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Newspaper clippings on the
Wabash and Erie Canal

Newspaper Clippings on the Wabash and Erie Canal v.3

December 1841 - July 1844

Allen County Public Library
Ft. Wayne, Indiana

12/21/1841 To Jesse L. Williams from Wm. J. Ball, Civil Engineer
12/27/1841 From the Daily Indiana Journal
1/29/1842 Miami Extension
1/29/1842 Wabash & Erie Canal (Report)
2/ 5/1842 To the Editor of the Fort Wayne Sentinel
2/ 5/1842 Wabash & Erie Canal and Miami Extension
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3/19/1842 Ohio Legislature
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3/26/1842 Extension of the Wabash & Erie Canal
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4/ 9/1842 High Water
4/16/1842 Report of the Chief Engineer
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7/30/1842 Wabash & Erie Canal: its Influence on Commerce & Travel
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8/10/1842 Wabash & Erie Canal
11/ 5/1842 Boats from Fort Wayne to New Orleans
1/18/1843 Wabash & Erie Canal: Rochester Daily Democrat
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8/ 9/1843 Wabash County and the Canal
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4/13/1844 Completion of Wabash & Erie Canal
6/15/1844 Towns on the Wabash
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Indianapolis, Dec. 21st, 1841

MR. JESSE L. WILLIAMS,

SIR:--Having called my attention to a resolution at the House of Representatives, dated Ec. 18th, 1841, requiring you to report whether it be Requisite to construct that portion of the Erie and Michigan canal which diverts the waters of the Elkhart river to the Maumee, to meet a supposed deficiency in the supply of water for the summit level of the Wabash and Erie canal"--in compliance with your request, I have to say that in the summer of 1839, whilst engaged in the service of the State, I was employed in making extensive surveys and examinations to determine the adequacy of the streams relied upon to feed the line of the Erie and Michigan canal from Northport to Fort Wayne.

From these explorations it was determined that the natural flow of the streams was insufficient to supply the canal, and that it would be necessary to provide reservoirs in which the whole drainage of the country lying above the summit level, could be collected and retained to meet the demand during the summer and fall. It was also found that the whole amount of water that could be thus collected would not be sufficient to supply the canal from Northport to Fort Wayne. The deficiency was to be provided for by an additional series of reservoirs. located in the valleys of Weeks' branch

and Black Creek, on a level about 60 feet below the summit level. From these it was intended to supply about 11 miles of the line next the junction with the Wabash and Erie canal. Hence it will be seen that to obtain water from the Elkhart river by the Erie and Michigan canal, to feed the Wabash and Erie canal, is wholly impracticable.

Very Respectfully,

Wm. J. BALL, Civil Engineer.

Monday, Dec. 27.

The minutes having been read, a message was received from the House, announcing the passage of several engrossed bills of the House and Senate, generally of a local character.

The President laid before the Senate a communication from Jessie L. Williams, in reference to the probable cost of extension of the Wehach and Frie canal.

On motion of Mr. Baird, laid on the table, and 500 copies ordered to be printed.

Petitions were offered by Messrs. Carra, Burke, Harris, Chamberlain, Watts, Miller, and Bright; which were referred to appropriate committees.

Mr. Baird, from the judiciary committee, reported back the resolution requiring that judgment on appeal be rendered against the security and principal simultaneously, and recommended its indefinite postponement. Agreed to.

Mr. Baird reported back from the same committee the bill regulating all interests at 6 per cent, stating that the committee were tied on this subject. Discharged from further consideration, and the bill made the order of the day in committee of the whole on Wednesday.

Daily Indiana Journal
Mon. Dec. 27, 1841

MIAMICNAL EXTENSION. (512)

All the work upon this canal that has been placed under contract, is now so nearly completed, that, with the exception of two or three sections, it might be prepared for navigation as early as the first of August next.

The "Extension of the Miami canal" is that part of the Miami canal which extends from Dayton to its intersection with the Wabash and Erie canal, about eight miles west of Defiance. The distance from Dayton to the junction, is about 113 miles, exclusive of the Sidney feeder, which is fourteen miles in length. That portion which lies between Dayton and the mouth of Loramie's Creed, a distance of thirty-three miles, was placed under contract in 1833, and completed in 1837. All that part between the mouth of the Loramie and the town of St. Marys, including the Sidney feeder was put under contract in September 1839. Twelve miles in addition, continuously north of St. Marys, were placed under contract in the winter of 1839. These two last portions of the line embrace all the contracts now in operation, and are by far the most expensive portions of the work. No contracts have been made since the last named, in the winter of 1839, except for abandoned work.

That portion of the line extending from the "Deep Cut" to the junction, about thirty-three miles in length, is all that now remains to be put under contract. This section consists of light work, and can be constructed very cheaply. There are no very heavy or expensive jobs upon it and when this shall have been completed, the communication between the Ohio River at Cincinnati, and Lake Erie, will be perfected in a manner which will have an important bearing upon the interests of

the whole western portion of the State.

Two regular payments, only, have been made upon this work during the past year; both of them occurring at periods long after the estimates were made upon which they were predicated. This manner of paying though unavoidable, is attended with much inconvenience to the contractor, inasmuch as he is compelled to pay his hands up to the time of the payment; thereby laying out of the use of so much of their expenditures as may have accrued (sic) between the time of payment.

By the following extract it will be seen that, to furnish funds for the completion of the work, the Board recommends the Canal Lands to be brought into market immediately, and scrip to be issued to the contractors, bearing interest, and receiveable for these lands.

"The difficulty of procuring money by ordinary means, has become so great, that it is presumed that some other mode will have to be resorted to for the purpose of obtaining an amount sufficient for the completion of our present works. If the selling of State stocks, or the making of temporary loans, based upon anticipated sales, shall be found impracticable, some other plan should be adopted. There is one among the many that have been suggested, which, in the opinion of the Board, is worthy of the consideration of the legislature. The lands granted by congress to aid in the construction of the Wabash and Erie canal, may be put in market at a fair valuation, and it is confidently believed, that if they are properly managed, they will produce a sum sufficient to complete both these works. But as it is not to be expected that the lands will sell so rapidly as to enable the Board to complete the works

within a reasonable time it will become necessary to anticipate the sales, by an issue from time to time, as-- may become necessary, of bonds or scrip bearing interest, and payable periodically.--These bonds may be received in payment for lands, and, as the amount will be limited it is tho't their credit will be sufficient without making them receivable at the treasury in payment for other State dues."

Fort Wayne Sentinel

Saturday, January 29, 1842

WABASH & ERIE CANAL.

This work, since the last annual Report of the Board, has been prosecuted with as much industry as the situation and different kinds of works in progress would permit.

Seventy miles of different portions of the line are finished, leaving about twenty miles to be completed.

From Manhattan the eastern termination of the canal to the head of the Rapids, a distance of thirty one miles, the earth work and culverts are completed, and all the locks on the main line, consisting of 3 lift and one guard lock, are nearly so, and will be finished at the opening of navigation.

The two locks on the Toledo side cut and five on the Maumee side cut, are also finished, with the exception of the gates, which will be completed this winter.

The outlet lock on the Maumee side-cut will be finished next May, and the aqueduct across Swan creek, which completes the canal communication with Manhattan, will not be finished before the month of July next. It may, therefore, be confidently expected that the communication (sic) between the canal and Maumee river will be completed and ready for navigation, at Toledo, in the month of April; at Maumee City in the month of May; and at Manhattan, not until the month of July next.

The water has been let in, and the canal used for the purposes of navigation, the past season, from the head of the Rapids, to Maumee City, a distance of eighteen miles; and during the present month it is expected, the water will be let into the canal from Maumee City to the head of the locks at Toledo, an additional distance of nine miles.

From the head of the Rapids to the foot of Flat Rock, a

distance of twenty-two miles, there are three locks and six culverts unfinished. They are in different stages of progress—some nearly completed, others partially so; and it will take until the month of July next to prepare this portion of the canal for navigation. The reason why the work on this portion of the canal is not in as forward a state as the balance of the line, is on account of the delay in procuring stone for the masonry. This unavailable delay in procuring stone has prevented its completion early next spring.

From the foot of Flat Rock to the Indiana State line, a distance of thirty-five miles the canal can be completed by the first of May next. There is no difficult or important work on this portion of the line, which will prevent its being used for navigation at that time.

On the six miles of Canal adjoining the Indiana line, the water was let in last June; and since that time, it has in connection with the Indiana canal, been used for the purpose of navigation, making at this time, thirty-three miles of canal prepared for use.

At the opening of navigation next spring, and until the completion of the whole line in July, the inhabitants of Indiana can, with out much difficulty, avail themselves of that portion of this canal which will be in operation, and that portion of the Maumee Rapids and foot of Flat Rock, which is at all times of sufficient depth to float, to ship their produce to an eastern market. For the purpose of having a sufficient supply of water for the canal, from the State line to Defiance, it was a part of the original plan of this improvement to construct a reservoir. During the last summer, contracts were let for constructing this reservoir of about

twenty-five hundred acres in area. It is located six miles on this side of the State Line, and adjoining the canal. The estimated cost of this reservoir was \$170,000; but the contracts for constructing the same, have been let for the sum of \$156,000. This work is now progressing and will be completed the ensuing summer.

With the necessary means provided for the completing this canal, it may be reasonably expected that its whole length may be prepared for navigation in the month of July next; which will open a canal communication, in connexion (sic) with the Indiana canal, of two hundred and thirty-three miles.

There has been disbursed on this canal, for the year ending Nov. 15, 1841, by Rodolphus Dickinson, acting commissioner-
On contracts, 577,991.94

For wages of engineers and

assistants,	9,275.35
subsistence,	2,065.76
incidentals,	1,088.37

Total disbursements, for the year, 590,421.42

Former disbursements, 1,666,743.25

Total payments to Nov.

15,1341, \$2,257,164.67

Fort Wayne Sentinel

Saturday, January 29, 1842

To the Editor of the Fort Wayne Sentinel:--

Dear Sir:--I will commence this letter by asking your pardon for not writing to you oftener, we have been progressing so rapidly with business that we have hardly had time to sum up what we have done.

We have just passed through a scene of some excitement in the Senate, on the passage of a bill of the House giving to companies the right to complete the unfinished portion of our public works. I supported the measure for the reason, that by one of its provision the offices of Fund Commissioner and Principal Engineer are abolished, and also for the still stronger reason that the provisions thereof are more favorable to the Michigan and Erie Canal than to any other of our public works. I have not much doubt but that companies will be formed to complete that work and that they will be able to sustain themselves in the undertaking.

This bill met with considerable opposition which was not confined to either of the two political parties. A few Democrats opposed it on account of their uncompromising opposition to corporations, but the principal and most bitter opposition was made by the 'glorious system' men, and the devoted friends of Noah Noble and Jesse L. Williams, were mad enough to think that the State can yet go ahead and complete all the works contemplated or included in our glorious system! and who had the sagacity to see that if this bill should pass the pensions of their dear friends would be stopped.

I will state that my course in relation to this measure has been the opposite to that of some who represent the same interest, and as a wide difference of opinion seems to exist between us, I shall on my return hand you the bill for pub-

lication in order that those who are interested may examine the matter, and satisfy themselves as to the propriety or impropriety of my course. One thing I would say, that however indifferent a portion of my constituents may feel with regard to this subject, it cannot be denied, and I did not allow myself to forget that a portion of them are deeply interested in one of the works the completion of which is contemplated by the provisions of the act.

The investigating committee are about to close their labors; their report will be made during the next week, but will not be printed previous to our adjournment. As soon as the Report is made I will write to you, giving you as near the tenor of it as I may be able to do from hearing it read. It may not be improper for me to state that it is generally understood here that the report will seal the fate of some individuals who have occupied our highest places. I am proud to be able to state that those of our citizens who were called here to give an account of their stewardship, were honorably acquitted. I am informed by members of both committees that no exceptions could be taken to their official conduct.

I believe that we have got along with all local matters in which our section of the country is concerned, except answering the prayer of petitioners to be exempt from the payment of toll when going to or returning from mill or market with canoes or pirogues on the St. Joseph feeder. This petition came to hand by the last mail, and the session is so near its close that we may not be able to get it through--the matter is now before the committee on canals and internal improvements.

I see by your paper that you get an account of our doings

without much delay from the papers here; that is one reason why I have not written more frequently, and at this time renders it unnecessary for me to give you a detailed statement of our proceedings.

We adjourn on the last Monday in this month without fail.

Respectfully yours,

J. SINCLAIR

Fort Wayne Sentinel

February 5, 1842

Wabash & Erie Canal and Miami Extension.--The select committee of the Ohio Senate relative to the Wabash & Erie Canal and Miami Extension have reported in favor of the immediate completion of these works. To furnish means for this, without sacrificing the bonds of the state, by throwing them into market at this unfavorable crisis, the committee recommend,-

The issuing of scrip bearing six per cent, interest.

To have the canal lands re-appraised, and offered at public sale every six months, and receive the scrip in payment, allowing the interest due.

All money received for these lands to be applied to redeeming the scrip.

The work done to be estimated monthly by the engineers, and the amount paid in scrip.

All debts now due the contractors to be paid in scrip.

The report concludes with a resolution instructing the standing committee on canals to bring in a bill in accordance with the above plan.

Fort Wayne Sentinel

Saturday, February 5, 1842

WABASH & ERIE CANAL--Supply of Water--We have received a copy of the Report remitted to the Legislature by James L. Williams, Esq., Chief Engineer, on the supply of water for the summit level of our cana. The report is highly satisfactory, and demonstrates that the fears entertained by many of the adequacy of the supply that can be obtained, are entirely groundless. Even if the present feeder should be found insufficient, reservoirs could be constructed, at a moderate expense, which would furnish any quantity that might be required--The reservoir on the Aboite, surveyed last summer, covers an area of about half a section, the depth varying from 5 to 30 feet, and could afford a supply of 1,000 cubic feet per minute; the estimated cost of its construction is \$20,000.--No canal has ever been projected, connecting Lake Erie with the Ohio River, on whose summit level so large a supply of water is available as on this line.

Another opinion prevalent throughout this region, that the Northern Canal, if finished from Fort Wayne to Northport, would bring in a considerable supply of water to the Wabash and Erie Canal, is also stated to be without foundation. The most careful and critical examinations have been made to ascertain the amount of the supply of water for the former work, and the result is, that so far from a surplus, there can be only a sufficiency of water obtained from the head branches of the Elkhart to feed that canal to a point $11\frac{1}{2}$ miles north of Fort Wayne. To supply the remainder of the line, reservoirs will have to be constructed in the valleys of Weeks' Branch and Black Creek. These reservoirs would afford an ample supply to feed the canal to Fort Wayne, but no surplus. By these examinations, the practicability of the Northern Canal is clearly demonstrated,

and a sufficiency of water for its supply proved to be easily attainable; but as the lower end of the line will have to be fed entirely by the waters of Cedar Creek, so far from any surplus being thus brought into the Wabash and Erie Canal, it will actually rather diminish the supply. As this subject is one in which our readers feel deeply interested, we shall publish the report as soon as we can spare the room.

Fort Wayne Sentinel

Saturday, February 5, 1842

OHIO LEGISLATURE

----- Payments.--Completion of Wabash & Erie Canal.-----

This body adjourned on the 7th inst. after a session of 13 weeks. They meet again in extra session on the 23th July next, to divide the state into Congressional Districts, under the new apportionment. There were 313 laws and 53 joint resolutions passed at this session. Amongst these, the law compelling the banks to resume specie payments, and the one making appropriations for paying the state debt and completing the Wabash and Erie Canal, are the most interesting to us.

The resumption law went into force on the 4th inst. and has already had a very beneficial effect on the commerce of the state. Exchange on the coast, which had been 12 to 15 per cent, against Ohio, thereby taxing her citizens that amount on all goods purchased at the east, is now down to 1 or 1½ per cent; worthless shinplasters are banished from circulation, and in their place is to be had specie, or what is as good, notes which can be converted into specie at any moment. So far as we have yet heard, all the banks have resumed, and continue to pay specie; and there has not been any great excitement or run on any of them. The fear expressed by many that the banks would be immediately drained of specie, has proved to be without foundation. Let the people have specie enough to make convenient change, and a well-grounded confidence that their banks are good, and able and willing to redeem their promises to pay whenever on led upon, and there are few who would not as readily receive paper as specie.

On the last day of the session, the bill providing for paying the temporary liabilities of the state, and providing

means for the completion of the Wabash and Erie Canal, passed.
Its provisions are--

Fort Wayne Sentinel

Saturday, March 19, 1842

CANAL MEETINGS

A meeting of the citizens of Hamilton and Madison counties was held at Noblesville on the 3d inst, to take into consideration the subject of the competition of the Central Canal north of Indianapolis. From the report read at the meeting we learn that, from Indianapolis to the Broad Ripple, nine miles, the canal is completed; from thence to the Killbuck summit, 46 3/4 miles, the work is partly done, but will require an outlay of \$656,000 to complete it. This amount the meeting thought might be raised.

A committee was appointed to correspond with the citizens of Marion, Hamilton, Boon, Madison, Grant, Miami, Wabash, Delaware, Huntington, Wells, and Allen Counties, inviting them to send delegates to a convention to meet at Andersontown on the 7th April next. If this work, and the Railroad from Muncietown to Fort Wayne could be accomplished, thus making this city the outlet for the produce of the centre of the state, we would not change locations with any town in Indiana.

The proceedings of the meeting in Noble co. for the completion of the Erie and Michigan canal will be found in another column.

We should like to see our citizens take a little more interest in these matters than they do at present. Here

are the citizens of the north and of the south offering their trade to us, and anxious, if possible, to open a communication with us. Can we do nothing to avail ourselves of their offers?

If the completion of the Northern Canal should be found impracticable, could not something be done to improve the roads leading from here to the north? If we had good roads, all the flour and grain Elkhart, Lagrange, and the intervening counties, embracing a large body of the best wheat land in the Union, would be brought to Fort Wayne for shipment to the east. May we not reasonably expect that a large portion of the price of such produce would be invested in the purchase of goods at Fort Wayne.--When our canal is completed to Lake Erie, which we have every reason to expect will be the case the ensuing summer goods may be brought here from New York at a less expense than they can to Cincinnati. The number of teams that will be engaged in bringing produce would enable the citizens of the northern counties to transport their goods from Fort Wayne at a very trifling cost.

Some may perhaps smile at the idea of goods ever being sold in Fort Wayne at a lower rate than in Cincinnati; or think it visionary to talk about wholesale store here supplying our northern neighbors with goods. We do not see anything visionary in it; goods from New York for Cincinnati, after leaving the lake at Cleveland, are conveyed 310 miles on the Ohio Canal to Portsmouth,

thence reshipped and taken down the Ohio River to Cincinnati. Goods coming to Fort Wayne, will leave the lake boats at Toledo or Maumee, and then 120 or 130 miles canal navigation will bring them here. Any person may see at a glance that this must be the quickest and cheapest route; and if our neighbors came here to sell their produce, why should they go elsewhere to buy their goods? Depend upon it, as soon as our canal is fairly under way we shall witness a great revolution in business. It will not be long before some pushing, enterprising Eastern merchant will discover that this is the place to establish wholesale stores in, and that any amount of business may be done here, at a fair profit, by those who are able and willing to undertake it.

Let our own farmers bear this in mind;--while persons at a distance are seeking to reach here, they will always hereafter have a market at their own doors. Let those whose farms are cleared give more attention to the raising of wheat, which will always command cash and a fair price; those who live in the woods may find it profitable to get out staves, hoop-poles, timber, or lumber, for exportation. We shall have a sure market and good prices; and if we only try to turn every thing to account, and send off for sale every thing that will pay transportation, money will begin to come into the country again, and the complaints of hard times and scarcity of money will cease. Hitherto we have been sending all our money out of the county to buy provisions and goods, and selling nothing to bring it back. Need we wonder, that by always paying money out and never taking any in, we have at length found the bottom of our

ockets? Let us now try the other task, and sell more than we buy--bring in more money than we pay out--and if times do not mend, and money become more plenty, we will acknowledge that we are no true prophet.

The Fort Wayne Daily Sentinel

March 19, 1842

Extension of the Wabash and Erie Canal.-- Proposals will be received at Covington, Fountain co. on Monday the 16th May next, for the construction of 48 miles of the Wabash and Erie Canal, below Lafayette. The letting (sic) includes four framed locks, three large aqueducts, two feeders and dams. and a large amount of other heavy work.

The payments for this work will be made in canal land scrip, of the denomination of \$5 and upwards, which will be receivable for the lands selected by the state, under the grant of Congress, for the continuance of the canal west of the Tippecanoe. These lands amount to nearly 300,000 acres, said to be among the best in the state. They will be divided into first, second, and third rate, and offered at the minimum prices of \$5, \$3.50, and \$2 per acre.

Any moneys received for these lands will be applied to the redemption of the scrip; but the state will not be responsible for its redemption in any other way.

The editor of the Covington People's Friend says, he has seen a specimen of this scrip, "and indeed the execution is splendid--the engraving very fine." Query,--Will the splendor of its execution make the scrip circulate better; or will not cautions people think there is too much outward show, which generally betokens emptiness and rottenness within! All is not GOLD that glitters.

Fort Wayne Sentinel

Saturday, March 26, 1842

WABASH & ERIE CANAL

We are informed by a gentleman from Toledo that some merchants of that place have made arrangements to run a daily line of boats from Toledo to Lafayette--one boat to leave such place every day. They have bought 13 boats on the New York canal, which they will have in readiness to put on the Wabash & Erie Canal as soon as it is completed next summer. We presume the merchants of Maumee City will also attempt something of the same kind, to secure to their place a portion of the immense trade which will hereafter be carried on on this canal. We may anticipate quite lively times along the line when boats commence running; trade must receive a great impulse, and the facilities they will offer to emigrants, will induce many to come this way and settle among us, who would otherwise take their course through the upper Lakes.

Messrs. Palmer & Co. of Toledo, whose advertisement appears in another column, are the agents for the new line, and will be enabled by this arrangement, and by their connection with some of the best lines on the N. Y. canals, to forward goods to this region with great expedition, and on reasonable terms.

Fort Wayne Daily Sentinel

April 2, 1842

J. L. WILLIAMS, ESQ.

Believing that great injustice has been done Mr. Williams, in some portions of the northern part of this State, in consequence of a false impression having been created in regard to his opinion as to the importance of our canal; we deem it but just that he should be placed in his true position. It has been contended by some, that the construction of that portion of the Northern canal to the Elkhart summit, was necessary to feed the Wabash & Erie canal, and, such endeavored to induce Mr. Williams, as the Chief Engineer, to sustain them by his official opinion. This he could not conscientiously do, because the facts would not warrant it. Then he was denounced as an enemy to our canal. Mr. Williams was called on last winter, to make a report on the subject, and sustains his own opinion, by that of other engineers. We have not room this week for his report, and must content ourselves by publishing the following comments upon it by the Fort Wayne Times:

"The report of J. L. Williams, Esq., Chief Engineer, on the necessity of the Erie and Michigan canal, from Fort Wayne to Northport, as a feeder for the Wabash and Erie canal, will be found on the last page of this paper. It appears perfectly satisfactory upon that point. Mr. Williams' views upon the subject have been known for a long time, although never before embodied in a formal report; and he has been charge, (unjustly, we have good reason to believe,) with hostility to the Erie and Michigan canal. We feel much confidence in saying that Mr. Williams would at all times with great satisfaction, have

urged forward t e Erie and Michigan canal upon just and tenable grounds; but that he could not lend himself to that object upon those he knew to be fallacious. He shows clearly, that the idea of depending upon the Northern canal, as a feeder for the Wabash and Erie, is not to be entertained for a moment; and indeed, this is the conclusion to which any candid man would come upon a careful inspection of the country, a knowledge of the supply of water on each summit, and the length of canal to be fed by each."

Indiana Journal

April 8, 1842

HIGH WATER

The heavy rains we have experienced during the past week, have raised the rivers here to an unusual height, and much of the bottom land in this vicinity is now under water.

It would be hazardous, if not impracticable, at the present stage of water, to reach the St. Mary's bridge from this city. All communication with the north is consequently suspended until the water falls. Mr. Ed. Hinton, our enterprising city milkman, yesterday brought his milk-wagon to town in a canoe, on the canal; otherwise we might all have had to drink our coffee without either cream or milk. If this would not have raised the ladies' dander, as Major Dawson would say, against the improper location of the bridge, we have no knowledge of such matters.

A few weeks ago, we made some remarks on the improper site this bridge occupies, and any person who will now take a view of the river will see the truth of our observations. The road leading to the bridge is several feet under water, while the place where the bridge was originally intended to have been placed may be approached dry-shod.

Our suggestion that those interested in the present location of the bridge should raise the road leading to it above high water mark, having been neglected, we would recommend that a ferry be established from the city to the bridge to enable travellers to cross it. A bridge across the river is not of much use if travellers have to swim to reach it.

In our first page will be found the Report of J. L. Williams, on the subject of the supply of water on the summit of the Wabash and Erie Canal, and the necessity of the Northern Canal as a feeder. This report is deserving the serious attention of our readers, as it shows conclusively that an abundant supply of water can be obtained on the summit level of the Wabash and Erie Canal; that no water can be brought from the Elkhart to the Canal, but on the contrary that the Northern Canal would have to be supplied for $11\frac{1}{2}$ miles from the waters of Cedar Creek; and lastly, that Mr. Williams has a very favorable opinion as well of the practicability as of the importance of the Northern Canal.

In justice to Mr. Williams, this report ought to have been published some weeks ago; we had it on file, but it was overlooked. Mr. Williams has been severely and we believe unjustly censured for hostility to the Michigan and Erie Canal. This charge has been frequently urged against him, by the citizens of the North, and the democratic party generally. Mr. W's political views and the share he may have had in bringing this State into its present embarrassed condition, may have rendered him obnoxious to many; and the disappointment of the citizens of the North at the stoppage of their great work may have induced them to complain, because he was never so enthusiastic in its favor as they could have wished. But we think it decidedly wrong

to charge him with hostility to this work, without some better grounds for the accusation. With regard to the argument that the canal was necessary as a feeder to the Wabash and Erie, it was clearly demonstrated, by the last survey, to be unfounded. It was only by the construction of reservoirs, and saving all the water that could be collected on the summit level of the Erie and Michigan canal, that a supply could be obtained to feed the canal to a point $11\frac{1}{2}$ miles north of Fort Wayne. An abundant supply might be obtained for the balance of the work, by forming reservoirs on the branches of Cedar creek; but it must be remembered that this would be cutting off a portion of the supply now obtained by the St. Joseph Feeder.

The editor of this paper was one of the party who made the last survey, and from what he there saw of the country, feels satisfied that no water could be brought from the Elkhart into the Wabash and Erie Canal. Mr. Williams visited the party during the survey, and took the liveliest interest in the success of the examinations.

We deem this much due to Mr. Williams. It is enough for any person to bear the blame he is justly entitled to, without having other charges made against him of which he is innocent.

Fort Wayne Daily Sentinel

April 16, 1842

REPORT OF THE CHIEF ENGINEER

In relation to the necessity of the Erie and Michigan Canal as a Feeder to the Wabash and Erie Canal.

Office of Chief Engineer
Indianapolis, Dec. 27, 1841

Hon. JOHN W. DAVIS,

SPEAKER HOUSE OF REPRESENTATIVES:

SIR:-- The undersigned has received a copy of a resolution of the House, adopted on the 18th instant, together with a copy of a preamble to a resolution, adopted on a previous day, the whole of which is as follows:

"Resolved, That Jesse L. Williams, Chief Engineer, be furnished with a copy of said preamble, and that he be directed to report to this House whether danger is to be apprehended that the St. Joseph's feeder will fail to supply a sufficiency of water for so much of the Wabash and Erie Canal as depends upon that feeder for supply. Whether the construction of that portion of the Erie and Michigan Canal, contemplated in the preamble aforesaid, be requisite to remedy the deficiency, if it exist in his opinion, and the estimated cost of such work."

The following is the preamble above referred to:

" Whereas, The State of Indiana has expended large sums of money in the construction of that portion of the Wabash

and Erie Canal extending from Fort Wayne to the Ohio State line: and as it is generally understood and believed that the deficiency of water is such that the said canal will be valueless until a feeder be introduced by the construction of that portion of the Erie and Michigan Canal which diverts the waters of the Elkhart river to the Maumee: And whereas, the Wabash and Erie Canal is now about being completed, &c.

The leading enquiry contained in this resolution, is in relation, to the supply of water on the Canals, therein referred to. It has two branches: first, whether there will probably be a deficiency of water on the summit level of the Wabash and Erie Canal--and secondly, if such deficiency exist, whether the construction of the Erie and Michigan Canal from the Elkhart feeders to Fort Wayne, can be considered as necessary to remedy this deficiency.

In relation to the first branch of the enquiry, the views of the undersigned were fully communicated in his late annual report, which, however, had not reached the House when the resolution was adopted. For the purpose of presenting a connected view of the subject, I beg leave to present here the substance of that report, in relation to the first branch of the inquiry.

The extreme drought of the last summer excited fears in the minds of some that the supply of water on the summit level of this canal would, on the future increase

of business, prove inadequate. There is no ground for apprehending any inconvenience from the want of water. The question, if any question, should arise, will not be whether an ample supply is at our command, but whether the low water discharge of the St. Joseph alone is sufficient without any aid from an artificial reservoir. Should such aid become necessary, with the future increase of business, abundant resources are at hand of which the State can avail herself at any time, with a moderate expense.

The summit level of this canal is located through a remarkable depression in the general level of the country, forming the head of Little river, into which depression the drainage flows from the surrounding table lands, embracing the whole country to the head of the St. Joseph on the North East, and of the St. Mary's on the South East, together with the several branches of Little river, all of which are available for reservoirs. So far from there being a deficiency in the available resources, it is certainly true that no canal has yet been projected, connecting Lake Erie with the Ohio river, on whose summit level it is practicable to introduce so large a supply of water as might be collected on the summit level of this canal.

Should any additional supply be required, either now or hereafter, I would recommend the introduction of a feeder from the Aboite, which is one of the principal branches of Little river, and crosses the canal eleven

miles west of Fort Wayne. From the survey of this valley, it is ascertained to be decidedly favorable for the formation of a reservoir of any size that the future wants of the canal may require. The feeder would be one mile long, at which distance from the canal, a dam and embankment would be formed across the valley, in all, six chains long, raising the water to a level thirty feet above the canal. This would form a reservoir covering about 320 acres, to a depth varying from 5 to 30 feet--which, after allowing for the loss by evaporation and leakage from its surface, would give a continued supply of 1,000 cubic feet per minute for a period of 100 days; which supply could be still further increased by adding to the height of the embankment. The cost of constructing this reservoir and feeder is estimated at about \$20,000, including the expense of clearing the timber from the whole area; in addition to which some damage should be paid.

One important advantage of this site over others that might be found in the valley of the St. Joseph or Cedar creek, consists in its furnishing the additional water near the west end of the summit level, where it is most needed. By introducing a feeder at this point, the level of the canal will be kept more uniform during the low stage of water, when its passage is so much impeded by the growth of grass in the canal. The whole division could also be filled much sooner after it became empty from any cause, than if the whole supply were introduced

at the east end. Another favorable circumstance is in the particular size of the stream which flows into it, being of ample size to fill the reservoir, and yet not so large as to be uncontrollable, or dangerous in its flood. The position of the reservoir being so near the canal, places it always under the immediate notice of the Superintendent, by which the expense of its superintendence, as well as the danger of accidents, would be lessened. The fact that no artificial feeder is required to conduct the flood water to the reservoir, is likewise an advantage not always found.

This plan of furnishing an additional supply of water for the summit level, is here presented rather to show how groundless are all apprehensions as to the complete success of the Wabash and Erie canal as a thoroughfare of trade, than with a view of proposing immediate adoption. The superintendent of this division of the canal, who has noticed the water at its lowest stage, expresses the belief the belief that by repairing the aqueducts and lock gates, where much water now wastes, the present supply will be made during the coming winter, and if after the trial of another season there should be reason to anticipate a scarcity of water, on the future increase of trade, then the State should immediately construct the Apoite reservoir.

In regard to the second branch of the enquiry contained in the resolution, I submit the following statement:

An opinion seems to have been entertained very generally in the counties of Elkhart, Noble and Allen, that the construction of the Erie and Michigan canal, from the head branches of the Elkhart to Fort Wayne, would bring into the summit level of the Wabash and Erie Canal from those streams a large supply of water. This anticipation would not be realized, and to rely upon it, might place in jeopardy the great interests depending upon the uninterrupted navigation of the Wabash and Erie Canal, should that Canal need more water.

The subject of supplying the summit level of the Erie and Michigan canal has heretofore engaged much of the attention of the Engineer Department, and has received the most critical examination, the result of which as communicated in former reports, while it establishes beyond doubt the practicability of supplying the Erie and Michigan canal, furnishes no ground to expect a surplus from the Elkhart waters applicable to any other purpose, further than the lockage water, and the leakage that will unavoidably pass the last lock, which, with the probably business, may equal 200 cubic feet per minute.

It will be recollected by all who have paid any attention to the subject, that the natural flow of the streams on the Elkhart summit at low water, is wholly inadequate,

and that the whole reliance for a supply is that of collecting and retaining in reservoirs all the rain water which falls on, and flows off from the whole area of country laying higher than, and draining into the summit level. In 1839, Mr. Ball made a survey of the whole district draining into the summit level, with much care, the result of which may be seen in his report of 30th December, 1839; (See Documentary Journal of 1839-40)

The survey of Mr. Ball, so far from showing a surplus from the waters of the Elkhart, demonstrates that the whole available drainage of that stream is only sufficient to supply the Erie and Michigan canal to a point within $11\frac{1}{2}$ miles of Fort Wayne, where another reservoir must be concentrated on a lower level, filled by the branches of the St. Joseph, in order to secure a sufficient supply for the Erie and Michigan canal itself. In the computation of demand and supply, based upon Mr. Ball's surveys, some surplus is shown, yet this surplus in the summit reservoirs is not greater than is necessary to insure a supply, where the elements of the calculation, such as the quantity of rain, the amount of evaporation, &c., are so contingent in their nature. A surplus is shown in the Week's branch reservoir which would be available in the Wabash and Erie canal, but as these waters already flow into the St. Joseph's feeder, this fact does not influence the question under consideration.

It will be observed that while the summit of the

Wabash and Erie Canal is supplied with the natural low water flow of the streams without any aid from reservoirs, for which the resources are so great, the summit level of the Erie and Michigan canals can be supplied only by introducing the whole available drainage. The drainage, which is available for the summit of the Wabash and Erie canal is very extensive, embracing the country for near 100 miles in opposite directions, amounting to seventy or eighty townships, while the area of country which it is practicable to drain into the Elkhart summit level is only about four townships. Viewing the question in the light of this striking contrast, the idea of relying upon the Elkhart waters to make up a deficiency on the Wabash and Erie canal summit, appears exceedingly preposterous, especially when we consider that each of these summits has for its own purposes, an equal quantity of lockage water to furnish, and -----same length of line to supply, before there would be a surplus. The supposition that the Erie and Michigan canal to Northport is necessary to the supply of the Wabash and Erie canal, must rest upon the idea that there is as much or more available water on the summit level of the former than the latter. But how is this possible when the former summit level is 140 feet higher than the latter, and the extent of the country which drains into it, compared with that draining into the Wabash and Erie summit level, is only in the proportion of 4 to 70.

The strange misapprehension which seems to have become general in that section of the State, probably had its origin in the published report of the Resident Engineer on that line, made on the 8th of Dec., 1836, in which he estimates the lowest discharge of the several branches of the Elkhart at 5,300 cubic feet per minute, and expresses the opinion that these streams, by constructing reservoirs, would furnish a supply of water for machinery, or for the supply of the Wabash and Erie canal. Subsequent examination, however, convinced him that in his first estimate he had been misled in regard to the discharge; and on the 3d Oct. 1838, he reported these streams as discharging, from actual gusging, only 932 cubic feet per minute; but little over one-sixth of the amount stated in the first report. This discrepancy no doubt resulted from the fact that the streams when first gauged in 1836, were swollen by rains.

Let it not be inferred that there can be any scarcity of water on the Erie and Michigan canal for its own purposes. Upon the plans heretofore proposed, the work is fully practicable and feasible; nor are arguments wanting in favor of its importance. The very large wheat crop of that region would place the canal amongst the first works of the State. While I have been at all times ready to urge considerations of this kind in favor of the construction of this canal, I could not unite in the argument based upon its importance of its value as a feeder to the Wabash and Erie canal, for the reason that with all the branches of the Elkhart that are available,

no surplus of water would be left after supplying its own demands. The same view of this subject has heretofore been repeatedly expressed by the undersigned in his official reports.

The reservoir at Week's branch, 11 miles west of Fort Wayne, would furnish a large surplus for the W. and E. canal, as stated in my former reports.

With a view of furnishing the House all the information at command, in relation to this important subject, I have submitted the question to Mr. Ball, the engineer who made the survey of this summit in 1839, and who is now at the seat of Government. His letter is herewith submitted.

I am requested to furnish an estimate of the cost of completing this division of the Erie and Michigan canal. From Fort Wayne to Northport, a distance of 50 miles, was estimated in my report of Dec. 26th, 1840, at \$850,000. The amount expended in construction on this division, is about \$125,000, leaving the sum of \$725,000 as the amount required to complete this division. Probably under the reduced prices of labor and provisions, a smaller sum than this might be adequate.

Respectfully submitted,
J. L. WILLIAMS

The Fort Wayne Sentinel
April 16, 1842

We invite particular attention to the following article, taken from the Northern Indianian, published at Goshen, the place of Senator Chamberlain's residence.

The following, from the Fort Wayne Times, we think is a tolerably correct exposition of the motives actuating certain men hereabouts in their conduct toward Jesse L. Williams, Esq. If vituperation and abuse from them were defamatory, Mr. Williams would certainly stand in an unenviable position. But as it is, their slander is only an evidence of his merit.

J. L. Williams

The last Goshen Democrat makes another violent assault upon this gentleman. It is singular to witness the malignant perseverance with which that paper, and the clique which surrounds and controls it, follow him. "It is sorry to see the Ft. Wayne Sentinel," forsooth, doing him an act of sheer justice repeating merely the verdict of the committee of the Legislature, appointed to investigate abuses in the management of our public works.

The Democrat says: "It is a matter of notoriety, that he always exhibited a deep hostility to the Northern canal, and by every possible means opposed its prosecution." It is a matter of notoriety, that the Democrat's assertion is without a shadow of foundation in fact. It is well known to all who are acquainted with Mr. Williams, that he has uniformly represented this canal as among those of the first importance in the State; and that he always sustained it by every just and legitimate argument that could be advanced. Particularly, and repeat-

edly has he, in conversation, and in his reports, referred to the immense wheat-crops of the north; and to the fact that canals are always profitable where wheat is the great staple article; that next to a heavy coal transportation, a heavy wheat crop, such as is raised in western New York, and such as will be raised soon in the northern sections of Indiana, renders a canal most valuable. These views were embodied in Mr. Williams' report to the Legislature; and yet the editor of the Democrat, in speaking of it, says: "Mr. Williams has made a labored report against the Northern canal."

Mr. Chamberlain, too, the Senator from Elkhart, in a letter to his constituents--a letter, by the way, which appears to have been dictated by a spirit of the lowest and vilest personal hatred--says that Mr. Williams "singled out the Northern Canals as the special object of his displeasure." Now would it not be better for those wholesale defamers to point out the particular acts of hostility on the part of Mr. Williams, of which they complain? In all that he has ever written upon the subject, what has he said unfavorable to the importance of the Northern canal? We defy the editor of the Democrat, or any one else, to point out the first word in opposition to that work.

"The head and front of Mr. Williams' offending," (next to being a whig) is the fact that he has refused to countenance the delusive idea, urged by the editor of the Democrat, Mr. Chamberlain, and others, that the northern canal was necessary as a feeder for the Wabash and Erie Canal. At different times he has been called upon by resolutions of the Legislature, moved, if we recollect right, by Mr. Chamberlain, for his views

in relation to this subject; and has uniformly and properly refused to sanction an opinion so preposterous. In his late report, touching this matter, he has set it at rest forever in the minds of all reasonable men. Is he wrong in this? We yield to no one--the people of Fort Wayne yield not to the people of Goshen, or of any other place in friendship for that work, and in anxiety to see it completed; but they would never have justified Mr. Williams in urging upon the Legislature a deceptive argument in its favor, knowing it to be such. Had he done so, he would have deserved the execrations of all good men; and would have been "guilty, not only of unjustifiable" partiality, "but of incompetency," and if he had consulted his own safety, would have had to travel incog through that section," than he now has.

The fact is, that there is being made a combined, systematic and vindictive effort, with Chamberlain of Goshen at its head, and some gentlemen of this place at its tail, to destroy the standing of Mr. Williams as a public officer and agent. We know of no cause for this but the ones we have given, and the additional one contained in Chamberlain's letter, before alluded to, in which he says: "His, (Mr. Williams') of all other characters, is the one most particularly odious to me." What there is in the character of Mr. Williams, that could be odious to any gentleman, it is difficult to conceive. The language of the letter is so exceedingly coarse and vituperative, and displays so strong a spirit of personal malignity, as to preclude the possibility of a reply from Mr. Williams, or any of his friends. The fact that four members of the investigating

committee, (including Mr. West, a bitter political opponent of Mr. Williams,) gave him a full acquittal of the charges preferred against him, and said that "they think his vindication is complete and triumphant on all points, and will be so found on examination. That he has made ruthless and bitter enemies in the public service is creditable to him, for every man has his enemies who deserves them; " will counteract the effects of Mr. Chamberlain's scurrility, as far as the report is read. Mr. Chamberlain alone dissented from the conclusions of a majority of the committee. How far the "odium" with which he regards Mr. Williams operated in producing this dissent, Mr. Chamberlain must determine for himself.

The testimony before the investigating committee will soon be published, (if it has already been we have not seen it,) and then let Mr. Williams' accusers specify a single act of his that will cast a shade upon his integrity, or the correctness of his intentions; or else forever hold their peace. After nine years passed in the service of the State, and after such unprecedented efforts on the part of some members of the committee, and others, to impeach his motives and his acts, if his maligners fail to substantiate an item of their accusations--if he pass the ordeal, like pure gold, unharmed--if he comes out of this furnace, seven times heated with the raging fires of personal malice and vengeance, not only unscathed, but without the smell of fire upon his garments, as he assuredly will--it may well be a source of thankfulness to him, and of pride and congratulations to his numerous friends.

As a specimen of the manner in which the investigation was carried on against him, we are informed that a number of the committee placed blank subpoenas in the hands of one of Mr. Williams' bitterest foes, with directions to follow the line of the Madison road and fill them with the names of such persons only as were known to be hostile to him; while, on the contrary, he subpoenaed not a single witness; and yet Mr. Chamberlain, in his letter, has the effrontery to speak of Mr. Williams' triumphant acquittal as the result of "packed arrangement," "selected witnesses", "Swiss guards," &c. Does Mr. Chamberlain expect to make even his locofoco brethren believe that Mr. West, (one of their leaders,) was a party to a packed arrangement for the acquittal of Mr. Williams? As to the selected witnesses, by referring to the report of the committee, it will be seen that the only rebutting witnesses were Messrs. Palmer, Bright, Morrison, and Noble, and the three first of whom are leading political opponents of Mr. Williams.

Indiana Journal

May 17, 1842

By the following remark from the Fort Wayne Times of the 21st inst., it will be seen that Senator Chamberlain of Elkhart county, is still at work in endeavoring to asperse the character of Jesse L. Williams, Esq., and others. Chamberlain's vindictive temper and want of consistency, are well known and ought (sic) to be fully exposed. If this was done, his attacks upon the above named gentleman would be entirely harmless, if they did not cease altogether.

The Hon. F. M. CHAMBERLAIN, Senator from Elkhart, has a very long communication in the last Goshen Democrat, concerning J. L. Williams, the Northern Indianian, the Fort Wayne Sentinel, and our humble self generally; and in reply to a few explanatory remarks of ours, touching J. L. Williams and the Northern canal, made on the 30th ult., in particular. The hon. gentleman threatens that "neither Mr. Williams and his hostility to our canal, nor the majority of the Investigating Committee and their erroneous conclusions, nor his flatterers and their fulsome adulations, shall escape me (him) till ample justice is done." If Mr. Chamberlain has commenced a war of words, that is to continue until he does "justice" to any one who ever opposed his views, or against whom he has conceived a prejudice, we opine that the sky will fall before it closes.

Indiana Journal

May 31, 1842

To the Editor of the Fort Wayne Sentinel:--

Fort Wayne, May 30, 1842

SIR--The extraordinary efforts of Senator Chamberlain to injure me, by his repeated publications in the Goshen Democrat, seem to call for some notice at my hands. But I know not how to get access to that portion of the community who have read the attacks, unless you will do me the justice to publish my defence in your paper. I therefore respectfully request you to publish the following communications:

Very respectfully,

J. L. WILLIAMS

For the Fort Wayne Sentinel

To the Editor:--

It is with very great reluctance that I obtrude upon the attention of the community in refutation of some of the statements in the recent publication of Mr. Chamberlain, and more especially in his letter to his constituents, published in March last. My apology will be found in the exceeding malignity and injustice of the assault, in the position of the assailant as a member of the State Senate, and in the undue weight with which he seeks to invest his glaring misrepresentations by connecting them with his position as a member of the investigating committee. The delay in printing the testimony accompanying the report of the committee, to which I shall make reference, has prevented an earlier notice of this letter.

For several years past, but more especially during the last winter, as the members of the Senate will attest, the Senator from Elkhart, has made me the object of his embittered, persevering, and, so far as I know, unprovoked attacks. Of these attacks during all this time, I have found it wholly unnecessary to take any notice. His assaults, according to his own showing, have not been very effective, inasmuch as I have still continued to fill the responsible station to which six years ago I was appointed, just so long as any such officer as Chief Engineer was required in the State, the continued efforts of this Senator to the contrary notwithstanding.

The duties of the station which I have filled bro't the incumbent in frequent collision with the individual interests of contractors and others, creating unavoidably in many instances, if the public treasury was properly guarded, that strong prejudice and ill will towards the officer, which naturally arises from disallowed claims for extra pay. In some parts of the State, I may have come in conflict with the strong current of public sentiment by declining to unite in the extravagant zeal for the rapid prosecution of their favorite work, regardless of its cost or expediency; and on other lines by refusing to endorse every argument in favor of the work, however dece tive it might be. It was in the conscientious performance of duty in these respects, that I have in a few instances made "ruthless and bitter enemies in the public service" of

which the committee of investigation speak in the conclusion of their report. The appointment of Mr. Chamberlain on that committee, clothed as he was with the highest inquisitorial powers, afforded an opportunity, by availing himself of these prejudices, to place upon record in the most unfavorable light, every act of mine, through an official service of nine years. The result of this investigation is now among the public records of the State, and to that report and the evidence, made up under these circumstances--Mr. Chamberlain himself acting in my case as both prosecutor and judge.-- (sic) my friends have already had occasion to refer with just pride, rather than with any fear of reproach.

The frivolous nature of the misconduct sought to be imputed, furnishing as it does, a virtual admission that nothing of more consequence could be alleged, after the most diligent search, will probably itself break the force of Mr. Chamberlain's letter. I trust the reader will notice that even by the aid of a blank subpoena, (sic) placed in the hands of a prejudiced individual, no suspicion could be raised, either of improper locations for sinister ends, or of over estimates to contractors, nor of any improper use of the public funds, or of my public station in any way whatever, for personal advantage. But a dishonest Engineer (Beckwith) had crept into the service, having most effectually deceived the community among whom he lived, and for a time the public officers also. Although myself the first to ascertain and expose the over estimates of this

this Engineer, by arresting him on the charge of a penitentiary offence, at a time when his standing with the public generally, was as fair as that of the Senator, (although wholly undeserving of such standing had his true character been known;) and though my most zealous efforts were continued in proving his frauds, until a heavy judgment was obtained against him in favor of the State--facts well known to Mr. Chamberlain--yet the unworthy thought was conceived by himself and others of exciting a suspicion that there had been some degree of remissness in not sooner detecting his misconduct. To the consummation of this contemptible plot, so unbecoming the station he filled the best energies of this Senator were directed for a length of time, as the numerous interrogatories on the files of the committee in his hand writing will abundantly prove. As the judgment of the committee upon every imputation which the ingenuity of this Senator and his accomplices could raise, I refer to their report, signed by Messrs. Eggleston, Parker, Baird, and West, which has heretofore been published in the newspapers.

The dissent of Mr. Chamberlain was of course anticipated by every one acquainted with the bias of his feelings and the strength of his prejudices. It was no matter of surprise, especially to those who had noticed a memorable occurrence in the Senate chamber at the commencement of the session, in which he labored so earnestly to place upon the Journal of the Senate, in advance of the investigation, a vote of

condemnation against me, in violation of the long settled notions of mankind, that the trial should always precede the sentence; which unjust attempt at prejudging the case was signally rebuked by a vote of two to one in the Senate. (See Journal of the Senate of the last session, page 196.)

If this dissent were all, or even if his late scurrilous letter to his constituents had been made a part of the report, and thus been accompanied by the evidence to disprove it, this defence would have been unnecessary. But although his abusive publication is wholly disconnected from the official report, and is so opposite to the general tenor of the testimony, that Mr. Chamberlain would not have ventured its publication in connection therewith; yet he puts it forth under such a guise as to give it currency with the newspaper reader, as a part of the official report; and and is so opposite to the general tenor of the testimony, that Mr. Chamberlain would not have ventured its publication in connection therewith; yet he puts it forth under such a guise as to give it currency with the newspaper reader, as a part of the official report; and as if to aggravate the wrong it is afterwards published in the State Sentinel, and thus sent to every part of the State, "as a sort of supplement to the report of the investigating committee." In the manner of giving that communication to the public, as well as well as in the matter of it, I ask the reader to mark the peculiar injustice of this Senator's course; and then let him say, if ever before in the history

of similar proceedings, the great principles of right and justice, or even the rules of honorable political warfare, were so greatly outraged.

With a view of breaking the force of the verdict of acquittal rendered by the Investigating Committee, Mr. Chamberlain writes and published the following sentence: "Thus he has had a special care to keep himself completely environed by his supple cringing dependents, who during the investigation, as on all other occasions, have stood ready to justify and approve whatever may have been said or done by the Chief Engineer. The whitewashing process followed almost as a matter of course."

Who were these "supple cringing dependents?" By reference to the report of the committee, it will be seen that the essential rebutting witnesses--the only witnesses whose statements had sufficient bearing upon the case to be mentioned by the committee in recapitulating the testimony--were Messrs. N. B. Palmer, M. G. Bright, Judge Morrison, N. Noble, and T. A. Morris; three out of the five ranking very justly amongst the leading and influential members of that political party to which I have ever been opposed, and filling at this time, by the choice of that party, stations of the highest trust. A close inspection of the printed report and evidence will show that it was mainly the statements of the three respectable gentlemen first named, that so effectually foiled the Senator and his accomplices. Are the leaders of the opposite political party

in Indiana in Indiana my "supple drinzing dependents?"
 What nonsense has disappointed revenge prompted Mr. Chamberlain to write.

In pursuing his object--that of lessening the just weight of the verdict of triumphant acquittal rendered by the committee--Mr. Chamberlain adds the following:

Such has been his conduct. and this from the facts as detailed in the testimony, stripped of all the garnature by which selected witnesses, packed arrangements, and forced conclusions have been made to patch him up a reputation is the only conclusion at which any unprejudiced mind can arrive."

The flagrant injustice of this insinuation that the failure of Mr. Chamberlain in his efforts to injure me was in any degree the result of "selected witnesses," or "packed arrangements," will be confessed by every one who shall examine the record of the committee. A paragraph could not easily have been so written as to give an impression more nearly the reverse of the truth, than the one just quoted. So far from making any "packed arrangements," not a single witness was subpoenaed from the lines, or requested to attend at the seat of Government in my behalf. I submitted no testimony other than what I could gather from persons residing at the Capitol, or accidentally there on business of their own, except in the case of M. G. Bright, to whom a single interrogatory was transmitted by mail. That there

were "selected witnesses" and "packed arrangements" in the case is true, but they were on the part of the prosecution, not for the defence. The "packed arrangements," were all for the purpose of defamation--of destroying, if possible, my good name; and were probably made at the instance or by the aid of Mr. Chamberlain himself, who acted so efficiently the part of prosecutor as well as Judge, as will be attested by every one who attended the meetings of the committee. The reader will be much aided in determining the degree of credit due to the statements of my assailant, by bearing in mind the fact the fact that the foregoing extract must have been written with a full knowledge on the part of the writer, that the reverse of the impression which he seeks to convey was true, according to the very record which he himself assisted in making up, as a member of the committee. He knew that means entirely unprecedented in the history of such investigations were resorted to, not to exculpate, but for the purpose of casting a shade of suspicion upon my public conduct. A blank subpoena, signed by the chairman, was placed in the hands of a disaffected contractor, whose prejudices against me were known to be of the bitterest kind, in whose power it was thus placed to pass along the lines of the public works, and fill in the names of such persons, and such only as witnesses, who were found, upon inquiry, to entertain a prejudice against me, growing out of dissatisfaction with their estimates, or from other causes. Lest this statement should be deemed

incredible, I give from the printed Journal of the Senate committee the following testimony:--(See page 450.)

"Thomas Hays returned the following answers:

Answer to No. 1.

"In answer to the first interrogatory, Mr. Hendricks sent me word by my brother that he wished to see me at Mr. Jones' tavern, at Columbus. Early in the morning I called to see him; his first inquiry of me was, if I knew of any thing against J. J. Williams, Noah Noble, or John Woodburn. He said he had a blank subpoena from the investigating committee, and was authorized by them to fill it up with whatever names he pleased, but first wished to know what the witness would testify to, as he did not want to subpoena any person but such as knew of some improper conduct in the above named persons; my answer to him was such as did not suit him to subpoena me. He enquired particularly of me if I knew of any person that did, and named several acquaintances, and asked if I thought they, being put to their oath, would not disclose something. I told him I did not know. I told him that Mr. F. Farnall and Mr. Thompson W. Graham might, as I had heard them complaining. I travelled most of the way in company with him to Madison. At Scipio I heard him interrogate Edward Farnall much the same as he did me. Our conversation was considerable, and I cannot undertake to give it all as it embraced other subjects. By his conversation he appeared very anxious to find witnesses.

Answer to No. 2

"From the conversation had with Mr. Hendricks, and that overheard with him and others, I cannot but believe that he certainly was, and does entertain very unfriendly feelings towards the above named gentlemen and particularly towards Jesse L. Williams.

The testimony of J. D. Farrel, also on record, in regard to Mr. Hendricks' interview with him, is similar to that of Mr. Hays. (See page 489 of report.)

I have stated that the blank subpoena was confided to the discretion of a disaffected contractor whose prejudices were of the most vindictive nature. This statement is sustained by the testimony of two witnesses in addition to Mr. Hays, whose answers upon oath here follow. (See Journal of Senate committee, page 451.)

"William Griffin returned his answer to the following interrogatory:

Interrogatory No. 1.

"State whether you have heard Abram Hendricks speak of J. L. Williams in such terms as would show a vindictive feeling or a strong prejudice against that individual?

Answer.

"I answer this in the affirmative."

"D.B. Beane returned his answer to the following interrogatory:

Interrogatory No. 1

"State whether you have heard Abram Hendricks speak of J. L. Williams in such terms as would show a vindictive feeling or a strong prejudice against that individual.

Answer

"I have so heard Mr. Hendricks speak of Mr. J. I. Williams frequently."

The prejudice of Mr. Hendricks, the witness on whom Mr. Chamberlain mainly relied, arose chiefly from a difference of opinion in regard to his extra claims. On page 323 of the testimony, he expresses the opinion that he would have been \$10,000 better off had I done my duty. It is well understood that his clear profit on his job, (the Madison hill) as it was settled, will not be less than twenty to thirty thousand dollars. I am not sensible that I neglect any duty in declining to add \$10,000 more in the way of extra allowances, &c., especially as the Legislature to whom he appealed, also refused further allowance. I refer to this only to show the probable origin of those prejudices entertained by a few of the contractors, of which Mr. Chamberlain so eagerly availed himself for the purpose of injuring me.

I leave the public to form their own conclusions as to the justice and fairness of one who, with a full knowledge of these extraordinary efforts, made by himself and others to criminate a public officer, has thus sought to mislead the public by publishing the foregoing extract, charging the failure of the plot to "selected witnesses" and "packed arrangements." It will be recollected that it is not the investigation itself nor even these extraordinary efforts of my accuser, that is here the subject of complaint. The investigation which I invited to the fullest extent, and

the manner in which it should be conducted was for the committee to determine. The outrage in the case is in the utter disregard of all the facts elicited by the investigation in a statement thus extensively circulated with the sanction of a member of the committee unaccompanied with the evidence by which its misrepresentations might have been corrected, to be read by thousands who will never examine the testimony.

Mr. Chamberlain also writes and publishes the following sentence:

"With the exception of our Northern Canal, on which he has never bestowed any care of attention, other to single it out as the special object of his displeasure, he has been careful that no Engineer who was suspected of being a democrat should be retained in the public service."

For the single purpose of exhibiting still further his total disregard of the evidence, from which in all this he professed to speak, the following extract from my own testimony is appended, (see page 436;) the tenor of which no attempt was made to controvert:

"So far as I am able to understand my own motives, I have never employed or discharged any Engineer on account of his politics, nor have I ever awarded any contract upon this principle. A large majority, I think two-thirds or more, of the Contractors on the Wabash and Erie Canal from the State line to Lafayette line have been Van Buren men. The person who has been clerk in the land office for the last two years, is opposed to me in politics. I appointed

him in the place of a Whig. Of the two superintendents of repairs on the Wabash and Erie Canal, one is opposed to me in politics, and so was the person who preceded him in that station. The majority of the Engineers in this State have been Whigs, but this think was owing to the fact that a majority of that profession in the west, so far as my knowledge extends, are of Whig politics.

"In the spring of 1836, the Board directed me to visit the Eastern States, for the purpose of engaging the service of Engineers; three gentlemen, were then engaged, to-wit: Gen. Mitchell, Col. Torbert, and Mr. Coryell; and at a subsequent period I employed Mr. Moore. These are all the Engineers that I have invited into the service of the State from abroad, so far as I recollect since 1836. Three out of the four were opposed to me in politics."

The brief notice of the charge of political proscription is made not from any inherent importance in the question, but as another proof of the wilful perversion of fact, which characterizes his letter.

As the charge of unfairness in the report of the committee, bears more upon his colleagues than upon myself, I shall not take up that point further than to say, that if there is one member of the Senate against whom the imputation of favoritism towards an officer connected with the system, will not rest, that one is Mr. Eggleston, the writer of the report. Always himself opposed to the system, and so far as I am concerned, having no personal intimacy or even acquaintance, to influence him, the charge of partiality falls harmless. In fact the whole tenor of the report, indicates

that whatever may be the peculiar traits of his character, a disposition to pass too lightly over the errors of men in public office, of whatever party, is not one of them. Even Mr. Chamberlain himself in his letter admits the general of Mr. Eggleston's report. The free and entire assent of Mr. West against all his political prejudices and feelings, well known to be strong, would of itself be ample refutation of the charge of favoritism in the report.

Not content with the misrepresentations contained in his letter to his constituents, Mr. Chamberlain has recently published five additional columns in the Boston Democrat, made up of garbled extracts and perverted inferences from the testimony which bears upon the frauds of Beckwith. It cannot be necessary that I should notice this in detail. Formerly a man was considered innocent until proved guilty. This modern jurist reverses the rule, and requires me to prove myself innocent of every vague insinuation that he may choose to express, whether he believe it himself or not, or be considered guilty. Even this singular requirement I have complied with to the satisfaction of the committee, and probably of every one else but himself.

It will be sufficient to state as I have heretofore done under oath, that from all that came under my notice and all that I heard from others, no suspicion that Beckwith had acted fraudulently was excited in my mind until some facts were communicated to me by the assistant engineer about the 1st May, 1839: from which moment I set about the necessary investigations, which were diligently pursued until, at the

proper tile, he was arrested on my affidavit. Mr. Chamberlain thinks the repeated charges made against Beckwith, of under estimates, should have excited suspicion that he was making overestimates. Sage reasoning this! A sufficient reason, however, if any can be required, why no such suspicion was excited is found in the fact that the underestimates, though charged were not proved. Mr. A. T. Morris, a competent engineer, after having twice measured Mr. Hendricks' section at his request, says: "From the investigations that I made, I was not convinced that Beckwith's estimates were wrong." (See page 398 of printed testimony.) The frauds upon the State of this engineer was actually guilty, I was the first to make public, by an affidavit before the Mayor of Madison. If any of Mr. Chamberlain's particular friends at Madison knew of these frauds and overestimates, which he seems to intiiate, they certainly did very wrong in not giving the matter the greatest publicity. If Mr. Chamberlain's course was dictated by any thing else than political or personal prejudice, why did he not hold the local Comm ssioner also censurable for not sooner discovering the misconduct, of Beckwith: Mr. Woodburn, it is well known, spent his whole time upon that line, and was in daily association with Beckwith; while I was there but once in two or three months. Every monthly estimate was reported to, and paid by him, while from the nature of the service and my extended duties, the estimates did not come at all under my revision or particular notice. I have evidence, which to my mind is conclusive, that Mr. Woodburn had no suspicion nor any ground for sespicion (sic) of Beckwith's frauds,

and his name is introduced only to illustrate with more point the obstinate unfairness of Mr. Chamberlain's course.

Indiana Journal

June 17, 1842

J.L. Williams and Senator Chamberlain

We invite public attention to the defence of Mr. Williams against the assaults made upon him by Mr. Senator Chamberlain, the commencement of which will be found in our columns to-day. Mr. Williams has been for years a faithful public officer, and deserves to be heard in defence of his character and conduct. He passed through a most severe ordeal last winter and came out unscathed. Not content with the decision of the investigating committee of the Senate, which, after giving the widest latitude for the admission of testimony, triumphantly acquitted Mr. Williams of any even the slightest impropriety of conduct, Mr. Chamberlain has chosen to renew his attacks through the public press. No man was ever, in our opinion, more causelessly assailed, and, if we ever in the perusal of Mr. Williams' defence, that in this instance, as well as in the attacks which had preceded it, the cause of offence may be obviously traced to his strict integrity as a public officer, and to his unshrinking devotion to the interest of the State. The defence will be continued and completed in succeeding Nos.

J. L. WILLIAM'S DEFENCE

(continued)

Having thus, from the record, defined for my accuser his true position in regard to the system of Internal improvement, I shall now in continuation of my defence, submit to the public a candid statement of the part which I have taken in the origin and prosecution of the system, both in the capacity of an officer and as a citizen of the State. Mr. Chamberlain in one of the paragraphs last quoted, alluding to the disastrous results of our internal improvement policy, says he holds me "responsible for more mischief than all the rest of them put together." He gives no facts and refers to no particular act of mine which has made me this prodigy in mischief. A total absence of facts to sustain his assumptions, it will be seen, is a characteristic in Mr. Chamberlain's letter, so far as respects myself. This important defect in the narration I shall endeavor to supply; and after having fairly stated the facts of the case, I shall beg leave to appeal from the sentence thus passed, to the less prejudiced tribunal of public opinion. The specimens of his skill and fairness in weighing testimony, as exhibited in the preceding part of this communication, are not such as will command for his opinions the greatest weight.

Let me, in entering upon this part of my defence, repudiate the idea that I would cast from myself upon others any portion of responsibility justly arising from the part I may have acted in the affairs of the State, either official or unofficial. So far from this I might even be willing, in my good nature, to bear without a murmur, as I have heretofore borne, considerable share of the sins of others-perhaps, even of Mr. Chamberlain himself, especially as this is deemed by him of so much consequence to his future popularity,

since the system has become odious. But when he seeks from personal dislike to cast upon me, not only the whole of his burden, but proposes to hold me accountable for "more mischief than all of them put together," forbearance not only "ceases to be a virtue," but becomes reprehensible.

The present disastrous condition of the State, so far as it is attributable to the system of internal improvement, has resulted, as every one knows, from two prominent causes:

First-The failure of those to whom the State Bonds were sold on credit to meet their engagements with the State, by which a suspended debt of nearly four millions has been created.

Secondly-The error of a simultaneous prosecution of all the works and making in some instances detached lettings on the same line, by which the money received by the State has been so widely diffused in its expenditure that but little has been finished.

With the selling of Bonds, or the management of the public funds in any way, it is well known I have had nothing whatever to do, directly or indirectly.

The error of a simultaneous prosecution of the works has been laid, probably too hastily, entirely to the charge of the Bond of Internal Improvement. This error, as is now generally conceded, resulted necessarily from the representative plan upon which the scattered operations upon the public works, now so much condemned by all, resulted from the error of the law for which Mr. Chamberlain voted, and to which he adhered against all proposed modifications through the important session of 1837-8, more than from any impro-

er exercise of discretion on the part of the Board. However this may be, it will surely be conceded that there is manifest injustice in attempting to fix upon the office of the Chief Engineer any peculiar responsibility for the detached or "patch work" lettings. Not being a member of the Board at the time, that officer had nothing to do, officially, with ordering lettings. It is true he located all the lines, attended all the lettings, and gave designs for the mechanical structures, but this was in the line of his professional duty, and did not involve the question of approval or disapproval of those lettings.

From this view of the responsibilities legitimately belonging to the station I held, the injustice of Mr. Chamberlain's remarks will be seen. I do not however claim to be judged only to the standard of official responsibility, but hold myself ready to answer for any advice given unofficially, in respect to the management of the system. Even when tested by this broad principle, it will be found that my unofficial opinions and advice, so far as they were sought by the Board or the members of the Legislature, during the important crisis of 1837-8, were of a conservative character, and adverse to the detached lettings; while the action of Mr. Chamberlain, my accuser, official and unofficial, as I have already given it from the record, WAS FOR "THE ENTIRE SYSTEM," and in perfect unison with the most ultra system men of that period.

The following testimony of Gen. Long, a member of the Board, given before the investigating committee of the H. of Representatives, is conclusive upon this point. (See printed Journal of committee, p. 196.)

"I cannot say that in ordering the detached lettings commonly called the "patch work," the Board were influenced in any way by any Engineer in the service of the State. The Board were divided in opinion among themselves as to the propriety of the lettings on the line of several works. Mr. Jesse L. Williams was called upon by the Board to give his opinion, which was unfavorable to the lettings as afterwards ordered. I have no knowledge of any other instance in which any Engineer in the service of the State, exercised or attempted to exercise any influence with the board on the subject of the detached lettings.

"F. LONG."

Gen. Long is sustained in his testimony by the following statement of Mr. Johnson, also a member of the Board, which is taken from a letter published in a Lafayette paper of Sep. 1st, 1841:

"With the sale of our Bonds, the Chief Engineer we all know, had no more to do than any other citizen, and in the ordering of the lettings he had nothing to do only as an adviser when called upon by the Board. He had no vote in the matter, not then being a member; and at all times when called on for his opinion on this subject, he gave it in favor of concentrating in such way as to make the greatest amount of work soonest available for public use."

I submit also the following letter from Mr. Owen, whose efficient efforts in the House of Representatives, in favor of a change in the manner of progressing with the system are probably familiar to all. Mr. Owen's inquiries upon the subject of our internal improvements, were most vigilant and minute, and with him, I was therefore brought more immediately in contact upon this question than with any other member:

"New Harmony, Ind., Jan. 23, 1842.

"Jesse L. Williams, Esq.

"Dear Sir:--I have just returned from a journey to the South, and find your letter of the 25th Dec'r. last, awaiting my arrival.

"After stating that, at this particular time, public attention is strongly directed to the original manner of progress of the system of internal improvements, and that, in the political scramble you are in danger of being loaded with a greater degree of blame than you think belongs to you; you submit, whether it is just that certain public men who in 1827-8 and 9 were the ultra opponents of classification should now fix on the Engineer the whole burden of scattered lettings, and escape themselves; and you appeal to my sense of right and justice to give you a statement of your course and advice in relation to the manner of progressing with the system, in the winters of 1827-8 and 1838-9; when, as you remind me, we had many conversations and consultations on the subject; you add, that, after giving the Legislature such information as they may desire, you purpose to retire, probably for ever, from all public employment.

"Under these circumstances, I conceive that you are entitled to the explanations you request; and I proceed to furnish them according to the best recollections of those exciting times.

"The first winter I was a member of the Legislature was that succeeding the session during which the great internal improvement bill was passed. Every observant politician was at that time aware that the system, whether for good or for evil, was fastened on the State. The question was not of its existence; that already was disposed of, it seemed irrevocably; but only of its management. Hence arose the two, and but two, parties in the Legislature; familiarly known as "classifiers" and "system men." Every member ranked himself in one rank or the other. A great struggle commenced, and was continued during three sessions. The "system men" upheld things as they were; a Board of nine, with the representative principle; the simultaneous progression of the different works, without preference; and even the simultaneous prosecution of distant portions of the same work. The "classifiers," on the contrary, sought to restrict the lettings, for the time, to one or more works, to be considered of the first class, and to be completed before the others were commenced; and with this view, they sought to reduce the number of the Board and deprive it of its representative principle. After sustaining repeated defeats through two sessions, the policy of the classifiers succeeded at last, and was embodied in the Modification Bill of 1838-9, then passed and still remaining in force.

"Throughout this protracted struggle, those who took a lead on either side were brought into frequent contact with the executive officers of the system. I myself was usually in the habit, before I submitted any detailed plan of classification or modification to the House, to consult with you in regard to its provisions, during the two last sessions I served. This was especially the case with the Modification Bill which finally passed and which was drafted by me. On that, as on previous occasions, I found you opposed to the system of scattered lettings; opposed to the representative system on the Board, and a friend to concentration and classification. Had I not been convinced that these were your sentiments, I should certainly not have introduced a motion, as I did in 1838-9, that you should be, ex-officio a member of the Board. As regarded the past, I was well aware (as every one conversant with public business must be) that, as an executive officer, you had no opinion but to carry out that plan of management which the Board had adopted, and the Legislature approved and sustained.

"I shall be glad if this brief statement of facts, known to hundreds beside myself, can be of use or satisfaction to you. I know not who are the individuals of whose representations you complain; and am actuated in what I have said solely by a desire to render that justice to your official conduct which, had my own motives and public acts been imagined, I should have felt myself justified in demanding of those who served and acted with me, at that period.

I am, Dear Sir, truly yours,

ROBERT DALE OWEN."

I may add two or three extracts from my unofficial correspondence with members of the Board of Internal Improvement, during that period. In a letter to J. B. Johnson, dated July 5, 1838. (See report of Senate committee, page 391. I used the following language:

"This scattered operation was never contemplated by the original projectors and advocates of a general system of internal improvement. A reference to the writings of that day will prove this."

And again:

"It has been suggested that the interior counties would demand a continuation of the policy of making detached lettings-- that they would claim an immediate participation in the advantages resulting from the expenditure of money, &c. I trust this is not the case. There is a degree of eagerness in the public mind to have every great object accomplished at once, which must be restrained or the public interest will suffer."

From a letter to another member of the Board, Col. Blake, dated Nov. 22, 1838, I make the following extract. (See report of committee, page 393.)

" I suppose you will draw up an outline of your report before you reach this. I think the friends of the system throughout the State, or a majority of them, will favor a more connected operation, for the future, so far as to finish the more profitable portions of the work first. The successful outcome of the system seems to require this. Would it not be better for the Board to take the lead, and indicate that this should be the policy hereafter.

With many other gentlemen, in the Legislature (sic) and out of it, who were supposed capable of exerting an influence in restraining the wild extremes to which the public mind tending, I freely communicated the same general views, as opportunity offered. All such suggestions, however, to the members of the Board, were extra-official, given as from a citizen and not as an officer. Viewed in any other light they would have been indecorous. The office of Chief Engineer was created and the incumbent appointed by the Board, for professional duties, and to carry out their orders; not to dictate as to their general policy. The Board, I am proud to say, at all times treated my opinions with the utmost respect, on all questions within the proper sphere of my duties. But the question of simultaneous prosecution of all the works or of making the various lettings urged by the people, it will be admitted were of this nature; and any official recommendation from me would have been exceedingly indecorous besides wholly unavailing.

In giving a full and candid statement, as this professes to be, of the part I have taken in public affairs, I should state that I have ever advocated the policy of internal improvement, judiciously prosecuted. In this particular my views are still the same. It is as true now as it ever was that a Canal or Railroad from the Ohio river or the Lake to the interior of the State, would save hundreds of thousands of dollars annually to the people, by reducing the cost of transporting their produce and their supplies, and giving

a market for many articles now valueless. The failure of the policy in this and many other States by attempting too much at once, does not affect its soundness when kept within proper limits.

During the autumn of 1835, I wrote for the press several numbers upon this subject, in which I advocated the propriety of embarking in a system of improvements, though I did not advocate the system, as afterwards adopted by the Legislature. I had just witnessed in Ohio, the beneficial results flowing from the opening of two important canals in that State, and in recommending the same policy here, I had in view something like the Ohio system, in which only two works had been commenced simultaneously. A few leading works, embracing each grand diversion of the State, formed the system had in view in penning those articles, and although the total cost was not named yet I distinctly recollect that seven or eight millions in the aggregate cost was the full extent of the undertaking which formed the basis of those articles, less than half the extent of the system afterwards adopted by the Legislature, with the vote of Mr. Chamberlain in its favor. That the manner of progressing with the improvements then suggested, differs essentially from that afterwards pursued, the following extracts from those communications will abundantly prove:

"To go far enough to meet the pressing wants of every section of the State, without undertaking so much as to burden our citizens and endanger our credit, is a task which will require much disinterestedness and devotion to the public good

and which cannot be accomplished without some sacrifice of sectional interest to the general welfare.

And again:

"The opinion has been advanced that more than one work should not be carried on in the State at the same time, but it is difficult to perceive the necessity of this restriction. There can be nothing lost by the simultaneous commencement and prosecution of TWO or THREE different improvements, provided they are situated remotely from each other, so as to avoid competition in the procurement of labor and supplies.

"Should the State engage so largely in internal improvements, it becomes highly important that the very best system of conducting public works be adopted; that the most rigid and uniform economy be enforced; and that the different works be commenced and carried on with reference to the earliest receipt of tolls. The State of Pennsylvania, for the want, it is believed, of proper attention to these points, found herself several millions in debt before any public benefits on tolls were received."

And again:

"Perhaps under existing circumstances, more than six or eight hundred thousand dollars cannot be economically expended within the State in any one year."

Had the system been prosecuted as I then proposed, with strict "reference to the earliest receipt of tolls," and only "two or three works" progressing simultaneously, the policy would unquestionably have proved as beneficial, as by a different course, it has proved disastrous.

In the final adoption of the system by the Legislature the difficulty of going far enough without undertaking too much, was found to be even greater than I had apprehended. That "disinterestedness" and that "willingness to make a sacrifice as (sic) sectional interests to the general welfare," was not found amongst the different interests. A union of all the various interests seems therefore to have been formed, by a process, I presume, sometimes termed "log rolling." The representative principle was adopted in organising the Board; and as the result of this, nine works were simultaneously commenced, instead of "two or three," as proposed by me; a million and a half expended annually instead of "six or eight hundred thousand," and a large portion of this expenditure was made without reference to "the earliest receipt of tolls."

While these things were taking place in Indiana, the other States, with a few exceptions, were running to equal extremes in the policy of internal improvement, until in 1839, the issue of State stocks having reached two hundred millions, money could no longer be borrowed, even to complete the works begun, and hence their present unproductive condition in all parts of the country---a memorable proof of the tendency in communities and States, as well as individuals, to overlook the proper medium and run into ruinous extremes.

The strength and binding force of the union formed amongst the various interests represented in the Legislature in the passage of the bill of 1836, is well set forth in a resolution

offered by Mr. Whitman of Floyd, during the session of 1837-8, as follows:--

"Resolved, by the House of Representatives, that the union of the friends of our General System of Internal Improvements, like the Union of the United States, was formed by a mutual concession of interest; and that to give any one or more works a preference over the rest, in their progress or completion, would endanger the whole."

Notwithstanding this implied compact was so inviolable as to be likened to the sacred union of the States, yet Mr. Chamberlain, himself one of the contracting parties, denounces the Engineer for all the evils of that compact, which could have been prevented only by breaking up this strong alliance itself, to which Mr. C. was then adhering with the strongest pertinacity by every vote he gave.

The period of which I have written, particularly from 1836 to 1839, was remarkable for extravagant views, not so much of the advantage of public works, as of the resources of the country for their constructions. From Maine to Georgia, in private and public affairs, the enterprise of the country very far outstripped its ability. Individuals whose means were well adapted to a comfortable cottage residence, commenced the erection of a palace; and States, which could have constructed a few leading thoroughfares without embarrassment, and with great propriety, were induced by the ardour of sectional interests, to authorize a canal or road through almost every country. (sic) Even the South, hitherto proverbially

slow in appreciating the value of public works, now seemed to dash forward of all, in visionary schemes; and in 1837, we find the Southern States, through their leading men, very generally enlisted in the project of constructing an artificial railway from the Ohio river to Charleston, a distance of near 700 miles, crossing mountains and barren wastes; which, at a cost of some twenty-five millions, was to have been constructed through the agency of a mammoth southern Bank; and which in the strange delusion of the times, was expected to supercede, in a great measure, the free and unfailing current of the Ohio and Mississippi as a channel of transportation to the ocean for the products of the west. That the statesmen of the South, should have embarked in this extravagant measure, is proof of the universal hallucination which possessed the public mind at that day, the remote and efficient causes of which, however, lie deeper and further back in the policy of the country than the systems of policy adopted by the States in 1836.

The foregoing reference to the part I have taken in the subject of internal improvements, which I have shown to have been conservative or restraining in its tendency, is not made with the view of proving myself entirely free from this general delusion of the times; but to illustrate, by comparison with the more ultra and reckless course of my accuser, Mr. Chamberlain, the injustice of his effort to single me out as the chief author of the present embarrassment--an effort, which I doubt not, in view of the facts given, will be viewed by all high-minded men as more discreditable to the assailant than

to the person assailed. I am willing to assume all proper responsibility; I am willing to acknowledge, that in the general mania that has pervaded the country, I may have fallen into error. But I am not willing to be made the scape-goat of all the sins of such men as Mr. Chamberlain, and that too by the gentlemen himself. My chief error was in not taking a bolder and stronger stand against the ultra measures of my assailant.

Is it in the performance of my professional duty as Engineer, that Mr. Chamberlain would re t the charge of having contributed to the present embarrassment? Let him specify the act. Has the State sustained any unusual loss by the careless or unskillful construction of the numerous dams or other important structures? In our success in erecting and sustaining the numerous dams in every part of the State, we might challenge comparison with the public works of any other State. Has the State through my professional advice been urged into any impracticable canal or other work? On t is point I have been considered too cautious, by some of the ardent friends of certain works. In the great question whether a Railroad or Turnpike should be constructed from New Albany to Crawfordsville, the decision of which was made to depend very much upon my professional advice, with that of the two engineers associated with me, the cheaper work (a turnpike) was recommended, though in opposition to a strong current of public feeling on that line, and particularly to the views of the leading Senators and Representatives. (See report of investigating committee, page 384.) Had the Railroad been adopted,

in accordance with the popular voice on that line, five millions more would have been added to the cost of the system, and the present unproductive expenditure would have been much larger. Will he attribute the present embarrassment in any way to the too free use of the public funds, in the way of allowances to contractors? That I have guarded the public Treasury too closely in this respect, as some supposed, has been made the ground of complaint and bitter denunciation by Mr. Chamberlain himself, as the legislative proceedings will show.

In exposing the fallacy of Mr. Chamberlain's excuse that he was deceived in his support of the system by the low estimates of the Engineers, it has already been stated that as early as January 1837--less than a year after the passage of the bill of 1836, I made out and submitted an estimate amounting to over \$20,000,000, only five per cent less than the cost of the system as afterwards ascertained, upon the basis of the high contracts of 1838. But as this charge of deceiving the Legislature with low estimates has been so often reiterated, I wish to say here, once for all, referring to the public records for the truth of the statement, that I have never at any time, before or since the adoption of the system, submitted an estimate of the works embraced in the bill of 1836, and including the Wabash and Erie Canal, at a less sum than TWENTY MILLIONS.

Of the original estimates upon which the bill of 1836 was based, it will be recollected that I had no controlling charge,

except in the single instance of the White Water Canal. Until after the passage of that bill my peculiar charge was confined to the Wabash and Erie Canal. The surveys and estimates of all the roads embraced in the bill of 1836, were made by a corps of Engineers furnished by the Engineer Department of the United States, and who were as independent of me as they were of Mr. Chamberlain himself. Whatever supervision I may have had of the Canal surveys of 1835, was confined to questions of practicability, such as gauging the streams and ascertaining by random levels the heights of the summits to be crossed, &c. The actual surveys and estimates of cost were made by experienced Engineers appointed by the Board, and who acted in subordination to no one, but reported directly to the Board; all of which will be seen by reference to the reports of that year, to be found in the Doc. Journal (sic) of 1835 and 6. There is, however, nothing essentially erroneous in the estimates of 1835, whoever may have made them, unless it may be in the estimate of the Madison Railroad, which was much too low. They amounted in the aggregate to near sixteen millions, exclusive of the Wabash and Erie Canal, and between that sum and the actual cost, there is no material discrepancy further than would naturally arise from the unforeseen advance in labor and provisions. In justice, therefore to the Engineers who made the estimates of 1835, who have not since been in the service of this State, as well as to myself, I submit to the public, in view of all the facts

given, if demagogues and political spirits like my accuser, have not long enough been permitted to divert the attention of the people in some measure from the improvident legislation in which some of them have shared, by dwelling so much upon the alleged false estimates of the Engineers.

J. L. WILLIAMS' DEFENCE.

(Concluded)

I have often been asked for the particular cause of Mr. Chamberlain's marked bitterness of feeling towards me, so frequently manifested in the Senate, as well as in his recent unjustifiable attack. As to any previous difficulty of a personal nature, I know of none whatever. His political enmities are known to be inveterate, but this feeling would scarcely be so exclusively concentrated upon one individual. I may be able to throw some light upon the subject by stating some incidents connected with the performance of my official duties on the Erie and Michigan Canal.

In the winter of 1838, Gen. Mitchell, the resident Engineer, returned to me his estimates of the entire cost of the Erie and Michigan Canal. Upon examination I found the prices affixed, particularly on the heavy work, much lower than I had adopted upon other lines. I could not consent to submit his report until he had at my request added to his estimate about three hundred thousand dollars, (the precise sum not recollected without reference to the books. This act of mine, as some of the then members of the Legislature from the north will recollect, was made the subject of bitter complaint and censure by Mr. Chamberlain himself, of which fact I have documentary proof in my possession should it be questioned. Now the desire on the part of the northern delegation to have their canal favorably reported to the Legislature is reasonable enough, but in what attitude does this fact exhibit Mr. Chamberlain, who four years afterwards, rises in the Senate Chamber

and charges the Engineers with having beguiled him into the support of the system by too low estimates of its cost?

Let it be observed that Mr. Chamberlain himself dates the commencement of his war upon me, of four years duration, at the very period when I enlarged the estimates of Gen. Mitchell, on the Northern Canal. Speaking of that very session he says, "I then proposed an inquiry into the expediency of discharging him from the public service." How far this addition to the estimates of Gen. Mitchell may have influenced Mr. Chamberlain in making this proposition, I leave the public to form their own conclusions.

I have had the misfortune also, in the discharge of my official duty to come in conflict with the views of Mr. Chamberlain on another point, which he deemed of great importance to the Erie and Michigan Canal. The Journal of the Senate will show that for two years past he has entertained the idea of inducing a belief in the Legislature, that the construction of the Erie and Michigan canal from Fort Wayne, as far as the head branches of the Elkhart, near the centre of his Senatorial district, was essentially necessary in order to provide a sufficient supply of water for the Wabash and Erie Canal. This fact admitted, and the immediate construction of this portion of the Erie and Michigan Canal would follow of course, as a matter of necessity, even if it could be accomplished in no other way than by a diversion of the W.&E. Canal lands to this purpose. Hence the great anxiety on this point. Mr. Chamberlain's first effort to give reality and shape to this delusive idea, (for it was from the first wholly unfounded,

whether Mr. C. knew it to be so, or not,) may be seen in the Journal of the Senate of 1839 and '40 page 249, as follows:

"On motion of Mr. Chamberlain the following preamble and resolution were adopted:"

Whereas, it is believed that it will be necessary to supply the Wabash and Erie Canal east of Fort Wayne, during several months of the most business part of the year with water from the Feeders on the Elkhart summit of the Erie and Michigan Canal: Therefore

Resolved, That a select committee consisting of all the Senators, on the line of the Erie and Michigan Canal, inquire into the necessity and expediency of finishing the Erie and Michigan Canal from the Elkhart Feeders to Fort Wayne simultaneously with the Wabash and Erie Canal East of Fort Wayne," &c.

At the next session the subject was still further pressed by Mr. Chamberlain. A call was made by him on the Chief Engineer with a view, as would seem by the character of the resolution, of drawing from him, by an indirect mode, an opinion favorable to this deceptive scheme, which seems to have been uppermost in his mind for two years past. In answer to this inquiry, I then used the following plain and unequivocal language. (See Doc. Jour. 1840 and '41, page 128.

"It would not be safe to rely upon draining any water from the summit feeders of the Erie and Michigan Canal for the supply of the Wabash and Erie Canal." (sic)

The Goshen Democrat, a paper published at the place of Mr. Chamberlain's residence, and understood to be under his

control, in an editorial article published in July 1841, uses the following language:

"This fact (alluding to the supposed utility of the Erie and Michigan Canal for the supply of the Wabash and Erie canal) was ascertained by Gen. Mitchell in 1837, on his survey of the Northern Canal, and urged upon the attention of Jesse L. Williams, Chief Engineer, whose stupidity or obstinacy however, prevented him from noticing it. Mr. Chamberlain succeeded in getting several resolutions of inquiry thro' the Senate on this subject, all of which were treated with dignified contempt. He felt too much charged to own Gen. Mitchell's superior foresight and competency as an Engineer, until every body is compelled to admit the truth of the observation. We trust the Legislature will see the necessity, and take immediate steps for the completion at least of a navigable feeder to Northport. We shall refer to his subject again."

Here we have evidence of a deliberate attempt to mislead the public and the Legislature, in a matter where near three quarters of a million was involved. The object seems to have been to depreciate the Wabash and Erie Canal, by reporting that it could not be supplied with water from its own resources, and further to represent that the deficiency could be made up by constructing the Erie and Michigan canal to Northport, which representation, in both its branches, was without any foundation in fact. This attempt to mislead the Legislature and the public was commenced by Mr. Chamberlain, in the Senate at the session of 1839 and '40, as already shown, and has been

continued by him and those under his immediate influence to the present time.

In a report submitted in answer to a call of the House during the last session, I presented all the facts having a bearing on the subject, and showing conclusively to any unprejudiced mind who will examine it, whether he have any knowledge of engineering or not, that the idea of deriving any surplus of water from the Erie and Michigan canal, for the supply of the Wabash and Erie Canal, so long urged by Mr. Chamberlain, is wholly delusive. This view of the subject is so obviously correct from the very nature of (sic) things, as now to command the assent even of those most deeply interested in that work, judging from the tone of the two newspapers at Fort Wayne, and one at South Bend. One of these papers, the Fort Wayne Times of the 12th of February last, in alluding to my report upon the question, says:

"He shows clearly, that the idea of depending upon the Northern canal, as a feeder for the Wabash and Erie, is not to be entertained for a moment; and indeed this is the conclusion to which any candid man would come upon a careful inspection of the country, a knowledge of the supply of water on each summit, and length of canal to be fed by each."

The Fort Wayne Sentinel, a paper opposed to me in politics, of the 16th of April, uses the following language:

With regard to the argument that the canal was necessary as a feeder to the Wabash and Erie, it was clearly demonstrated by the last survey to be unfounded.

"The editor of this paper was one of the party who made the last survey and from what he then saw of the country, feels satisfied that no water could be brought from the Elkhart into the Wabash and Erie canal."

The following is an extract from my report just alluded to:

"Let it not be inferred that there can be any scarcity of water on the Erie and Michigan canal for its own purposes. Upon the plans heretofore proposed, the work is fully practicable and feasible; nor are arguments wanting in favor of its importance. The very large wheat crop of that region would place this canal among the first works of the State. While I have been at all times ready to urge considerations of this kind in favor of the construction of this canal, I could not unite in the argument based upon its importance or its value as a feeder to the Wabash and Erie Canal, for the reason that with all the branches of the Elkhart, that are available, no surplus of water would be left after supplying its own demands. The same view of this subject has heretofore been repeatedly expressed by the undersigned in his official reports."

I have given the facts in this case more in detail, for the reason that I am charged in Mr. Chamberlain's letter with having singled out the Northern Canal as the special object of my displeasure. And I cheerfully submit the question to the candid reader, even to the constituents of the Senator, to the honest farmers of Elkhart county--to say whether my refusal

to unite with him in urging upon the Legislature, reasons for the construction of this Canal which I knew to be deceptive; or even the addition made to Gen. Mitchell's estimates of the work, when I knew them to be lower than the contract prices then being paid for such work on other lines; furnishes any just ground for such denunciation against an officer upon whom the Legislature relied for correct information.

Whether or not my refusal to second the views of Mr. Chamberlain in regard to the Erie and Michigan canal, in the two particulars just mentioned, have had any agency in engendering in his mind this unparalleled bitterness of feeling, is not for me to determine. Of this the public will judge. I would not willingly do him injustice. In view of all the facts, however, I cannot resist the conclusion that, had I united in representing the Erie and Michigan as essential to the Wabash and Erie Canal, and thus enabled Mr. Chamberlain, by procuring its construction through this favorite idea of his own, to ride more successfully the canal hobby in the North, I would have been spared much of this outpouring of his bitterness.

It is worthy of remark, that while denunciations have thus poured upon me in the North for supposed hostility to their favorite canal, in other parts of the State, at the same time, I have been charged with too strong partiality for that work, and severely censured for my supposed agency in pressing it forward at too early a period. Strictures of this kind may be seen in the columns of the Jeffersonian, pub-

lished in Wayne county, just previous to the August election in 1838. This historical incident is alluded to merely as furnishing, in connection with Mr. Chamberlain's charges of hostility to that work, rather an amusing illustration of the facility with which a public agent, who may have been engaged in carrying out the Internal Improvement laws of the State, may be converted by neevish politicians into a sort of common pack horse, on whose shoulders may be thrown from opposite directions, all the burdens, the ills, and the discontent, real or imaginary, which afflict the community.

Having engaged in private business, requiring my undivided attention, with no desire to participate again in public life, newspaper controversy is exceedingly irksome, and I cannot be drawn into it further than seems necessary for my defense. After having exhibited so fully the injustice of Mr. Chamberlain's course, and his habit of disregarding the facts, even when they are embodied in the record of his own committee, I cannot suppose that any further notice will be called for, either of what he has written for the six months past, or of what he may write for the six months to come.

J. I. WILLIAMS.

Fort Wayne, May 30, 1842

Indiana Journal

July 5, 1842

THE WABASH AND ERIE CANAL.--

its influence on the commerce and travel of the west.

We regard the completion of this great work as destined to exert a most important influence over the commerce and travel of a large portion of the Western States, Connecting, as it does, the navigable waters of the Wabash, which flow into the Ontario and Mississippi, with the great thoroughfares of our northern Lakes, at this point, it opens a direct and unbroken chain of inland communications from the cities of New York, Boston, Montreal, and Quebec, to the extensive and fertile Valleys of the Ohio, Wabash, and Mississippi Rivers, and thence to New Orleans and the Gulf of Mexico. What will be the ultimate results (sic), both to the East and the West, of the completion of this great thoroughfare, which is now about to take place, is, of course more than we can at present say; but, judging from a glance at the geography of the country, and the relation which this canal bears to it, think we are fully justified in saying that it will work a greater revolution in the course of the travel and trade of the States affected by it, and of the British possessions bordering upon the Lakes and the St. Lawrence River, than any similar work ever before projected on the continent. That it will, in a very few years after its completion, double the commerce of the Lakes and of the Erie canal, no one can doubt who will take the trouble to inquire into the nature and extent of the exhaustive agricultural resources of the vast region which has hitherto, either been entirely shut out from market, or sent its surplus productions through the Mississippi and its tributaries, to New Orleans and other southern cities.

In the last number of the Register we announced that the water had already been let into the canal from Lafayette, Indiana, to Independence, in this state; and that from thence to Providence, a distance of only twenty miles, where the canal is again in operation as far down as this place, the Maumee River can be used at all seasons of the year. Thus have we already, with the exception of a short portage between the canal and the river, at Independence, (the boat-lock into and out of the river, at Providence,) an unbroken line of water communication from the navigable waters of Lake Erie to those of the Wabash. The twenty miles below Independence, will undoubtedly be completed in season for the fall business, when boats can pass without interruption throughout the whole length of the canal.

Although this canal has been built under the direction of the individual states through which it passes; yet it is not merely in the light of a state work that it should be regarded; for Congress foreseeing the vast benefits that would result from its completion, many years since, granted to the state of Indiana, which took the lead in the accomplishment of this important work, a liberal portion of the public domain through which it passes, to aid in its construction. The terms of this grant were afterwards so modified by Congress, by and with the consent of Indiana, as to confer upon Ohio a rettable proportion of the lands so granted for the completion of that portion of the canal lying within her own borders.

One of the most important results to the General Government, as well as to the people of a large portion of Ohio and Indiana, which will flow from the completion of this canal, is the facilities it will afford for the transportation of the mails through a region of country, hitherto, almost entirely shut out from intercourse with the northern and eastern portions of the Union, by the great delays to which they have been subjected, from the difficulty of finding roads over the most direct routes suitable for the transportation of the mails. As the ample depth and width of the canal are calculated to secure speed in the passage of boats 240 miles, the distance from here to Lafayette, will be readily accomplished by Packet Boats in from 48 to 50 hours. This will be an important desideratum for the region of the country through which the canal passes, and will add greatly to the mail facilities upon the different routes that diverge in various directions from the Valley of the Maumee and Wabash Rivers.

Toledo Register.

The Fort Wayne Sentinel

July 30, 1842

WABASH AND ERIE CANAL.

This magnificent work is now completed, from the navigable waters of the Wabash to Independence, 4 miles below Defiance. From Independence to Providence, a distance of twenty-eight miles, the Maumee river can be navigated by canal boats most of the year. The canal is finished from Providence to Toledo, a distance of twenty-eight miles. So that there is now water communication, with but little interruption, from Lake Erie to Lafayette, Indiana. The Maumee Valley, with Northern and Western Indiana, are most happily situated, in reference to their agricultural interests. A direct channel being opened, for the transportation of their productions, either to the Atlantic Cities or to New Orleans, must confer extensive benefits, not only to this region, but to the commerce of the whole Western Country. The prosperity of Ohio is inseparably connected with the completion of the remaining portions of her mammoth system of internal improvement. It will open to the enterprising citizens of other States, a section of country unsurpassed in the fertility of its soil, value of its mineral productions and adaptation to manufacturing purposes. With a well regulated currency her pecuniary prospects will be without parallel.

Indiana Journal

August 9, 1842

WABASH AND ERIE CANAL.

This great work is so far completed, that last Monday, boats passed at the Toledo side-cut, into Lake Erie. The aqueduct across Swan creek, is not quite finished, that prevents navigation being carried quite to its termination; although for all practical purposes, the eastern termination may be said to be completed, and it is navigable in its whole extent, by using the Maumee 22 miles, and a short portage. The whole length is 230 miles, 66 of which are in Ohio, and the remainder in Indiana. Lafayette and Wabash is the western termination, and Toledo and Manhattan on Lake Erie.

The first idea of this canal, was suggested in 1817, and a grant of land by the United States to the State of Indiana to aid in the work. Gov. Jennings, first first (sic) Gov. of the State of Indiana, and who was one of the first, and most active individuals in obtaining the grant, and in the incipient (sic) arrangements of commencing the work. Gov. Clinton of New York took an active part, by correspondence and otherwise, in promoting the project. The State of Ohio very reluctantly came into the arrangement, with the state of Indiana, to make the part within this State; and has been very tardy in the execution, although Ohio has the most profitable part of the canal, in proportion to length, and the value of the lands she received for making the canal.

This canal is the main trunk; it has been the cause of projecting other canals as feeders, of greater extent than the trunk. The Miami canal is far advanced towards completion. The most expensive part of the work is finished. More than

two millions of dollars have been expended; and less than half a million would complete the work. The canal from Lake Michigan to form its junction at Fort Wayne, is now in progress; also the Whitewater canal, and several railroads.

When we take into consideration the uninhabited state of this country when this system of canals and railroads was undertaken, and their vast extent, it is the most daring enterprise of the world.

The Wabash and Erie Canal, is but one of the links of a vast chain of inland water communication, of more than three thousand miles in extent. East it has two points of termination, the city of New York is one and Montreal is the other. New Orleans is the Western termination. It is the connection by water, of the Gulf of Mexico, and the Gulf of St. Lawrence; and at New York, the broad atlantic. (sic)

Wabash and Erie Canal

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BOATS FROM FORT WAYNE TO NEW ORLEANS

We last week noticed the shipment of a lot of lumber for Boston. This week a flat boat left here for New Orleans, freighted with 45,000 hoop poles and 250 barrels of cranberries. At Logansport she will take in about 200 barrels more cranberries. She is owned by Messrs. B. Smith, T. J. Lewis, and N. D. Stewart. Another boat will start for New Orleans in a few days, with about 50,000 hoop poles. She is owned by some enterprising Germans whose names we have not heard. These boats will proceed down the canal to its intersection with the Wabash above Delphi, and then down that stream and the Ohio and Mississippi. If any proof were needed of the enterprise of our citizens or our advantageous location for trade, it might be found in the fact that within two weeks shipments have been made here for two most opposite and distant points--one at the extreme north eastern, and the other at the extreme southwestern part of the Union.

Fort Wayne Sentinel

Nov. 5, 1842

Correspondence of the Rochester Daily Democrat.
THE WABASH AND ERIE CANAL.

Toledo, January 18, 1843.

The Wabash and Erie Canal will be opened its entire length in the spring. Boats commenced running late this fall from Lafayette, Indiana, a distance of 250 miles to this place. From this city to the junction alone, 66 miles, the canal is 60 feet wide and 6 feet deep. From thence to Fort Wayne, 44 miles, it is 50 feet wide and from the Fort to Lafayette, 122 miles, 49 feet wide. Next spring our Boston or New York friends can reach Logansport Indiana, by way of the Canal in five days after leaving home, or Springfield, the capital of Illinois in 6½ days.

The tolls are so reduced by the agreement of the State, Ohio and Indiana through which the canal passes, as to send the productions of the valley of the Wabash to New York by way of the Lakes, as few as it can be done in New Orleans, by way of the Wabash, Ohio and Mississippi Rivers.

The opening of the Wabash and Erie Canal adds another link to that great chain of Internal Improvement which will, ere long, connect our Commercial Emporium with the remotest regions of the West. By means of this Canal the water communication with the Atlantic cities is extended, 250 miles further inland. This new avenue of commerce may be regarded as an extension of our own Erie Canal; nor can it be doubted that it will contribute largely to the tolls and trade on this great commercial artery. The enlargement of the Erie Canal was undertaken with a view to accommodate the increased trade which the opening of these new channels was expected to create. But the progress of the Enlargement has not kept pace with the progress of these auxiliary works. A suicidal policy has arrested this great undertaking in mid career. After an expenditure of twelve millions of dollars in carrying on the work the State is now called upon to suspend operations! And the

People are to be taxed year after to meet the principal and interest of this debt when, if the work was prosecuted to its completion, the increased revenue from the Enlarged Canal would speedily pay off all the liabilities incurred in its construction.

(Albany Eve. Jour.

New York Daily Tribune

January 25, 1843.

(pg)

THE WABASH AND ERIE CANAL.

Correspondence of The Tribune.

MAUMEE CITY, May 22, 1843.

MESSRS. EDITORS: The celebration of the completion of the Wabash and Erie Canal will probably take place on the 4th of July next, at Fort Wayne. This is an event which, in our opinion, well deserves to be celebrated by a high festival on the anniversary of our independence. We shall meet, not to celebrate a victory won in bloody strife, nor to exult in the triumph of one political party over another, but to exchange congratulations on an event which promises to confer benefits and blessings without any alloy of evil. When we contemplate the ample dimensions of this Canal, and its extended length of hundreds of miles, connecting State with State and the great Lakes of the North with the noble Rivers of the South, it looms up into a magnificence and grandeur that can scarcely fail to inflame the coldest imagination. But it is only in a moral point of view that its importance can be duly appreciated. It will in a few years be the beneficent means of converting the wild forests and plains of the Maumee and Wabash vallies into cultivated and happy abodes of freemen. It will connect the great States bordering on the Ohio with the States rising to greatness on the borders of the Lakes. That arm of it which reaches down the Wabash connects us with the richest river valley of North America; while that which is to extend south down the populous and rich valley of the Miami, will bring us into intimate relations with the great City of the Ohio. Another branch, to be of later construction, will bring to our doors the rich wheat fields of Northern Indiana and Illinois. In nearly all its aspects, it is a work of beneficence, binding, with the strong cords of interest and habitual intercourse, great

districts of country, soon to be peopled with an immense number of enlightened freemen, and soon to have built up within their borders numerous great marts of commerce. It will not alone create beauty and happiness, but it will sustain and perpetuate them. It is not a monument reared by the present generation to perish with those who have made it. Our successors will be benefitted far more than those of us who witness its completion; and farther than the strongest imagination can penetrate into the vista of the future, its blessings will be increasing and extending with every succeeding generation. The opening of such a work is especially deserving the liveliest demonstrations of joy from those living at and near its northern termination, where its benefits will be more than elsewhere concentrated. From this point to the place of its exit from the river as a feeder, it is not only a great channel for commerce, but it is also a great hydraulic construction--placing on the elevated plateau on which our city is laid out a great mechanical power, which for generations to come will be unexhausted, and standing always ready to throw the weight of its power, or rather the power of its weight, into every branch of industry which the interests of the country may call into being. It is competent to perform the labor of thousands--aye, tens of thousands of men; and while it never tires in the race of industry, it never feels the enervating influence of autumnal fevers. It requires little but capital, and the skillful direction of a few human hands, to produce an immense supply of human comforts. But my pen is running away with me. Our celebration, we hope, will draw together the enlightened friends of internal improvements from every section of our extended country. Invitations will be sent to many, but they will not embrace one in a thousand of those that should be there. It is expected that one of our great statesmen will be there, prepared to deliver a discourse worthy the occasion.

Webster, Clay, Calhoun, J. Q. Adams and Gen. Cass have been spoken of. On account of the latter having numerous friends through this region, it is most likely he will be called on by the Central Committee. We should be glad, Messrs. Editors, to welcome you among those who come to exchange congratulations with the Buckeyes and Hoosiers.

Yours, &c.

THE NEW YORK TRIBUNE,
JUNE 6, 1843.
(Jma)

THE MAUMEE TOWNS--THE LAFD OIL OF THE WEST, &C.

Correspondence of The York Tribune.

CLEVELAND, July 21, 1843.

In my last I informed you that I should look in upon the Maumee Valley as far from the seaboard as Perrysburg and Maumee City, directly opposite. These two beautiful villages are situated upon the Maumee River, twelve miles from its mouth, at the Rapids, on a fine elevated table land, which must be healthy. The river is navigable for Lake craft of seven feet draft to the foot of the Rapids. There is only one obstruction in the river, which is a narrow rock bar. Were this removed, any vessel entering the Maumee bay could navigate the river. The water on the bar of the bay is seldom less than nine feet, although the winds have great influence in raising and lowering the Lake at its extremities. The Wabash and Erie Canal commences at Manhattan, on the Maumee bay, and follows the course of the river to Fort Wayne, thence across the country to the Wabash at Lafayette, and thence it is to be completed to the Ohio, entering that river at Evansville. It runs through the Garden of the State of Indiana. The immense products of this great part of that State must come to Lake Erie, and the anticipation of the benefits to be derived from the trade of this Canal, gave Toledo, Manhattan, and some paper cities, their existence. The water power along the line of the Canal is sufficient to grind all the grain that will be floated upon it. At Maumee they now use it, and it will soon be brought in requisition at Toledo and Manhattan. Toledo seems to be the point which, by general consent, is to be the city. The water to the town is good, but to my notion, some other point may be found where the requisites of health, surrounding country, &c., will make a more desirable location.

With Cleveland your readers are as well acquainted as I can possibly be, for the short time I've been in it. It is one of the prominent places of the Union for its exports of bread-stuffs, provisions, &c. The town does not contain as many inhabitants as I supposed, but they are a busy hive, and on the Hill it is a perfect gem or a city. After concluding my business calls, I went to see the wonders. Without much trouble, I found the Lard Oil factory of Mr. Stafford, who very politely showed me over his establishment. The specimen I wrote you about in my last is a sample, and nothing more than a fair one. When I say that I had no idea of what I saw, I would remark, Who has any idea of the wonders of Chemistry? To explain to you the process is what I cannot do, for that is a secret guarded with the most jealous care--the effects of the cause I can only give. The Lard is first taken in quantities of about five thousand pounds, (which is the amount worked daily,) melted and purified; then by some means he judges of its exact component parts; then ingredients are added, which in a short time (the time I cannot say) separates the parts so that each is by itself--the one a perfect transparent fluid, void of all foreign matter, and the other in beautiful large crystals. The oil is all good alike, both bottom and top; every body seems to prefer it to the sperm, it is so clean. The keeper of the American House, which is a structure that would not discredit our own Broadway, informed me that for more than a year past he had used this oil and no other in all the lamps in his house, and that during that time not a lamp had been cleaned out, and that the oil in his Astrals was as pur as when first put in. The light is very white and strong, and the consumption not so much as the bleached sperm; and what is better, it burns without smoke or smell. As to its standing extreme cold, the people differ on this point as well as many

other essential points in other affairs of equal importance. Mr. S., however, assures me that the oil can be made to stand a low temperature, and referred me to Mr. Butts, the landlord of the American. He, as I said before, used it the year round without inconvenience. The Government are now giving it a trial in the light houses at this port. They commenced upon the opening of navigation, and have used no other since. It gives them, I am told, entire satisfaction, affording a stronger light with less oil consumed. Now, friend Greeley, what is to be the result of this when the business shall be as well understood elsewhere as it is here? Take up the map of this almost boundless West--look at its broad valleys; these virgin soils will not grow any other grain as well as the Indian corn. This corn, which was formerly distilled to carry ruin to the whole of our blessed land, is now converted into a source of wealth to the West, of which it is impossible to deprive it. In the West can be produced an animal from which a better oil than any other known can be procured at a cheaper rate than in any part of the world, consequently the West will supply the world. One great good has already, I am told, been effected with even the imperfect Lard Oil now in market. It is the suspension of the importation of the cask Olive for greasing wool; but what is to become of our noble race of sperm whalers? Must those Jack tars resort to the woods of the West, lodge in a tree and patiently await the coming of the Porcher, and from their giddy heights dart the murderous lance? Alas, poor Jack!

Mr. S. has a cooper imported from one of our dismantled spermers; poor fellow! he would occasionally draw a long breath, but he could not catch the sea breeze from the fogs of the Cuyahoga. He says it is much more difficult to hold this oil in casks than the sperm.

The speculators could not keep the price of wheat or flour up beyond yesterday, when it took the worst tumble it has known for years. The day before wheat sold at 93 cents; yesterday an equally good article only brought 80 cents, and the harbor full of vessels. The country about this city is very fine; the roads are equal to macadamized. There are many country seats, which could not have cost less than from fifteen to twenty thousand dollars each. The entire Lake shore is celebrated for its fine fruits of all descriptions. The reason assigned is, that the spring keeps them back until the frosts are over. From this I shall return homeward, making a few business calls, and shall visit Niagara and Saratoga; till then, adieu.

Yours, &c., J. G.

THE NEW YORK TRIBUNE, AUGUST 3, 1843.

(jma)

THE WABASH COUNTY AND CANAL.

Correspondence of The Tribune.

DEFIANCE, OHIO, July 15, 1843.

I have just returned from attendance at the celebration of the completion of the Wabash and Erie Canal, at Fort Wayne, on the ever glorious 4th, and a visit to Lafayette, the western terminus of the Canal. The celebration was what the day and the importance of the occasion called for. A beautiful, patriotic and classical, although somewhat desultory address was delivered by Gen. Cass, who was the Orator of the day, which with extemporaneous addresses from the two U. S. Senators, White and Hannegan, and the worthy commissioner of Patents, Hon. H. L. Ellsworth, together with several fine bands of music, and the attendance of between two and three thousand ladies and the unbounded and courteous hospitality of the people of this thriving young city of the wilderness, united with the good feeling that the event was so well calculated to inspire, made it one of the most joyous and pleasant gatherings that I have ever witnessed.

The Hoosiers and Buckeyes met each other on the summit level of their common Canal, with right hearty good will.

From Fort Wayne I proceeded west, per canal, through a country of unsurpassed beauty and fertility to Lafayette. This town is situated at the head of steamboat navigation on the Wabash, and contains a population of 2,500 or 3,000 inhabitants; and, in consequence of the high price of wheat and flour at this time, is a place of great commercial activity. Two hundred large covered wagons, known here as "prairie schooners," came in of a day, loaded with wheat and other grain, some a distance of 80 miles. Wheat, when I was there, was selling for 82 cents; flour \$4.25.

Before I took leave of this place, I paid a visit, in company with my esteemed friend of the "Free Press," to the far famed and ever memorable Tippecanoe Battle-Ground. It has been so often graphically described that you need not a often graphically described that you need not a description of it here. After viewing the ground and leaving the particular disposition of the troops and the cautious measures taken to guard against surprise, and the bravery and firmness manifested by both officers and soldiers in sustaining for two hours a murderous attack in the darkness of night, by a powerful and vindictive enemy, one hardly knows which most to admire, the caution and skill of the Commander or the valor of the troops.

The ground is covered with oak trees, scarcely one of which is not hacked for the purpose of extracting the balls that were lodged in them during the fight. It is denuded of shrubs--almost everything in that shape having been carried off as mementos during the ever-memorable 1840.

The wheat crop throughout the Maumee and Wabash valley is a full average one.

In speaking of Lafayette I should have stated that the Hon. H. L. Ellsworth is about to make that his future home. The people of the West are already under great obligation to him, on account of the deep interest that he has taken in introducing improvements and disseminating information on the subject of agriculture. From his residence among us we shall look for a continuance of the same advantages.

H. S.

THE NEW YORK TRIBUNE, AUGUST 9, 1843.

(jma)

BRIDGES.--The canal bridges in this city are in so dilapidated a condition that it is dangerous to cross them. Would it not be advisable to have them repaired or rebuilt forthwith. Or is it thought best to wait till some lamentable accident happens, and some lives or limbs are sacrificed? The policy of locking the stable door after the horse is stolen is much advised, or at least practised in this part of the country.

The St. Mary's Bridge is also much decayed, and is considered unsafe and not worth repairing. It will probably be carried off by the next fresh--. It is time some steps were taken to build a new one; and we would suggest the policy of having a subscription immediately set on foot for that purpose. If the citizens would contribute liberally, we presume the county board would make an appropriation to assist in the erection of a work of such great public convenience and necessity.

We hope the new bridge will be placed where the present one ought to have been--at the ford a few rods above the present site. This would make the Goshen road perfectly straight to its entrance into our city and the bridge could then be safely approached at high water, when it is most needed; this is decidedly the best and most fitting location for the bridge. So much difficulty and danger have been encountered at the present bridge, that we believe all are convinced that a new bridge ought not to be erected on the same site.

Fort Wayne Sentinel

November 4, 1843

COMPLETION OF THE WABASH AND ERIE CANAL TO THE OHIO RIVER
AT EVANSVILLE.

Robert Dale Owen has written a long and able letter, which is published in the New Harmony Statesman, giving his reasons for supporting the application to Congress for a grant of the public lands in the Vincennes district to aid in completing our canal to Evansville, in preference to similar applications for aid to improve the Wabash, and make it navigable at all seasons from the present termination of the canal to the Ohio. Like every thing which emanates from that distinguished man, this letter is clear and explicit in its details, and candid and courteous in its style. We give a few extracts:

"If it be a legitimate object of federal legislation to grant lands in aid of the completion of the thoroughfare at all, (as I believe it is) the mode of completion, so it be efficient, cannot influence the question of constitutionality.

"This being so, considerations of expediency, economy and incidental advantages to the finances of our State, properly come up, to influence and control a selection between the two plans.

"The latter consideration has much weight with me. When a man, or a State, is in debt, it is their first and bounden duty, by every honorable means, to endeavor to get out of it. We flatter ourselves in vain, that we may ultimately escape the payment of our state debt. It may not be done. Indiana's fair name is worth more than twenty millions of dollars. Scandalously squandered as have been the sums we borrowed, the days are coming

when they must be repaid. That we have thus created a burden which may weigh heavily on the labor of our children, is one of the bitterest thoughts connected with the flagrant maladministration, which for years characterized our State affairs. The honor of our State, then, and the welfare of those who are coming after us, alike imperatively call our attention to every just expedient that may lessen the future burdens in store for ourselves and our offspring.

In this view, the canal seems to me very preferable to the river. I have, on several public occasions, expressed my willingness (if no better plan of paying off part of our debt presented itself) to see our Wabash and Erie Canal sold for State bonds, to aid in diminishing our State indebtedness; the terms of sale being properly guarded to secure to the Government her free thoroughfare and to her citizens protection against extravagant tolls. Whether this plan were adopted, or that we trusted to the rents and tolls to pay part of the interest on our public debt, the completion of the canal to Evansville is equally important. It would add much to its value, if we found opportunity to sell it; or much to its probable rent and tolls if we decided to retain it in our own hands. But the improvement of the river, though of vast importance to those residing on its banks, could not, that I see, be rendered available in furnishing means (to any considerable extent, at least) towards the payment of our State debt.

* * *

You ----- observe, that Mr. Ficklin has incorporated in his river bill a provision that after the ----- public auction sale, (to be held within two years after the passage of the grant) the

lands are to remain for sale at government price. It has been intimated to me from some quarters, though your letter does not say so, that such a provision is deemed by many impolitic, and calculated to impair the value of the grant. Yet after the maturest reflection I am unable to agree in this opinion. When put up at auction, the lands may bring any price above the land office rate, no matter how high. And, as to the lands which shall remain unsold after that public offer, Congress will not permit them to be offered lower than similar lands around them, and the interest of the settler and of our section of country generally, appears to me to demand that they should not be held for sale higher. If, after being offered for sale at auction at government price and no buyer found, they are still held up above that price, the effect would clearly be, to tax the future settler, when in search of a home among us, and to retard the settlement of the country. Land monopolists have engrossed the best lands of Illinois: they hold them up at five or six dollars an acre; and that circumstance retards, perhaps, more than any other, the prosperity of that noble State. Large districts, in consequence, lie as it were deserted, without a settler; where if the lands had remained open to the emigrant at government price, smiling farms and rich cultivation would long since have spread out, on every side. To prevent a similar evil growing up among ourselves, I think a provision similar to that above alluded to, should be incorporated in the canal bill, when reported. Nor do I see that we could reasonably expect, after the close of the auction sale, to obtain more than the government price, within any reasonable time, for the remaining lands."

"P.S. Since writing the above, Senator White has informed me, that the Senate Committee on Public Lands have instructed their chairmen to report a bill, granting one half of the lands in the Vincennes land district, to complete the canal."

Fort Wayne Sentinel

April 13, 1844

THE TOWNS ON THE WABASH.--It is with great pleasure we learn that all the main towns on the line of our Wabash and Erie Canal are in the most flourishing state. An intelligent resident of Ft. Wayne informs us that more than one hundred houses and stores, many of them fine buildings, are now in progress of construction in that fine young City. He estimates the present population at over three thousand. The Lafayette paper speaks in glowing terms of the growth and business of that town, every house and room of which is flowing over with immigrants. He claims for Lafayette the first place in importance, of the Wabash towns.-- Covington, Logansport, Delphi, and the numerous other villages are said to be flourishing.

Toledo Blade.

THE NEW YORK TRIBUNE, JUNE 15, 1844.

(jma)

OHIO-MIAMI CANAL--TRADE OF THE WEST, &C.

Correspondence of The Tribune.

CINCINNATI, June 22, 1844.

The completion of the Miami Canal from its present terminus to Defiance, its point of conjunction with the Wabash and Erie Canal, on the first day of November next, will mark a most important era in the history of internal improvements both in this State and in the State of New York. So far as I have been able to learn, the probability is that the entire work will be opened for navigation during the latter part of the coming Autumn--at all events, that it will be in perfect order in the Spring of '45. This canal will afford a direct channel of communication from this city to Toledo on the Maumee River. It passes through a region unsurpassed in fertility, and the greater portion of which is comparatively densely peopled. The entire length of the work from Cincinnati to Toledo, which for all practical purposes may be regarded as the northern terminus of the Wabash and Erie Canal, is two hundred and forty-four miles; or sixty five miles less than that of the "Ohio Canal." By avoiding the dividing ridge of this State, the Miami Canal passes, in the main, through a level region, so that the amount of lockage, as I am informed, will be but about half as great as it is on the Ohio Canal, extending from Cleveland to Portsmouth.

For some years past, three several routes have entered into competition for the carrying trade of the central portion of the valley of the Ohio, to wit; the Ohio Canal, Lake Erie and the Erie Canal--The Pennsylvania Canal, and the Ohio and Mississippi Rivers. Within the last eighteen months, a new rival has presented itself, viz. the Baltimore and Ohio Railroad.--The States of New York, Pennsylvania and Maryland, have looked

upon this contest with widely dissimilar degrees of interest. While the first has manifested a stolid apathy as to the result, the remaining States have put forth their best efforts to secure the prize; and the consequence has been that both Pennsylvania and Maryland, but especially the former, have strengthened themselves at the expense of New York. Will the Empire State suffer the sceptre to be wrested from her grasp? Is she willing that her great Commercial Emporium shall assume a secondary place among the cities of America? If not, let her "shake the poppy from her brow" and at once go forward to the completion of her great canal. The vast prospective increase of business, from the opening of the Miami Canal, together with the paramount facilities which will thus be placed within the reach of New York, for a farther unlimited extension of her trade with this section of the country, would seem to render the present a peculiarly appropriate occasion for an appeal to the People in behalf of the enlargement of the Erie Canal. It does indeed appear as if the Freeman of New York cannot longer be imposed upon by the shallow sophistries of such men as Senator Dennison. Take her example the following specimen of his logic:--

"When the project of enlarging the Erie Canal was first advanced to the public mind, what was understood by the idea of enlarging? When an individual speaks of enlarging his house, he means adding a wing to it, or erecting an additional story, or some similar increase of his accommodations. The idea of incurring an expense greater than the cost of a new house of the same size, would scarcely enter his mind."

And this stuff is put forth in grave argument upon a great question of public policy. Will not an intelligent people spurn such tomfoolers as (sic) an insult to their understanding? What must be thought by any man who will give himself the trouble of a moment's reflection of ___?

"The enlargement of the Erie Canal, therefore, can only be pressed for the purpose of accommodating the business of the far West. It may be an object of great importance to secure that business, in a commercial point of view; but it is very evident, that while we are enlarging the canal for that purpose, we are bringing the cheap lands of the far West in direct competition with the high-priced lands in our own State," &c.

Now I beg leave in all humility to ask this Solon in legislation, whether he expects to destroy the productiveness of the Great West, by refusing an outlet through the Erie Canal for her surplus products, and thus to secure a monopoly to "the "high priced lands in our own State?" Does the man actually believe that such a policy will have any other effect than to build up rival works and to turn a stream of wealth into the lap of other States? At some other time I may return to the honorable gentleman's Report, but enough for the present.

It may be said that the existing Canal possesses sufficient capacity for all the business that presents itself; and consequently that there is no necessity for the enlargement of its dimensions . In answer to this reasoning, the fact may be stated that at certain seasons of the year when the press of business is greatest, and despatch becomes an object of the first importance to shippers, the capacity of the present channel is totally insufficient for the proper transmission of merchandize; and that other routes are on this account frequently preferred. But another argument in favor of the enlargement, and one which it would seem ought to be conclusive with an enlightened and enterprising people, is the advantage it would give the State of New York in competing with other States for the illimitable trade of the valley of the Ohio. With a canal extending from the Hudson River to Lake Erie, seventy feet in width by seven in depth, boats' of improved construction, carrying from

150 to 200 tons of merchandize, destined for this section of the Great West, would be loaded in the port of New York, and by means of steam power they would be towed to Albany and thence by horses to Buffalo . By then furnishing these boats with temporary bulwarks, it is the opinion of intelligent practical men with whom I have conversed, that they may be towed with entire safety, by steamboats, druing a considerable portion of the year, from Buffalo to Cleveland, Sandusky City and Toledo--thus securing increased expedition in the transportation of merchandise, beside avoiding both the expense and the wear and tear of twice transshipping it. The chief advantage would, however, be derived from the diminution in the cost of carriage upon the Canal, which would amount, it is believed, to nearly fifty per cent. from the present rates--experience having shown that a ton of merchandise may be transported by means of horse power upon a canal at certain dimensions as cheaply as it can be by the aid a steam upon a river.

Faithfully yours,

AMERICANCE.

THE NEW YORK TRIBUNE, JULY 4, 1844.

(jma)

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