

January 12 to 1 extra driver and team over night (\$.25 and \$1.00) .	1.25
January 13 to 1 meal for driver.....	.25
February 22 to 1 man and horse over night.....	1.00
To keeping of one sick horse from February 20th to March 1, 1858,	
8 days at \$2.00 per week	2.28

DES MOINES RIVER ENGINEERING.

The question of the navigability of the Des Moines River long figured in the politics and business of Iowa. In 1849 Samuel R. Curtis, fresh from success as the engineer of the Muskingum River work, was brought to Iowa to survey the Des Moines River and submit plans for making it navigable. He had, as his assistants, Guy Wells, Samuel Jacobs, M. M. Hayden, and William Dewey. Their work was prosecuted under the Board of Public Works of which Hugh W. Sample was president, Charles Corkery secretary and Paul Brattain treasurer. A plat of the survey was filed with the Board in 1849. This plat disclosed the total length of the river, from Fort Des Moines to the mouth of Nassau Slough, to be two hundred four and sixty-eight one-hundredths miles; length of navigation, one hundred eighty-three and sixty-eight one-hundredths miles; length of canalizing twenty-nine and thirty-seven one-hundredths miles. A total fall of three hundred nine and seventy-nine one-hundredths feet was utilized by twenty-eight dams and nine locks. From the first dam at St. Francisville, twelve miles from the mouth of the Nassau Slough, navigable water was to be locked to the Mississippi. Each dam was of such a height as to raise the water to the next dam above. Beginning with St. Francisville the dams were respectively located as follows: Number two at Cowpen's Mill near the line between ranges seven and eight; number three at Thom's Mill (Athens); number four a half mile above Farmington; number five at Bonaparte; number six at Bentonsport, number seven at Keosauqua. These seven dams, with locks and gates, were actually constructed and put in operation. Number eight was near Philadelphia (now Kil-

bourne); number nine, Portland (Dowds-Leando); number ten one mile above Iowaville. Considerable work was done on dams numbers eight, nine and ten. Number eleven was to be about three miles above Eldon; number twelve near Cliffland; number thirteen at the mouth of Sugar Creek, two miles below Ottumwa. Number fourteen was just above Ottumwa, where a canal was employed to shorten the channel. Number fifteen was three miles below Chillicothe; number sixteen near Chillicothe; number seventeen three miles below Eddyville, at the mouth of Brown Creek; number eighteen two miles above Eddyville; number nineteen was at Rocky Ripple, west of Given; number twenty was at Talley's Ford, now Belle Fountain, where a canal led across the large bend and back into the main channel three miles below, through a lock over nineteen feet in height. Number twenty-one was half a mile above the mouth of English Creek; number twenty-two was at Amsterdam, southwest of Pella; number twenty-three at the mouth of Whitebreast Creek where another canal led across the large bend at the lower end of which was a lock twelve and a half feet in height. Number twenty-four was just below Red Rock, now Dunreath; number twenty-five at Bennington near Swan, where a canal led out on the north or left bank of the river for some six miles through two locks of a height aggregating twenty-four and one-fourth feet, returning to the main channel near Dunreath. Number twenty-six was at Lafayette, southwest of Runnels where was another canal of one mile. Number twenty-seven was at Dudly southwest of Adelphi, where another canal of one-fourth mile in length cut off about four miles of channel and is now the river bed; number twenty-eight near Levy raised the water to the Raccoon fork five miles above and turned the channel into a canal three miles long and through a sixteen-foot lock.

STATUE OF JAMES HARLAN.

Section 1814, Revised Statutes of the United States, provides that each State may furnish statues in marble or bronze, to be placed in the National Statuary Hall, "of two deceased

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