

A Trip Along the Canal in 1843

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OSWEGO PALLADIUM.

WEDNESDAY, AUG. 23, 1843.

The following is an extract from a correspondence which we find in the Poughkeepsie Telegraph, of the 23d inst. The author is Mr. B. J. Lossing, a gentleman of worth and talent, now of the city of New York, but formerly connected with the sterling democratic sheet the Poughkeepsie Telegraph. He is now engaged in the business of wood engraving and his merits as an artist are well known to the public.— But few of our readers who have had access to the popular ornamental works of the day but have admired the results of his skill and taste in their pictorial illustrations. During his recent sojourn among us he sketched a view of a portion of our village, which we trust may yet adorn some of our popular periodicals. His notice of our village, of its facilities and prospects, as well as the embarrassments under which it has labored, are just and liberal, and should he again wend his way to this portion of our frontier, he will find no unfriendly greetings.

“STEAMBOAT ST. LAWRENCE,
Lake Ontario, Aug. 13, 1843.”

The voyage by canal-packets from Syracuse to Oswego is a very pleasant one in such fine weather as I was favored with.— Immediately on leaving the former place, the Onondaga Lake, a beautiful sheet of water 7 miles long and about 3 miles wide spreads out upon the western side of the ca-

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“Steamboat St. Lawrence, *Lake Ontario*, Aug. 13 1843.

The voyage by canal-packets from Syracuse to Oswego is a very pleasant one in such fine weather as I was favored with. —Immediately on leaving the former place, the Onondaga Lake, a beautiful sheet of water 7 miles long and about 3 miles wide spreads out upon the western side of the canal, and affords a fine prospect of a high and cultivated region on the western shore. — Through it the Seneca Lake, (the outlet for several inland lakes) passes and about 12 miles north of Syracuse forms a junction with the Oneida river. These two rivers united form the Oswego river, a powerful stream, averaging 200 yards in width and falling about 100 feet in 24 miles. This river bears into Lake Ontario the water drained from an area of 7,000 square miles; and its fall at various points gives an hydraulic power almost

incalculable. The Oswego canal passes along its eastern bank, and alternately follows the natural channel of the river, and artificial excavations. Between Syracuse and Oswego there are 22 locks to vary the usual monotony of a canal voyage. Although the day was a hot one, yet in the afternoon, as we approached Ontario, a cool and refreshing breeze came sweeping up the Oswego valley from the bosom of the Lake. We came in sight of Oswego about half an hour before reaching it, and I was never more impressed with the beauty of scenery where art and Nature had combined their handy-works, than I was on my first view of this beautiful village.

Oswego was incorporated in 1828, and is now an important port of entry. It lies upon each side of the Oswego river and is connected by a toll bridge 600 feet long. — This bridge is justly regarded as nuisance and an impediment, to a certain extent, in the way of the prosperity of the village. It creates a kind of separate interest between the two portions of the village which all ? and deprecate. The corporation, I understand has endeavored to purchase it from the stockholders to make a free bridge of it, but failed of success. Its charter will expire in about six years, when of course, it will not be renewed. In a commercial point of view, Oswego is one of the most important ports on Lake Ontario, and is destined to become a large city. It contains about 5000 inhabitants, but its increase at present is slow. It rose among the highest upon the bubble of speculation in 1836, and consequently its fall was the greater. Probably no village in our country suffered more from the fatal epidemic that swept over our land for a season, than this, and it yet lies prostrate, but with pleasing symptoms of convalescence. Its immense hydraulic power; its central position between with great marts of the West, of Montreal, and New York, and its delightful and healthy locality as a place of residence, are elements of prosperity that must soon develop themselves in full vigor. In addition to many excellent stores and mechanic's shops, there are her

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Oswego Palladium, August 23, 1843.

The town is laid out with much regularity, and the taste and beauty displayed in the dwellings and yards, and gardens attached, remind me of that queen of New England towns, New Haven. The harbor is well guarded by two piers, and on the western one stands a light house recently erected by the U. S. Government. The government has also commenced building new piers of the most substantial character, but the work at present is suspended for want of an appropriation by Congress. The promontory on the east side of the river is crowned by Fort Ontario, the rebuilding of which is not yet completed. It had lain in ruins for many years, until the recent Canadian revolt caused our government to rebuild and garrison it. It has now a garrison of 70 men. This fort with another on the opposite side (its site now covered by the marine railway and ware-houses) were posts of great importance during the Colonial wars. They were taken by the French under Montcalm in 1756, who destroyed them in the presence of the Mohawk Indians, then in possession of them. The eastern fort was again rebuilt; and together with the town was taken by the British during the last war. They retained the possession for only about 12 hours and were then repulsed with considerable loss.

Among the active business men of the village I found our friend H. Adriance of New York, engaged in the Book and Stationary trade, building up a thriving business for himself, and by his urbanity and honorable business habits winning golden opinion from those who know him. I had the pleasure of making the acquaintance of two of your cousins of the quills, Mr. Oliphant of the "Oswego Whig" and Mr. Carpenter of the "Oswego Palladium,"

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Steamboat Dock, Oswego, NY

and to both I am indebted for many kind attentions during my stay there. Unlike too many political opponents, they are on terms of the most friendly intimacy, and in the heat of political strife they are ever ready to tender to each other a cup of cold water.— This argues good sense and good feeling, and well would it be for the honor and dignity of the press if editors would generally follow their example. Oliphant, by the way, is a too clever fellow for a whig editor altogether too frank and independent—too much above the trickeries of those who servilely bend the supple knee to power, to suit whig leaders, and hence he has suffered much from the ingratitude of those whose best interests he has served. He is a warm advocate of temperance, and a true friend to every cause calculated to advance the welfare of the community in which he resides. Should this meet his eye, I trust he will excuse the liberty I have taken with his character, and by all means refrain from *prosecuting me for libel!* “A fellow feeling” should make him “wondrous kind.”

I intended to have given you some brief notice of Watertown, but I must defer it till my next, for I have written much more now, than I intended too, and, I fear to little purpose. I have just been on deck and perceived the light-house at the mouth of the Genessee river faintly visible, like a star, just sinking in the waves; and as a “steamboat acquaintance” has kindly offered to take this to Rochester for me, I will close. Good night. Yours, truly, B. J. L.

* These Propellers are of a mongrel character, half schooner and half steamboat, and are propelled, independent of wind by the screw propeller invented by Capt. Ericsson. They pass through the Welland Canal and transport goods to and from the upper Lakes, direct.

Stationary trade, building up a thriving business for himself, and by his urbanity and honorable business habits winning golden opinion from those who know him. I had the pleasure of making the acquaintance of two of your cousins of the quills, Mr. Oliphant of the “Oswego Whig” and Mr. Carpenter of the “Oswego Palladium,” and to both I am indebted for many kind attentions during my stay there. Unlike too many political opponents, they are on terms of the most friendly intimacy, and in the heat of political strife they are ever ready to tender to each other a cup of cold water.— This argues good sense and good feeling, and well would it be for the honor and dignity of the press if editors would generally follow their examples. Oliphant, by the way, is a too clever fellow for a whig editor altogether too frank and independent — too much above the trickeries of those who servilely bend the supple knee to power, to suit whig leaders, and hence he has suffered much from the ingratitude of those whose best interests he has served. He is a warm advocate of temperance, and a true friend to every cause calculated to advance the welfare of the community in which he resides. Should this meet his eye, I trust he will excuse the liberty I have taken with his character, and by all means refrain from *prosecuting me for libel!* “fellow feeling” should make him “wondrous kind.”

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1838.

LAKE ONTARIO.

THE LOW PRESSURE STEAMBOATS




UNITED STATES, GREAT BRITAIN, WILLIAM FOURTH,
and the Steam Packet
UNITED KINGDOM,

Will run the ensuing season in the following order:—

UNITED STATES,
CAPT. R. J. VAN DEWATER,

Will leave Ogdensburg for Lewiston every Monday at 5 A. M. touching at Morristown, Brockville, Alexandria Bay, French Creek, Kingston, Sacket's Harbor, 10 P. M. Oswego, Tuesday, 8 A. M. Rochester, do 7 P. M. York, Wednesday morning, Youngstown, do 1 P. M. and arrive at Lewiston at 2 P. M.

And Lewiston for Ogdensburg every Thursday morning at 8 o'clock,
Youngstown, 9 A. M.
Rochester 7 P. M.
Oswego, Friday 10 A. M.
Sacket's Harbor, 5 P. M.

Touching at Kingston, French Creek, Alexandria Bay, Brockville, Morristown, and arrive at Ogdensburg on Saturday.

United Kingdom.
CAPT. W. L. HARRINGTON,

Will leave Prescott for Queenston every Tuesday afternoon. And Queenston for Prescott every Friday afternoon.

Great Britain,
CAPT. JOSEPH WHITNEY,

Will leave Prescott for Queenston and Lewiston every Wednesday morning. And Lewiston and Queenston every Saturday at 4 P. M. touching at Oswego Sunday morning.

William Fourth,
CAPT. PAYNTER,

Will leave Prescott and Ogdensburg every Friday morning for Niagara. And Youngstown and Niagara for Prescott every Monday at 3 o'clock P. M.

There is a line of Stages and Steamboats running daily between Ogdensburg and Montreal and Prescott and Montreal; and Stages to and from Ogdensburg and Plattsburgh, on Lake Champlain, Watertown and Utica, and a daily line of Packet Boats from Oswego to Syracuse and Utica, thus affording every facility to travelers.
May 13, 1833.

LAKE ONTARIO DAILY STEAMBOAT LINE.

(EXCEPT SUNDAYS.)



The Steamboats **UNITED STATES, GREAT BRITAIN,** and the new boat **ST. LAWRENCE,** will leave **OSWEGO** every day, (except Sundays) after the arrival of the packets, at 3 o'clock, P. M. as follows, viz:

UPWARDS.

UNITED STATES—Mondays and Thursdays.
ST. LAWRENCE—Tuesdays and Fridays.
GREAT BRITAIN—Wednesdays and Saturdays, and arrive at Lewiston at 5 o'clock the next morning, affording in connection with the Lewiston railroad and stages, and Oswego stages and packet lines, the most expeditious and pleasant route between Buffalo and Albany, passing in view of Niagara Falls.

DOWNWARDS.

The same boats will leave Lewiston daily, (except Sundays) at 4 o'clock, P. M. as follows:

GREAT BRITAIN—Mondays and Thursdays.
UNITED STATES—Tuesdays and Fridays.
ST. LAWRENCE—Wednesdays and Saturdays.

And arrive at Oswego at 6 o'clock next morning, in time for the packet boats from Oswego to Utica. From Oswego the Great Britain will run to Kingston direct, and the United States and St. Lawrence to Ogdensburg, via Sacket's Harbor, on Sunday, Thursday and Saturday mornings, touching at the ports on the south side of the St. Lawrence.

Packet Boats and Stages leave Utica every afternoon for Oswego; and packet boats leave Syracuse every morning and evening for Oswego.

Oswego, June, 1839.

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The Evening Post, July 16, 1839.

Northern Light, Ogdensburg, NY, May 16, 1833.

Questions for further research and discussion:

1. What types of boats were used on various waterways in Oswego County and Lake Ontario during the 1800's? How did their designs differ from each other? What purpose did they serve?
2. How many boats passed through the canal in one year?
3. How is a canal created?