them today — that he could very rarely learn Mr. E's. appointments — that he had been chasing him all over the four northern counties, and could never catch him; but was always about a day behind him — that his "old mare" was a "first rate old fellow" and "stuck her head and tail right straight out." &c. &c. After this splendid exordium, he commenced reading from the Journal, to show that it was through the "selfishness" of Mr. E. that the St. Mary's canal bill was defeated; but Mr. E. just modestly suggested to the Squire, that he was "barking up the wrong sapling," that he was reading in reference to the widening of the St. Jo. Feeder, and that he [Mr. E.] was not in his seat in the Senate during the pendency of that bill; but was lying upon a sick bed, and not expected to live. Mr. R. answered that be it "reckoned" he discovered what he was about; that "Mr. E., defeated the bill any how," and that he was "suspected of selfishness," in the matter at the time!! He then mounted that other doubtful little hobby, the "Coon Skin Bill," and rode it one or two rounds showing some tall specimens of horsemanship, and ground and lofty tumblings; but the audience soon became tired of the "sport of the ring," and began to leave the house.

I find I shall have room but for little more suffice it to say, that Judge Ewing fully met the most sanguine expectations of his friends triumphantly. He sustains his former reputation for ability and experience as a politician, while the friends of Mr. Rockhill appeared crest-fallen and dejected although he told them "My name is Haines." — if murdering the King's English was a capital crime, poor Rockhill would have felt the halter long ere this, and in reference to the literary character of his speech, I cannot better concur than in the words of a devout bard and man of letters: —

Ye monsters of the bubbling deep,
Your maker's praises sprout,

Ye codlings from your caverns peep
And wag your tails about.

CHRONICLER

Fort Wayne Times & People's Press
July 31, 1847

W. & E. Canal Land Interest.
Notice is hereby given that I will attend to the receipt of Canal Land Interest at the following times and places:

At Huntington, Sept. 3d.
At Fort Wayne, Oct. 18th & 19th

At the latter place I will receive money due for lands in the counties of Allen, Kosciusko, Noble, and Whitley.

In all cases the land owner will produce his last year's receipt, and be prepared with the exact amount of money due, as I cannot make the change. The forfeited lands can only be redeemed at this office.
J. W. WRIGHT Canal Land Office, Logansport, July 23d, 1847

Fort Wayne Times & People's Press
August 29, 1847

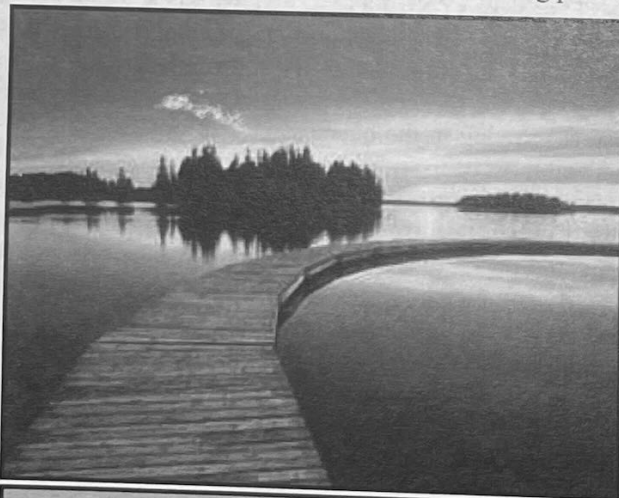
FORT WAYNE CITY — Last week we talked a little about Jamestown seeds and Dog fennel, but that was only intended as a little pleasantry and pretty broad hint to our City Officers to keep the street clean — we have no such stuff growing in the business part of our City; on Columbia and most of the other business Streets, you could not find weeds enough to fill your eye, but in the back streets the thing is a little different — every thing indicates a growing and prosperous state of affairs here; the warehouse now nearly completed, of the Messrs. Comparett at the eastern basin, will vie with any for size and convenience in the State, and our neighbor P.O. Baily, has one in progress of erection across the Canal no way inferior — Kaiser and Avaline, have now under roof their elegant and commodious three story Brick Store and Major Edsall, has put up another three story, that would do credit to any City — the splendid new Brick First Presbyterian Church when finished will do honor to the State and redound to the credit of those immediately interested in its completion; the German Presbyterians have added a beautiful Steeple to their Church this Spring, and for beauty of proportion and style of Architecture, is surpassed by any in the City — Mr. Lauer, the able architect is entitled to much praise. — the Lutherans have the tallest Steeple and when finished, we think, the largest Church, but they have need of it, for they have a very large Congregation — the Methodist female Seminary now in progress of erection at the West end of the City will, when completed, be the most splendid affair of the kind West of

the Allegheny Mountains, but the handsomest situation in the whole City, is owned by the Catholics, and when they shall have built their new Church, they can justly boast at the most beautiful place in the State — and here allow us to suggest to all those gentlemen interested in these affair, to plant ornamental trees in front, at the sides, and all around their Churches, nothing is so refreshing on a warm day as the delightful shade afforded to those who come to worship, and nothing adds so much to the solemnity of the Sacred Ceremonies, as the low whispering of the Gentle Zephyr, as it plays among the dark green foliage of the trees., and gently fans the cheek of pious beauty.

THE FLOATING TOWPATH

A picture came to CSI headquarters in a group of jokes. It reminded us of the floating towpath across Summit Lake for the Ohio & Erie Canal. The person who compiled the jokes must have thought it was funny, but just recently a similar walkway near Akron, Ohio that once was a floating towpath was reconstructed. An earlier picture of it shows that over the years the timbers became waterlogged and less buoyant. Under the weight of horses or mules it would sink at least as deep as their hooves. Note that the floating towpath has a handrail in both pictures making it less scary to cross.

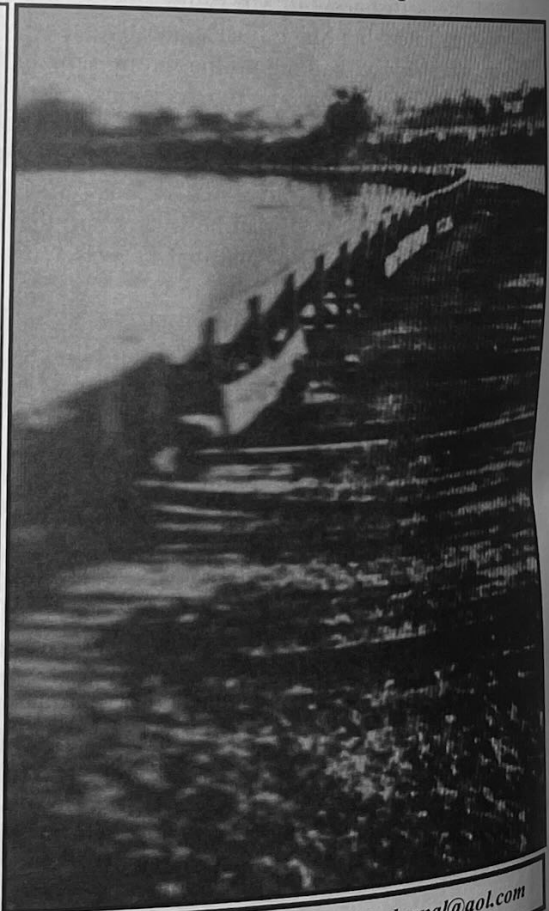
The January 22, 1833 Report of the Board of Canal Commissioners says: "One of these lakes, called Summit Lake, near three-fourths of a mile in length, forms as part of the Canal. The towing path across it is constructed partly on floating bridges, made of light timber doweled together so as to form a perfect floor, secured in their proper positions by means of long poles driven into the bottom of the lake and rising above its surface; and partly by throwing up a bank along a projecting part of the shore between the bridges. The depth of the water and the marshy character of the shore and the bottom prevented the formation of a towing path of earth along those parts of the lake where the bridges are used."



Left top:
Courtesy
the
internet

Left bottom:
Courtesy
American
Canal
Society
The
floating
towpath
is
14 ft. wide
and 1,645
feet long.

Right:
Historic
Photo
Courtesy
the Sum-
mit County
Historical
Society



BECAME SUPERINTENDENT OF THE ILLINOIS & MICHIGAN CANAL

Edward Benton Talcott (1812-1886) was one of the early pioneers of Chicago, Illinois. He was the son of Captain Mancel Talcott (1785-1857) of Rome, New York. Capt. Talcott had taken his family west from Rome by flatboat on the Erie Canal through New York to Lake Erie and then went to Detroit. From there he proceeded on foot to a tract of land next to the Des Plaines River west of Chicago where he built his cabin in 1834. This was near today's O'Hare Airport on Touby Avenue in Park Ridge, Illinois.

Edward Talcott did not go to Illinois with his parents. Instead, he remained employed on the Chenango Canal in New York until 1835 when he went to Illinois with the intention of obtaining employment as a surveyor or engineer on the proposed Illinois & Michigan Canal. Two weeks after arriving there he wrote a letter to Jacob Farquharson (1810-18??). Jacob was the son of William Farquharson (1771-1852) and Sarah McEwan (1772-1831) of Rome, Oneida County, New York.

In 1842, Edward married Mary Rawson Haywood (1812-1881). Eventually, in 1848, he became superintendent of the entire I&M Canal project until he resigned in 1854.

In his letter that follows, Edward mentions "Old Cuff" and "Blackee." These were common 19th century derogatory terms for the Negro cook he encountered aboard the ship on Lake Michigan. "Old Cuff" — a "wooly-headed and flat-nosed descendant of Ham" — was a ship's cook and cabin boy popularized in a short story by Nathaniel Ames published in 1835.

The Hubbard & Company brick warehouse mentioned is undoubtedly the storehouse critics loved to call "Hubbard's Folly." It was built in 1834 at the southwest corner of Water and LaSalle streets in Chicago by Henry George Hubbard.

Chicago 6th June 1835

Friend Harguharson,

I now proceed with joy to relieve the anxiety you will naturally feel till you get hold of this mammoth sheet. Don't be alarmed at the first glance of this as it is designed as a good social, friendly, confidential letter in which I design to say just what I feel without regard to precocious opinions. Perhaps you may think some apology due for not writing to you sooner. If, so, it is this — that I might give

you a more definite account of the general business of the country, the general character of society, and more particularly of my own success in business.

In my journey I met with nothing peculiar, interesting or worth a comment. At Buffalo I was detained two weeks in waiting for the harbor to open. From Buffalo to Chicago I came by water as the journey by land through Michigan was represented to be very tedious and moreover, I learned from a gentleman before I arrived at Buffalo that the situation of my contemplated business on the Michigan & Illinois Canal was such that it was not necessary for me to hasten my arrival at Chicago as I supposed it would be when I left Rome (New York). From Buffalo, we came here in the short time of 14½ days and what was very remarkable, we had no bad weather and instead of being sea-sick, I was able to eat about twice my allowance had Old Cuff cooked it as it should be. There were so many to cook for that Blackee did not stand to more than half cook anything. But we lived it through and since my landing here have gormandized all that comes within my reach. Since my arrival, I have not pursued exactly the course marked out before I left home for certain reasons. It was my desire (did I not succeed immediately) to take a cruise through the north and middle of this state, to examine the country and the lands soon to be sold. This journey depended upon the receipt of letters from men in Chenango County, which have not been received, and consequently my tour is deferred for the present.

It is now a little more than a fortnight since I arrived here. One week I spent at home and the other in town. From my limited view of the country, I can not express an opinion of it generally, but only of the small portion passed over and seen in going from Chicago to my father's. Previous, however, to speaking of the country, I will give you a description of this far famed city of the West — of Chicago as it is. The harbor is yet unfinished and vessels have to anchor off shore and load and unload with small boats carrying about 30 tons. As you are wafted up the river in the ship's small boat, you are hailed by the sentry of the fort, which stands on the South Bank of the river and but a short distance from it. The fort does not present that commanding appearance which the Military Station or Arsenal at Rome does, being on a much smaller scale. Yet it has a very military-like appearance and it together with the grounds around present a very neat aspect.

Passing the fort, you proceed up the river to the principal landing opposite a large and well finished brick building 3 stories high owned by Hubbard and Co., and ac-

cepted as a store and storehouse. To those who speak separately of the whole mass of buildings in this place, I would observe that this and two other brick buildings would do no discredit to the city of New York. But it is not my design to stand forth the champion of the fine arts or morals of this place, but simply to present it as it is and leave you to make your own conclusions. With the exception of a section of lands reserved to the fort (which lies parallel with the Lake), this village is situated on very level ground but sufficiently above the river to drain it perfectly dry and in most places to allow a cellar to be built under the houses. There is now in this place public houses and from one of the superior order. They are all constantly full to overflowing. I eat at the Exchange and sleep with Thomas Wright. There are many very well built private houses and there are 7 Piano fortes in town so you may judge whether the moral state of society is so extremely gross and void of taste as represented.

There is weekly four different assemblies for public worship in this place. This morning I attended the Presbyterian Church here. There was assembled at least 200 quiet citizens. Afternoon, I attended the Episcopal and there found a goodly number. The moral star of this society is improving with grand strides and whoever conceived that the citizens of this place, or the inhabitants of the surrounding country, are characterized by the moral depravity represented by some, have formed a very unjust opinion of them.

With the people in town speculation in village lots is all the go. A few days since, a man bought a lot one day in the morning for \$1000 and in the morning of the following day before breakfast, he sold it for \$2000. This is the character of their speculations. Real estate in this place has risen within six months past 500 percent throughout the whole town. Since I have been in town, there have been sales to the amount of \$80,000 in one day and not a day passes without large sales. This is no nominal affair but a real "bonafide" cash business. Every kind of business is brisk and everything salable bears a good price. Money is plenty and rents extravagantly high. A small house that here actually costs but \$100 will rent readily for \$200 per ann. This is one reason why so many small houses are built because they are more profitable to the builder than larger ones. It is estimated that more than one third of all the buildings in town are on **Canal Lands** — lands to which the builder has no legal title — more than the possession by erecting a building thereon. This forms another most cogent reason for building small houses.

It is said that the mercantile business has increased

since last fall 250 percent. It is now at least 5 times the amount done in Rome. Vessels are arriving almost daily and some days hourly. There is now eleven sail lying in port. Mr. Davis and family are said to be on board some of them — almost every vessel has more or less immigrants on board. The numbers that have arrived up to this time greatly exceeds the amount of last year up to the same time. You can hardly conceive the "hot haste" with which the citizens glide along the street — many of them dashing on as though the "fate of empires" or immortality depends upon his exertion alone. This is Chicago as it is.

A brief description of the country is all I am now able to give you. As you go out to my father's, you pass over a very level, wet prairie for the first six miles. You then strike a narrow ridge running 1½ miles over which is a fine road, the prairie on each side of it. Leaving the ridge, the prairie is more dry and broken and ground may be cultivated without expensive draining. The whole country around Chicago may be cultivated by draining which will not be expensive. The soil on this part is not so deep or rich in quantity as it is farther back into the country. The land on the east side of the Des Plaines (River) is mostly good but not generally as much so as the west side. The east side is bordered with a fine grove of timber in sufficient quantity for a range of farms on each side of the river.

Father is on the west side. His land is not generally so good as it is farther up the river, but there is a small grove near his house of about 5 acres, which is about all the timber there is on the west side. As you go west from the river, the prairie improves in quality and situation, that is, the land is more rolling. It gradually rises to about the middle which is 3 miles and then gradually descends to Salt Creek, which is bordered with a fine grove and is 6 miles west of the Des Plaines. This is all I can say from actual observation of the country. This is sufficient to establish my good opinion of the country for farming. I say any man who is to be a farmer can do no better in _____. You must come and see this country as soon as possible and get you a farm. I am going on to the Fox River in about four weeks to make a location for myself and I will put your mark on some sturdy oak.

You are probably anxious to know what father has done. He has now fenced in about 50 acres and rails enough split to fence 40 more. He has as much as 30 acres plowed, planted and sowed to corn, oats, and potatoes, and his crops all look very well. He is now at work hoeing his corn. House, when finished, will be very comfortable. Has nearly siding enough to close it which he designed to put on as

disappointed as neither the canal or railroad have yet been commenced and probably will not this season. The survey of the public lands is also stopped for the present. Thus all my projects are done up. I was just on the point of starting for the south part of the state a few days since when the county surveyor offered me a job of draughting, which will probably occupy me for 4 or 5 weeks. If there is any quantity of job surveying to be done so that I am in no want of business and if I have my health, I can do better here at it than on the canal (Chenango). This canal (I&M) will be commenced another year without doubt, which will then afford me business. In the meantime, I shall perhaps grow a little fat. You will probably want to hear from all who came from Rome so I will give them a going over.

First, Asahel (Newell). He is now living on a lot 2 miles out of Chicago. He will probably not be able to obtain this as it will probably sell high. He has made no more improvement than to build a small log house and barn and a small garden. If he does not obtain it, he will move into town where he has a house on a canal lot. He has another village lot worth \$500 today. He has a claim about 20 miles from Chicago. He has just returned from planting and fencing a spot on it so as to save the claim. He did not like the place father had selected for him, which was better than his own. The man who now claims it can take \$500 for his claim at any moment. I think Asahel would have done best to have taken it but cannot say what the result will be. He says he is not going to work...and all well and well pleased with the country. Wilcox and family are well. Fluskey is well and his business good. Thomas Wright is now sitting by the table reading poetry while I scratch for you. His health is good and his prospects very fair. William Hubbard is in a good location and is doing a fair business and as he becomes known, his business will increase. I have not seen any of Mr. Hauser's family except Elira who has got a boy nearly as large as her husband. Mary and husband are well. Chester and wife are well. ___ to Isiah Hills, that notwithstanding his predictions Chester House has his land paid for and is because Judith scolds so much or not, I do not know. I have not seen her but have no more doubt that she can scold than that she is alive.

The vast changes of cal ___ (Chicago), which formed the gossip of the neighborhood where my friends once resided, are hardly deserving of notice. I would only say that upon my arrival here, I found my friends in the full and unrestrained enjoyment and confidence of the most respected and virtuous portion of this community. I received a letter from ___ Auger this morning. He said John had gone to Kentucky and that Gilbert was expecting soon to follow

him. I was in hopes that my business would have been such that I could have offered sufficient inducements for him to come here, but as it is I could not consistently. When you write, let me know where John is. Tell friend Caleb I hope his brewing will prove a good business. But he must be careful not to let the malt lie too long before using as it is apt to make dull beer.

Friend Esther. When I began I resolved to dedicate a part of this letter to you, but before I was aware, I had proceeded too far to give you a friendly share and so resolved to make it a family concern. Edward Talcott

SNOWPLOW HITS MARKER

Jeffrey Koehler, Clay County Historian and CSI director from Center Point, Indiana, reports that in January snow that was being pushed by a snowplow broke off the W&E Cross-Cut Canal marker that was placed by CSI at the site of Eel River Feeder Dam. It was located just on the other side of the guard rail. Jeff saved it and hopes to get it back up shortly. Its location needs to be changed.



CROSSCUT CANAL EEL RIVER FEEDER DAM

Cross-Cut Canal construction resumed 1847. Its service 1850-circa 1861 from Terre Haute on the Wabash River to Worthington on West Fork of White River. Feeder Dam, deteriorated with neglect, repaired and extended to 264 feet long by 1850. Part of Wabash and Erie Canal, America's longest at approximately 460 miles: linked Lake Erie at Toledo, Ohio with Ohio River at Evansville 1853.



Jeff has retrieved the marker. He is awaiting word from the state highway department about relocating it.

“CONNECTING LINKS” ADDRESS

In the February 2014 issue of The Hoosier Packet, is a note about a new book by you titled "Connecting Links - From Chicago to the Mississippi River". But, it is not listed on Barnes & Noble or Amazon and "Googling" Grand Village Press leads nowhere. So, how does one buy a copy and how much does it cost?

Dave Barber, President, American Canal Society

Hi Dave,

My books are all self-published using the trade name Grand Village Press mainly for tax purposes.

The book is essentially in 3 parts. The first two parts concern the construction and operation of the I&M canal and the Hennepin canal. The 3rd part focuses on the construction and operation of the locks and dams on the Illinois River that were completed during the depression when the canals were essentially replaced. The majority of the 300 photos used in the book are my own. The book is 240 pages softcover.

I use direct mail sales so they're not available at Barnes and Noble or Amazon. I depend on sales to a market primarily extending along the I-80 corridor interested in local history. This is my 12th book on the history of the area.

I am listed under the Illinois Secretary of State's "Illinois Authors" website. I hold a BA and MS degrees from Indiana State University in history and teach freshman history classes for Illinois Valley Community College in Oglesby, IL.

I sell signed copies of Connecting Links in IL by

mail for \$23 - that covers the sales tax and a modest shipping fee. Out of state purchases can be made for \$22.

I accept personal checks or cash and send books by USPS media mail the day I receive a check unless it's a weekend.

My mailing address is: Ron Bluemer, 134 Cleveland Circle, Granville, IL 61326.

DIGGING CLINTON'S DITCH

February 5, 2014 was another of those cold, cold snowy days having had about 8-9 inches of snow overnight and in the morning. The schools were closed once again. The frigid weather with snow and ice covered streets and numerous school closures had been going on for about a month and your editor had "cabin fever" in the worst way.

Although the snow days provided time for research and writing "Canawlers At Rest" articles and getting the CSI membership list up to date, one can take only so much. It was time for a diversion.

Entering canal related things on Google, the afternoon was spent searching for interesting items. You never know what you might find.

Under canal food a site was found about the Zhejiang Canal Food Co., Ltd., a joint venture founded in 2005 for the Hunan Providence of China. They sell different types of tea in packets, dried pineapple, strawberries, tomatoes, mangoes, papaya and apples, as well as spray candy and torch sugar.

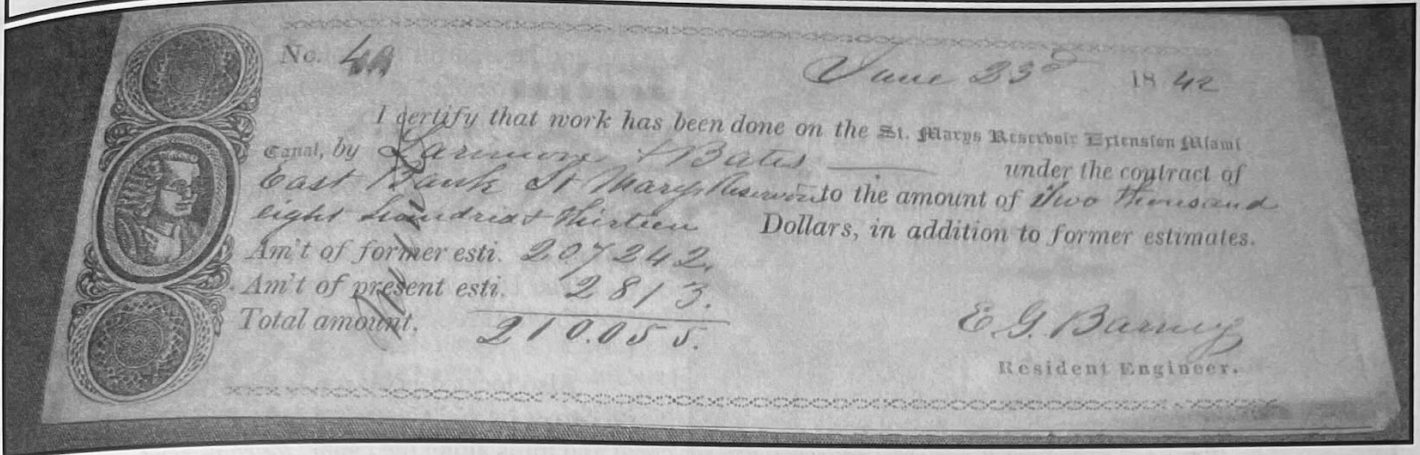
Under canal music a site entitled "Digging Clinton's Ditch" provided a wonderful history of the Erie Canal as well as a history of its music. The best part of the site was that it had both the printed music for several canal songs and the actual lively tunes to which one could tap his toes. It brightened up the day.

CONTRIBUTORS TO THE CANAL SOCIETY OF INDIANA

The following members have contributed over the basic \$25 single/family membership level to CSI since last month. These gifts are used by CSI to fund canal related projects throughout Indiana.

CANAL CONTRIBUTOR-\$50
Pete & Susie Jones

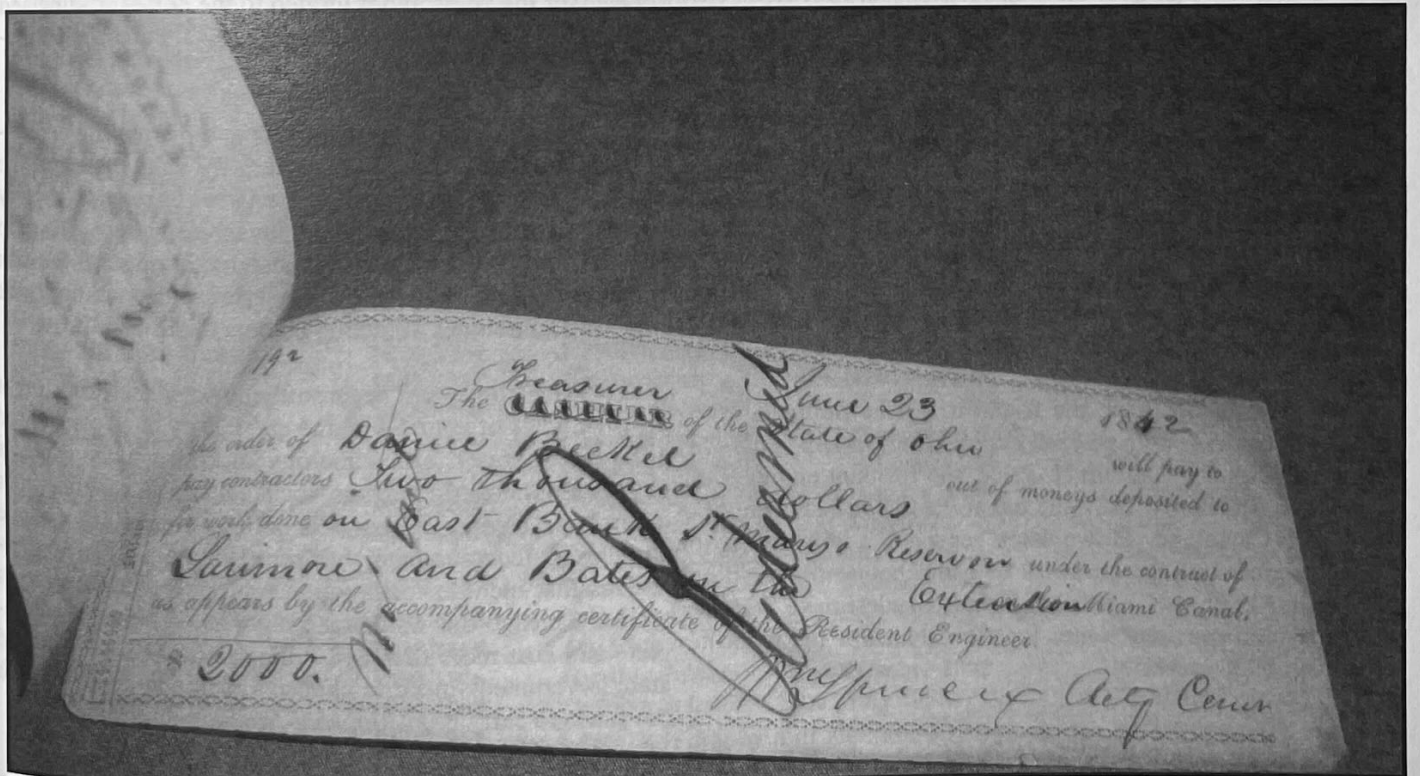
THE HOOSIER PACKET - APRIL 2014

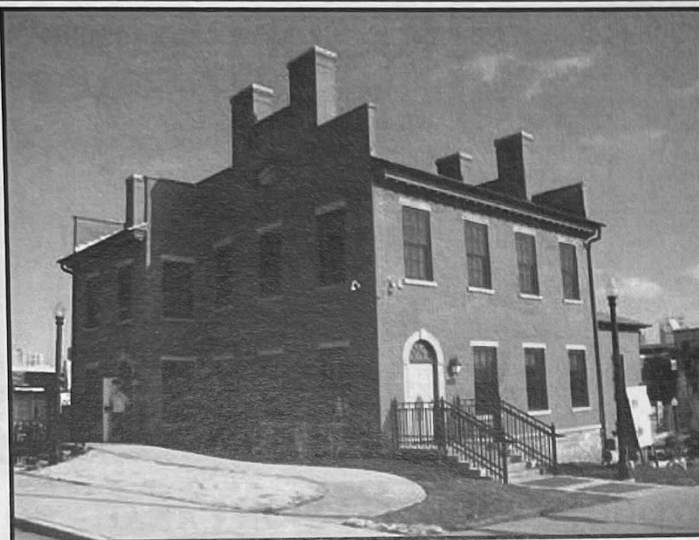


1842 ESTIMATE ST. MARY'S RESERVOIR, MIAMI EXTENSION CANAL

“June 23rd, 1842 I certify that work has been done on the St Mary's Reservoir Extension Miami Canal, by Larimore & Bates under the contract of East Bank St Mary's Reservoir to the amount of two thousand eight hundred & thirteen dollars, in addition to former estimates. Am't former esti. 207242, Am't present esti. of 2813, and total amount, 210,055. E.G. Barney, Resident Engineer.

Attached to the estimate is a check that is dated June 23rd, 1842 The Treasurer of the State of Ohio will pay to the order of Daniel Beckel out of money's deposited to pay contractors two thousand dollars for work done on East Bank St Mary's Reservoir under the contract of Larimore and Bates on the Extension of the Miami Canal, as appears by the accompanying certificate of the Resident Engineer. \$2000. It is signed Redeemed on the front with signatures of Daniel Beckel, E.G. Barney, and R Eigr (?) on the back. Neil Sowards, CSI member, Ft. Wayne, IN





The Richard Howe House serves as offices of the Ohio & Erie Canal Coalition and a visitor information center in Akron, Ohio
Photo courtesy Ohio & Erie Canal Coalition

HOWE VIRTUALLY WELCOMES VISITORS TO HIS HOME

In Akron, Ohio, Richard Howe welcomes visitors to his home built in 1835-36 that was restored about four years ago to serve as offices and a visitor center for the Ohio & Erie Canalway National Heritage Area. The first floor exhibit space, which cost about \$90,000, was just opened to explain the role Howe played with the canal. It has six exhibit panels, a few historic artifacts, and a life-sized cutout from the waist up of Richard Howe. His voice is projected from the rear.

Richard Howe, the engineer who directed the construction of the Ohio Erie Canal in northeastern Ohio, was born in St. Mary's county, Maryland in 1799. His widowed mother moved her seven children to Franklinton, near Columbus, Ohio when Richard was about 12 years of age.

Richard became the friend of Lucas Sullivan, who taught him surveying and civil engineering. In 1824 Richard went to work for William H. Price, the resident engineer of the O&E Canal. By 1827 the canal was open between Akron and Cleveland. Howe later received a promotion to chief engineer of the 60 miles of canal between Massillon through Akron to Cleveland. He also redesigned Summit Lake, which provided water for the canal. For his work he received \$928 annually.

Richard led 56 people and 100 animals in a wagon

train to California at age 51. At that time 400 people left Akron and headed for the gold fields. Although Richard did not find gold, he put his surveying skills to use.

In 1863 he returned to Akron to work for the Pittsburgh, Cincinnati & St. Louis Railroad. He died there in 1872.

The Howe House is located at 47 W. Exchange St. in downtown Akron. It is open 9 a.m.—5 p.m. weekdays.

Also located in Akron is the Mustill Store off West North Street by the Cascade Locks Park. It focuses on the canal and mills along the canal. *Journal-News*
John Geyer, CSI member, Hamilton, OH

PROTECTING THE GREAT LAKES FROM ASIAN CARP

The Army Corps of Engineers has a mission: "To protect invasive species from migrating between the Great Lakes and the Mississippi watersheds." However, their main emphasis at present is how to protect the Great Lakes' native species of fish and the jobs of hundreds of thousands of people from the Asian big-head and silver carp that were imported in the 1970s to eat the algae in the South's fish ponds and sewage plants. The imported fish escaped during floods over the years and migrated to the north infesting and threatening the Mississippi and Ohio rivers and their tributaries.

Asian carp devour plankton and disrupt the ecosystems in aquatic food chains. Especially vulnerable are the perch, walleye and whitefish in the Great Lakes that already are in danger from pollution and invasive mussels. The carp are also dangerous to boaters whose motors disturb the fish and then the fish jump out of the water often landing in the boats and sometimes knocking boaters out of their boats.

The corps has been studying and analyzing eight possible ways of controlling the carp. They have considered different mixtures of technology and structures such as physical and electric barriers, locks, sluice gates, and water treatment systems. The corps is not recommending any one strategy. A federal agency has sent Congress a list of alternatives that include construction projects in the waterways around Chicago that could take more than 25 years to complete and cost more than \$18 billion dollars. Congress and state governments need to choose a plan and come up with the funds to carry it out. *Journal-News*

John Geyer, CSI member, Hamilton, OH

THE HOOSIER PACKET - APRIL 2014

Index of "CANAWLERS AT REST" articles published in The Hoosier Packet

<u>Canawler</u>	<u>Birth-Death</u>	<u>Author</u>	<u>Issue HP</u>	<u>County in Indiana</u>
Aveline, Francis	1814-1865	Sue Simerman	August 2003	Allen
Babbs, Noah L.	1794-1885	Carolyn Schmidt	April 2011	Hamilton OH
Backus, Abner L.	1818-1895	Carolyn Schmidt	November 2007	Lucas OH
Bailey, Callum H.	1813-1868	Carolyn Schmidt	March 2013	Vigo
Ball, Cyrus	1804-1893	Carolyn Schmidt	May 2007	Tippecanoe
Ball, William J.	1814-1874	Carolyn Schmidt	August 2004	Vigo
Banes, Jonathan	1817-1906	Carolyn Schmidt	September 2013	Franklin
Barton, Gaylord G.	1809-1884	Bob/Carolyn Schmidt	May 2010	Daviess
Bayless, Lott S.	1802-1880s	Carolyn Schmidt	October 2006	Allen
Beach, Silas C.	1833-1882	Carolyn Schmidt	November 2012	Vigo
Beard, John	1795-1874	Carolyn Schmidt	September 2010	Montgomery
Bird, Ochmig	1813-1878	Bob/Carolyn Schmidt	February 2012	Allen
Bradfield, Thomas G.	1817-1893	Carolyn Schmidt	December 2009	Cass
Britton, Richard L.	1790-1850	Carolyn Schmidt	June 2009	Huntington
Carpenter, Willard	1803-1883	Carolyn Schmidt	March 2004	Vanderburgh
Carter, Chauncy	1796-1864	Carolyn Schmidt	August 2006	Cass
Carter, J Newlin	1819-1912	Charles Davis	September 2005	Parke
Carter, Thomas	1805-1873	Charles Davis	September 2005	Parke
Case, Reed	1808-1871	Mark Smith	January 2003	Carroll
Christman, Nicholas	1834-1900	Carolyn Schmidt	October 2005	Allen
Cissna, Robert	1800-1877	Carolyn Schmidt	March 2008	Wabash
Cockrum, Col. Wm. Monroe	1837-1924	Bob Schmidt	December 2013	Gibson Co.
Coë, Isaac	1782-1855	Charles Huppert	May 2003	Marion
Coleman, Thomas	1818-1887	Carolyn Schmidt	November 2004	Tippecanoe
Columbia, Dana	1797-1865	Bob/Carolyn Schmidt	June 2012	Allen-Paulding OH.
Comparet, David	1826-1903	Cynthia Powers	November 2003	Allen
Comparet, Francis	1796-1845	Cynthia Powers	July 2003	Allen
Comstock, Charles	1807-1850	Carolyn Schmidt	August 2008	Huntington
Conover, Aaron	1852-1920	Bob Schmidt	December 2012	Vigo
Conwell, Abraham	1796-1886	Carolyn Schmidt	May 2005	Fayette
Conwell, James	1786-1849	Bob Schmidt	February 2011	Franklin
Cooper, William	1815-1872	Carolyn Schmidt	July 2011	Cass, Fountain
Cotton, William	1816-1902	Carolyn Schmidt	March 2010	Daviess
Cunningham, John R.	1820-1888	Carolyn Schmidt	April 2005	Tippecanoe
Darby, Joseph M	1819-1907	Carolyn Schmidt	December 2004	Miami-Grant
Davis, George Dutch	1815-1877	Carolyn Schmidt	April 2014	Tippecanoe-Lucas OH
Deardorf, Robert	1808-1891	Carolyn Schmidt	November 2005	Tippecanoe
DePuy, Dr John Housel	1820-1904	Carolyn Schmidt	September 2008	Wabash
Digby, William	1802-1864	Bob Schmidt	January 2007	Tippecanoe
Dodson, Samuel	1818-1890	Carolyn Schmidt	October 2013	Vigo
Douglass, William	1815-1909	Carolyn Schmidt	November 2008	Cass
Downing, Andrew	1809-1972	Carolyn Schmidt	February 2007	Greene
Drover, Henry F.	1815-1880	Bob/Carolyn Schmidt	August 2010	Huntington
Dunn, David M.	1818-1889	Carolyn Schmidt	May 2012	Cass
Dunn, George	1796-1854	Charles Whiting Jr	June 2003	Dearborn
Edgerton, Alfred P.	1813-1897	Bob/Carolyn Schmidt	January 2011	Allen
Edmonston, Benjamin R.	1807-1855	Bob Schmidt	July 2012	Dubois
Edsall, Samuel	1805-1865	Jim Ellis	November 2002	Allen
Edsall, William	1809-1876	Cynthia Powers	October 2002	Allen
Elward, James	1805-1890	Carolyn Schmidt	July 2008	Wabash
Embree, Elisha	1801-1863	Carolyn Schmidt	July 2005	Gibson
Fairfield, Asa	1797-1868	Sue Simerman	October 2004	Allen

Indcanal@aol.com

THE HOOSIER PACKET - APRIL 2014

Farquhar, John H	1818-1873	Bob/Carolyn Schmidt	March 2011	Wayne
Fisher, Stearns	1804-1872	Cynthia Powers	December 2002	Wabash
Fleming, William	1828-1890	Tom Castaldi	December 2006	Allen
Frybarger, George	1796-1853	Carolyn Schmidt	May 2008	Fayette
Gordon, James Dr.	1809-1889	Carolyn Schmidt	June 2011	Cass/Wabash
Gordon, Mahlon C.	1826-1904	Carolyn Schmidt	October 2007	Franklin
Gordon, Dr. James	1809-1889	Carolyn Schmidt	June 2011	Cass
Guard, David	1788-1850	Chuck Whiting	June 2007	Dearborn
Hager, Jacob H.	1815-1876	Bob/Carolyn Schmidt	October 2011	Allen
Hamman, Christopher	1815-1890	Carolyn Schmidt	July 2009	Warrick
Haney, William	1809-1889	Carolyn Schmidt	March 2003	Miami-Cass
Hanna, Samuel	1797-1866	Tom Castaldi	February 2003	Allen
Harris, Horatio J.	1815-1859	Carolyn Schmidt	February 2014	Carroll
Harrison, William Henry	1773-1841	Charles Whiting Jr	January 2004	Knox-Hamilton OH
Heron, James	1825-1876	Carolyn Schmidt	June 2008	Fayette
Hoagland, Pliny	1810-1884	Sue Simerman	June 2002	Allen
Holman, Solomon	1813-1852	Carolyn Schmidt	September 2014	Miami
Hudson, Robert N.	1819-1889	Carolyn Schmidt	May 2009	Vigo
Jocelyn, Augustus	1871-1830s	Carolyn Schmidt	April 2013	Franklin
Jones, Clem Aquilla	1822-1901	Carolyn Schmidt	September 2012	Greene-Vigo
Jones, Lemuel G.	1803-1859	Carolyn Schmidt	November 2009	Wabash-Allen
Kendall, Enion	1795-1856	Carolyn Schmidt	January 2012	Cass
Kiser, Peter	1810-1890	Bob Schmidt	September 2006	Allen
Linton, William	1794-1835	Bob Schmidt	July 2004	Greene -Vigo
Logan, Robert	1808-1872	Carolyn Schmidt	March 2009	Pike
Long, Elisha	1794-1842	Charles Whiting Jr	July 2002	Franklin
Longworth, Nicholas	1783-1863	Carolyn Schmidt	February 2010	Cincinnati OH
Lotz, Henry	1797-1845	Cynthia Powers	October 2003	Allen
Lovall, Samuel	1813-1879	Carolyn Schmidt	November 2010	Allen
Lucas, Ebenezer	1807-1871	Bob/Carolyn Schmidt	December 2011	Warren
McCarty, Nicholas	1795-1854	Charles Huppert	August 2002	Marion
McCulloch, Hugh part 1	1808-1895	Carolyn Schmidt	December 2008	Allen
McCulloch, Hugh part 2	1808-1895	Chuck Huppert	January 2009	Allen
McMannomy, John	1812-1899	Carolyn Schmidt	September 2004	Fountain
McMannomy, James	1824-1906	Carolyn Schmidt	September 2004	Fountain
David McRoberts	1805-1870	Carolyn Schmidt	March 2014	Gibson
Maxwell, David H.	1786-1854	Bob Schmidt	April 2010	Monroe
Meeker, Minor	1795-1865	Carolyn Schmidt	April 2007	Fayette
Meyer, Diedrich	1829-1911	Carolyn Schmidt	January 2013	Allen
Meyer, Frederick	1813-1897	Carolyn Schmidt	January 2008	Allen
Morgan, Goodlet	1825-1907	Bob Schmidt	February 2009	Daviess
Morgan, Oliver P.	1824-1900	Sue Simerman	December 2003	Allen
Murray, Elias	1787-1859	Carolyn Schmidt	October 2010	Huntington
Newman, John Smith	1805-1882	Bob/Carolyn Schmidt	August 2009	Wayne
Nofsinger, William	1815-1880	Carolyn Schmidt	January 2014	Parke/Marion
O'Brien, Dennis	1834-1892	Carolyn Schmidt	April 2012	Allen
O'Brien, Patrick	1820-1904	Carolyn Schmidt	March 2012	Huntington
Puett, Austin M.	1803-1879	Carolyn Schmidt	March 2005	Parke
Putnam, Harvey Newton	1812-1879	Carolyn Schmidt	January 2010	Allen
Ray, Governor James	1794-1848	Charles Whiting Jr	May 2004	Franklin/Marion
Ridgway, Joseph Jr.	1800-1850	Carolyn Schmidt	May 2013	Allen
Roche, John	1817-1894	Bob/Carolyn Schmidt	June 2013	Allen
Rockhill, William	1793-1865	Jim Ellis	April 2003	Allen
Ropa, William	1834-1918	Carolyn Schmidt	July 2010	Allen
Rothrock, Zachariah	1814-1886	CS/Mark Smith	December 2007	Carroll
Rowley, Nathan	1788-1872	Carolyn Schmidt	December 2005	Vanderburgh

THE HOOSIER PACKET - APRIL 2014

Rumsey, Philo	1811-1902	Carolyn Schmidt	August 2011	Allen
Sanger, David III	1782-1851	Bob/Carolyn Schmidt	December 2010	Wabash
Sanger, Lorenzo P.	1809-1875	Bob/Carolyn Schmidt	December 2010	Wabash
Saylor, Ulerick Sr.	1788-1860	Carolyn Schmidt	August 2013	Allen
Schmidt, Frank F.	1830-1910	Carolyn Schmidt	October 2012	Vigo
Schwegmann, Herman R	1822-1880	Carolyn Schmidt	November 2011	Allen
Scott, Lucius H.	1794-1875	Carolyn Schmidt	April 2009	Vigo
Semans, John B.	1804-1853	Carolyn Schmidt	February 2013	Tippecanoe
Sell, Sarah	1827-1918	Phyllis Mattheis	September 2002	Wayne
Sell, Valentine	1819-1902	Phyllis Mattheis	September 2002	Wayne
Shank, John	1821-1864	Carolyn Schmidt	June 2014	Franklin
Shanahan, Michael	1809-1885	Carolyn Schmidt	July 2013	Wabash/Grant
Sherwood, Marcus	1803-1880	Carolyn Schmidt	January 2005	Vanderburgh
Shoup, George Grove	1810-1853	Bob Schmidt	February 2011	Franklin
Shrode, Hudson M.	1817-1849	Carolyn Schmidt	June 2010	Warrick
Sloan, Joseph L.	1801-1872	Bob/Carolyn Schmidt	May 2011	Fountain
Smith, Dennison Billings	1817-1901	Carolyn Schmidt	August 2007	Lucas OH
Smythe, Thomas D.	1824-1880	Carolyn Schmidt	August 2005	Vanderburgh
Spooner, Lysander	1808-1887	Bob/Carolyn Schmidt	June 2006	Lucas OH
Stapp, Milton	1792-1869	Bob/Carolyn Schmidt	May 2014	Jefferson
Steedman, Maj Gen James B	1817-1883	Carolyn Schmidt	April 2006	Lucas OH
Stitt, Archibald	1800-1867	Carolyn Schmidt	April 2008	Wabash
Stopher, John & Christopher	1833-1908	Carolyn Schmidt	September 2007	Allen
Stuart, Robert	1802-1842	Carolyn Schmidt	February 2005	Fountain
Sturges, Solomon	1796-1864	Carolyn Schmidt	March 2006	Muskingum OH
Tipton, Gen. John	1786-1839	Cynthia Powers	May 2006	Cass
Tousey, Omer	1800-1868	Chuck Whiting	July 2007	Dearborn
Tower, Benjamin	1819-1872	Carolyn Schmidt	February 2006	Allen
Vanslyke, Peter C.	1829-1891	Carolyn Schmidt	November 2006	Greene
Viberg, Conrad	1808-1893	Carolyn Schmidt	October 2009	Wabash-Allen
Vigus, Jordan	1792-1860	Thomas Castaldi	May 2002	Cass
Vinton, Elbridge Gerry	1824-1913	Phyllis Mattheis	September 2002	Wayne
Wallace, Governor David	1799-1859	Sue Simerman	July 2006	Franklin-Fountain
Wheelock, Dr. Elbridge G.	1814-1892	Carolyn Schmidt	September 2011	Allen
Whitcomb, Governor James	1795-1852	Sue Simerman	January 2006	Monroe-Vigo
White, Albert S.	1803-1864	Mark Smith	September 2003	Tippecanoe
Williams, Jesse Lynch	1807-1886	Tom Castaldi	April 2004	Allen
Wilson, James	1823-1903	Carolyn Schmidt	October 2008	Cass
Wilson, Lazarus Brown	1795-1875	Bob/Carolyn Schmidt	September 2009	Cass-Jefferson-Marion
Wilson, Thomas H.	1818-1877	Carolyn Schmidt	July 2014	Cass
Wines, Marshall S	1800-1842	Carolyn Schmidt	March 2007	Allen
Wolf, Adolphus	1818-1870	Carolyn Schmidt	August 2012	Allen
Wright, Governor Joseph	1810-1867	Carolyn Schmidt	June 2005	Parke
Yandes, Daniel	1793-1878	Carolyn Schmidt	November 2013	Fayette/Marion

WRITE ABOUT A CANAWLER AT REST

Your Editor is always looking for members to write articles about canawlers for the Canawler At Rest column. If you would be interested in writing an article but do not know of a canawler, CSI headquarters can provide you with a list of "restless canawlers" who await an article to be written about them. If you know any canawlers who you would like to see written up for the column but don't want to write the article, please send their names, dates, and something about what they did to headquarters. We will try to find more about the person and write the article.

The Hoosier Packet is available in the Genealogy Department of the Fort Wayne, Allen County Public Library in downtown Fort Wayne. Genealogists come from all over the United States to work on their family trees. The Canawler At Rest and Charles Davis' Wabash & Erie Canal Connection columns contain important genealogy information.

**LAWS OF PRIVATE CORPORATIONS
OF THE STATE OF INDIANA:
CANAL COMPANIES**

Approved and in force March 9, 1859

Sec. 184. **CORPORATION MAY FORM.** 1. Any number of persons may form themselves into a corporation, for the purpose of constructing and owning any canal hereafter to be built in this State, or for repairing, rebuilding, reconstructing, and operating any canal, or any portion thereof, hereafter made and constructed in this State, whenever the said last mentioned canal, or any part thereof, shall be abandoned, given up, or leased by the parties owning or claiming the same to any company incorporated under this Act: Provided, however, That no new canal shall be built or constructed under this Act in any county in this State, unless the consent to build and make the same is first had and obtained of record from the Board of County Commissioners of the county in which said new canal is to be made and constructed.

Sec. 185. **ARTICLES OF ASSOCIATION.** 2. The company or companies formed under this Act shall comply with the following requirements: They shall unite in articles of association, setting forth the name they assume; the points between which said canal is to be built, rebuilt, repaired, or reconstructed; and the amount of capital stock, and the number of shares into which it is to be divided. The names and places of residence of the stockholders, and the amount of stock taken by each, shall be subscribed to said articles of association; and the same, when drawn up and signed by the stockholders, shall be recorded in each and every county through which said canal may be made, constructed, or repaired, provided the same shall be made, constructed, or repaired in more than one county.

Sec. 186. **INCREASE OF CAPITAL STOCK.** 3. It shall be lawful for any canal company which may be organized under this Act to increase its capital stock, for the purpose of making such canal, or reconstructing, rebuilding, or repairing the same, or any part thereof, as is provided in the first section of this Act, or for any other purpose connected with the organization of said company; but before any such increase of the capital stock of said company is made, said company shall have obtained the consent of so many stockholders thereof as shall be the owners, in the aggregate, or at least three-fifths of the original stock.

Sec. 187. **ELECTION OF DIRECTORS.** 4. Not less than five nor more than seven directors shall be elected by the stockholders of such corporation, who shall hold their offices for one year and until their successors are appointed. Notice of the election of the directors shall be given, by three weeks' publication in some newspaper printed in the county or counties through which said canal may run, or, if no newspaper is printed in any county through which said canal may run, then by a written notice, to be stuck up in three of the most public places of said county, one at the seat of justice.

Sec. 188. **OFFICERS AND POWERS.** 5. Any board of Directors elected under this Act may organize by choosing a president and secretary, and such other officers as may be required to carry out the purposes of the incorporation; and from thence shall be known as the "_____ Canal Company;" and shall be capable of suing and being sued, pleading and being impleaded, defending and being defended, in any court of competent jurisdiction.

Sec. 189. **MAY PURCHASE PROPERTY.** 6. Any corporation formed under this Act may have a common seal, and the same use, alter, or change at pleasure; and be capable of purchasing, holding, using, and conveying any estate, real or personal, that may be deemed necessary as an appendage to the canal or needed in the construction or repair of the same.

Sec. 190. **BOOKS OF ACCOUNT.** 7. The directors shall, at all times, keep, or cause to be kept, at some proper place to be agreed on by them, proper books of account, in which shall be entered all the transactions of the company; which books shall be at all times subject to the inspection of the stockholders.

Sec. 191. **BY-LAWS — TOLLS.** 8. The officers so elected shall provide a code of by-laws for the government of the corporation, regulating the use and navigation of the canal, and the tariff of tolls and water-rents on the same; which by-laws, when approved by a majority of the stockholders, shall become a law, and binding, until altered or amended by a vote of an annual or called meeting of the

stockholders. A statement of the rate of tolls assessed for the navigation of the canal shall be posted up along the line of the same, in such conspicuous places as may be determined on by the directors.

Sec. 192. **VACANCIES — MEETINGS.** 9. The president and directors shall fill all vacancies that may occur in their body; they may sit on their own adjournments or a call of the president, and when the president or secretary is absent, the directors may appoint one of their members to fill the vacancy. The president may, if he deems it advisable for the interests of the company, call a meeting of the stockholders at any time.

Sec. 193. **VOTES OF STOCKHOLDERS.** 10. At all elections of directors, each stockholder shall be entitled to vote, in person or by proxy, in the manner and form prescribed by the by-laws, and according to the following scale; For each share not exceeding five, one vote; for every ten shares, two votes; and for every five shares over twenty, one vote.

Sec. 194. **STOCK.** 11. Certificates of stock shall be given to the stockholders (which shall be evidence of the stock held), to be signed by the president and secretary, the same to be transferable on the books of the company only; but such stock shall be held, at all times; by the company for any delinquency in the payment of any assessment.

Sec. 195. **TOLLS AND WATER-RENTS.** 12. The directors of any canal organized under this Act shall have the power of regulating the tolls on the same and the water-rents of said canal: Provided, however, Said tolls and water-rents shall be in accordance with the tariff of tolls and water-rents on similar works.

Sec. 196. **CANAL, A PUBLIC HIGHWAY.** 13. Any canal made, constructed, rebuilt, repaired, or reconstructed under this Act, when so made, constructed, rebuilt, repaired, or reconstructed, shall be deemed and taken as a public highway, and free to all persons whatever to pass and repass with their boats or other water-craft, and with their produce, goods and chattels, ware and merchandise—such persons conforming to such rules and regulations as may be established by the company for the navigation of said canal, and paying such tolls as may be established and required for the same.

Sec. 197. **NO DIVERSION TO ANY OTHER USE.** 14. Any company or companies organized under this Act, and obtaining possession of any canal, or part thereof, heretofore built within this State, under a grant, lease, or gift of the same from the parties who built the same, or were the owners, legal or equitable, of the same at the time of said grant, lease, or gift, shall not be allowed or permitted to change or divert the same to any other use or purpose than that for which said canal was originally built and constructed, but the same shall, for all time to come, except when undergoing repairs, be kept navigable, a public highway free to all persons whatever to pass and repass with their boats or other water-craft, and with their produce, goods and chattels, wares and merchandise—such persons conforming to such rules and regulations as the company may prescribe, and to the payment of such tolls as may be established and required for the navigation of the same. Any such company or companies changing or diverting said canal to any other purpose than navigating the same with boats and other water-craft, in the transportation of persons or property along said canal, shall forfeit all rights, privileges, and immunities granted under this Act; and the change and diversion of said canal to any other purpose than as provided in this section—to wit, a navigable canal for boats and other water-craft, in the transportation of persons and property along the same—shall work a forfeiture of any grant, lease, or gift made under the provisions of this Act.

Sec. 198. **BENEFIT OF ACT TO OLD COMPANIES.** 15. All canal companies now in existence in this State, or which shall hereafter be organized, may have and possess all the benefits of this Act, by complying with the conditions herein contained.

Source:

Thornton, W. W. *Laws of Private Corporations of the State of Indiana Except Banking, Building and Loan Associations, Insurance and Steam Railway Companies.* Indianapolis, IN: Wm. B. Burford, Contractor for State Printing and Binding, 1902.

Editors Note: In 1859 this act replaced the previous laws for Indiana's canals.