

- July 4. The boys were marched out to hear Gen. Sherman speak. Returned to camp.
- July 5-16. Remained in camp.
- July 17. Rode on cars to Louisville, distance being 5 miles. Then crossed river on ferry boat to Jeffersonville, Ind. At 3 o'clock took train. Arrived in Indianapolis at daybreak.
- July 18. Men got breakfast at Soldiers Home. Marched out to camp Carrington. Signed the pay roll. Remained in camp [for a while]. I went down in town to a big dinner. Made for Soldiers Weetnes.¹⁴
- July 19-20. Remained in camp.
- July 21. Remained in camp till 12 o'clock then was marched down in the city, following the music, to the Soldiers Home to a big reception.¹⁵ Dinner made for the soldiers then marched to the Statehouse and heard speeches made by Lieutenant Governor Conrad Baker and many others. Then marched back to camp.
- July 22. Remained in camp and was discharged and paid off at 11 o'clock. Went down in the city to the depot. Took the train at one o'clock for Evansville, distance 190 miles. Arrived there at 10 o'clock at night. Free bus ride to the American House. There employed a teamster in a wagon to drive me to Newburgh, distance 10 miles.
- [July 23.] Arrived at half past 2 o'clock. Marched [sic!] 2 miles and arrived home at 3 o'clock Sunday morning. All well.

A STEAMER TRIP FROM LAFAYETTE TO LOGANSFORT IN 1834

The following description of an attempt to navigate the Wabash from Lafayette to Logansport in 1834 is taken from pages 141 to 143 of a little volume of reminiscences written by Sanford C. Cox. The author called his narrative, *Recollections of the Early Settlement of the Wabash Valley*. No doubt many readers of the *Indiana Magazine of History* are familiar with this interesting narrative, which first appeared as a series of articles in the *Lafayette Daily Courier* in 1859. The next year the sketches were revised and published in book form. Mr. Cox was a school teacher and frontier citizen. He passed through a great variety of experiences and came to know the Wabash country of Indiana well. The transportation of commodities to and from the pioneer communities of the young State was a great and ever present problem. For a long time there was an intense interest in the possibility of building steamboats that could be successfully used on the middle Wabash and other streams of the state. The attempt described by Mr. Cox illustrates the extent of the hopes of river towns like

¹⁴ Probably meant to write "weekness", meaning "weakness". No doubt the soldiers had a weakness for good dinners.

¹⁵ The fourth anniversary of the Battle of Bull Run.

Logansport, and the handicaps that had to be overcome. The day of railroads was not distant but people could not realize this in 1834, and it was with much anguish of spirit that men saw the steamboat lose in the battle with shallow water, snags and sand-bars in the Wabash and lesser rivers.

[SANFORD'S NARRATIVE]

During the June freshet in 1834, a little steamer, called the Republican, advertised that she would leave the wharf at Lafayette for Logansport on a given day. A few of us concluded to take a pleasure trip on the Republican, and be of the pioneer steamboat [passengers] that would land at Logansport, a thriving town situated at the confluence of the Wabash and Eel rivers, in the heart of a beautiful and fertile region of country. At the hour appointed the Republican left the landing at Lafayette, under a good head of steam, and "walked the waters like a thing of life." We soon passed Cedar Bluffs, Davis' Ferry, the Mouths of Wild Cat and Tippecanoe, and begun to anticipate a quick and successful trip. But soon after passing the Delphi landing, the boat stuck fast upon a sand-bar, which detained us for several hours. Another and another obstruction was met with every few miles, which were overcome with much difficulty, labor, and delay. At each successive sand-bar the most of the boat's crew, and many of the passengers got out into the water and lifted at the boat, or pulled upon a large rope that was extended to the shore—an important auxiliary to steam power to propel the vessel over these obstructions. Night overtook us stuck fast upon the bottom of the river below Tipton's port.

"Tired nature's sweet restorer—balmy sleep," re-invigorated all hands for the labors of the following day, which was spent in a similar manner to the afternoon of the day before, in lifting in the water and pulling at the capstan. At length we arrived at Georgetown Rapids, about seven miles below Logansport, which we was [*sic*] informed was the only shoal water we would have before reaching our destination.

Here extraordinary efforts were made to ascend the Rapids. Col. Pollard and Job B. Eldridge, Esq., of Logansport, who had goods on board and were both laboring in the water and at the capstan, were particularly anxious that Captain Towe should reach that place, and his boat have the honor and advantage of being the first steamer that had ascended as high as that point, and receive a bonus of several hundred dollars, that had been offered as a premium to the captain of the first steamer that should land at their wharf.

Several days and nights were spent in fruitless attempts to get over the rapids. All hands, except the women, and a few others, were frequently in the water up to their chins, for hours together endeavoring to lift the boat off the bar. The water fell rapidly, and prevented the boat from either ascending further up, or returning down the river. While at this place we were visited by several companies of well dressed and fine looking Miami and Pottawattomie Indians, of all ages and sexes, who would sit for hours on the bank admiring the boat, which they greatly

desired to see in motion, under a full head of steam. After four days and nights of ineffectual efforts to proceed, the boat was abandoned by all except the captain and part of the crew.

Two or three weeks afterwards over a dozen yokes of large oxen were brought down from Logansport, and the Republican hauled over ripples and sand-bars to Logansport, and the citizens of that place and the surrounding country had the luxury of a steamboat arrival on the 4th of July, and Captain Towe had the (doubtful) honor of being the commander of the first steamboat that visited Logansport; for it cost him his boat, which bilged soon after its arrival in port, and its hull, years afterwards, might be seen lying sunk to the bottom of the Wabash near its confluence with the waters of Eel river.