

CANAWLERS AT REST

JAMES HERON

b. June 10, 1825

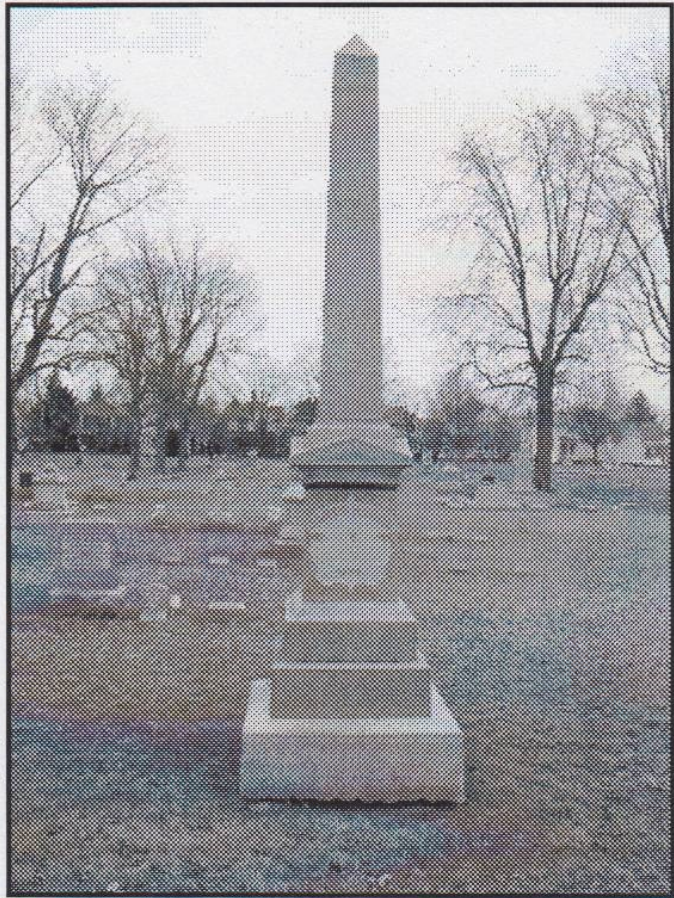
d. June 17, 1876

By Carolyn I. Schmidt

James Heron was born in Baltimore, Maryland, on June 10, 1825 to James Heron, a native of Wigtonshire, Scotland and Barbara (Kevan) Heron, also a native of Scotland. He had four brothers and a sister. According to the 1850 census in Fayette county his siblings and their ages were Alexander 22, Samuel 20, Helen 17 (later married George Hibben of Chicago), Nathan 15 and William E. 10.

The elder James Heron was engaged for years in the dry-goods business and was an extensive traveler crossing the ocean seven times. Failing health caused him to move to the "wilds" of the West. He sold his business in Baltimore and in 1837, when our subject was 12-13 years old, the family made the long trip via a stage coach. When the coach stopped at the old Claypool tavern on the southern edge of Connersville, Indiana, James and Barbara were so charmed by the farm and growing town that they decided this was where they wanted to live. They enquired if the farm was for sale. It was and the couple offered ten thousand dollars cash "in hand" for it. They made a deal, took over the ownership and established their home. He became known as a "gentleman farmer" because he introduced various innovations in his methods of managing it. Things went well for two years until he was injured while loading hay and died. Barbara, his wife, continued to manage the farm relying on her eldest son, James, to help rear the children. According to the 1850 census she later remarried. It listed her as Barbara Hagerman, age 45. She lived until the age of eighty-six.

James, our subject, received his education from Oxford College in Ohio and became a businessman early in life. He seemed to have his father's ability. He took part in several of Connersville's leading businesses and



JAMES HERON - 1876

Photo by Chuck Whiting

helped develop its industries.

In 1845 James assisted in engineering the White Water Valley Canal as it was then known and was appointed its Secretary and Treasurer, in which capacity he served for several years. Whitewater Canal Lock 38, which was located in the northern division of the canal about one mile below Connersville in the Northwest quarter of Section 36 on State Road 121, was named for him. Later when the canal was used as a hydraulic, it operated from Cambridge City to Heron's Lock.

James met and fell in love with Caroline McCarty, who came from a very prestigious family. Her father, the Hon. Enoch McCarty, was a widely known and important public servant. Enoch was born on January 5, 1783 in Culpeper County, Virginia, to Judge Benjamin McCarty and Sarah "Sallie" (Conner) McCarty, both who had been natives of North Carolina before settling in Virginia. Enoch had made his way with his family to the Whitewater Valley by living first in Tennessee and then northwest Ohio. Arriving in Indiana in 1803 he began his public life. He was first a Justice of the Peace and then served as Franklin County Clerk from the time

of organization of the county to different times for a total of almost twenty years. McCarty, with four other men from Franklin County, was a signer of Indiana's first constitution at Corydon, Indiana in 1816. He was a State Senator for three years 1832-34, candidate for Representative 1833; Representative for two terms 1835-37, Presidential Elector for Indiana 1836, and an Associate Judge for seventeen years. He was a Methodist and a Freemason. Enoch died at the age of 74 years 11 months and 7 days on December 12, 1857.

Enoch's wife, Elizabeth Logan McCarty, was the daughter of William and Jane (Buchanan) Logan, natives of Pennsylvania. William Logan served in the patriot army during the Revolutionary War and was an influential citizen in the Whitewater Valley. Jane Logan was a first cousin of President James Buchanan. Enoch and Elizabeth lived on a farm three miles South of Brookville in Franklin county with their thirteen children - Sarah, Jane, Franklin, Monroe, Jonathan, Alfred, Mary, Desdemona, Caroline and Catherine (twins born in 1830), Milton, Helen and Thomas J.

With the McCarty's permission, James Heron was married to twin Caroline McCarty, on May 8, 1855. They became the parents of three children:

Katherine b. circa 1856

Completed her education in Connersville public schools and attended the Wesleyan University at Cincinnati. She traveled throughout the United States and in 1890 toured Europe, the British Isles and the Scandinavian peninsula. Articles concerning her travels attracted attention. She was the secretary and treasurer of the local library board when the Connersville public library was erected and continued as a trustee in later years. She organized "The Merry-go-round," Connersville's leading social club, was a charter member of the "A.D.O.U.," and organized the Connersville Humane Society. She was influential in securing proper homes for orphaned or neglected children. She was a partner in the shoe and boot company with her brother James.

James M. Heron b. 10-20-1857

James M. was born and educated in Connersville. He also studied for two years at Chickering Institute of Cincinnati. Failing health caused him to give up his literary pursuits and become a salesman with Q. A. Mount's boot and shoe store in 1875. Mount sold out to him in 1879 and he continued in the business with his sister Kate as his partner. He was a member of the Knights of Pythias, Uniform Rank and politically was a Democrat.
m. Nancy "Nanna" Dolph June 1882

daughter of Rev. E. L. Dolph, Presiding Elder of Methodist Episcopal Southeast Indiana District Conference
siblings: William, Edward, May, Kate
2 children: Norah b. 2-8-1884, Isabel R., who married Frank B. Ansted 10-7-1908

Noreh (Nora) b. circa 1859

m. Samuel M. Johnson of Portsmouth, OH
5 children: Heron M., Emma K, Sherrard Mc., Kenyon M., and Karleene

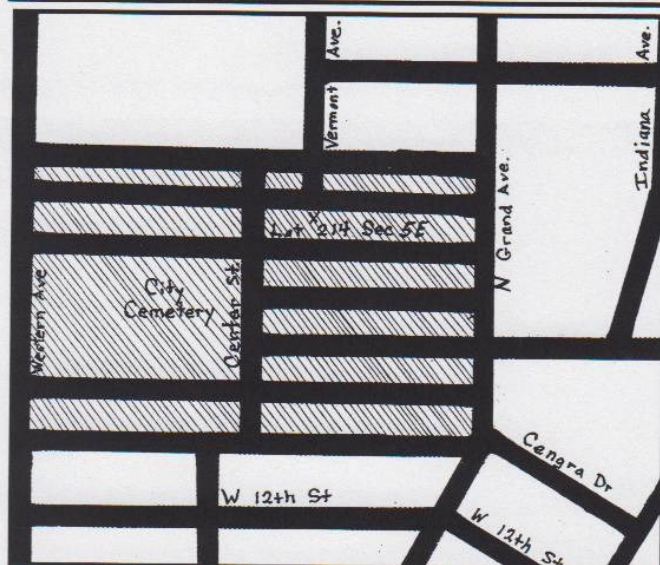
Besides rearing their three children, Caroline was a member of the Presbyterian church. At age 87, in 1917, she still retained her interest in church work and in the history of Franklin and Fayette counties.

According to the 1860 census, James Heron was a Notary Public and owned real estate valued at \$2,300. and his personal estate was \$1,500. James assisted in locating and engineering the Junction Railroad. He also secured locating the White Water Valley Railroad on the banks of the canal.

Pork-packing in Connersville became one of it's leading industries for twenty-five years following the completion of the Whitewater Canal. Some of the firms included in this industry were A. B. Conwell & Sons, George W. Frybarger, Daniel Hankins, Holton, Simpson & Company, Caldwell, McCollem & Company, and the Fayette County Hog-slaughtering & Pork-packing Association. The industry grew with 6,000 hogs killed in 1846. In 1852 Conwell & Sons killed for Daniel Hankins. That year over 25,000 hogs were slaughtered. and the firms of A. B. Conwell & Sons and J. Holton & Company alone killing 11,000 in 1856. Six dollars was paid per hundred. Caldwell & Company slaughtered over 13,000 hogs in 1863. The average weight of a hog being 242 pounds.

For twenty years James was connected with this pork-packing industry. Through this time he was associated with George Frybarger & Company and various other firms such as Caldwell, McCollem & Company, which packed-pork and was a wholesale/retail grocer. An advertisement in an 1861 paper said that Caldwell had a capacity of twenty-five thousand, while they were only killing an average of one thousand hogs per day.

James helped the Caldwells build up a large firm doing business under the name of the White Water Caldwell Pork-Packing Company. Their packing house was located at the intersection of what became Fifth street and the Big Four railroad with the slaughter pens located on the Whitewater river bank in East Connersville.



James Heron's grave in in Section 5E Lot 214 of City Cemetery in Connersville, Indiana.

In February 1862, the Fayette County Hog-slaughtering & Pork-packing Association was organized with the capital of \$18,000. It's president was Bezalel Beeson. James Heron was it's secretary. The association took over the old Frybarger building and carried on while they remained in business. In the 1870s pork-packing in the Whitewater Valley declined. Caldwell & Company killed over 28,000 hogs in 1872-3. They were the last to remain in business. All packing ceased in 1874.

The passing of James on June 17, 1876 was mourned by many friends, business associates and members of the Presbyterian church of which he was a member. He was only 51 years of age.

James was laid to rest in Section 5E Lot 214 of Connersville City Cemetery located on N. Grand Ave. His tall obelisk merely states: James Heron 1876.

Sources:

Barrows, Frederic Irving. *History of Fayette County, Indiana*. Indianapolis, IN: B. F. Bowen & Company, Inc. 1917.

Biographies of Fayette County, Indiana. Chicago IL 1830 Federal Census Baltimore Ward 5, MD 1850 Federal Census Connersville, Fayette County, IN 1860 Federal Census Connersville, Fayette County, IN Internet

<http://genforum.genealogy.com/heron/messages/587.html>
http://www.franklinchs.com/ppp.Cemetery/notable_people_buried_in_the_old.htm
<http://www.politicalgraveyard.com/geo/VA/masons.K-Q.html>

Special thanks to Chuck Whiting for map and photographs.

A Packet Full of Dreams

by Richard F. Brown, Jr.

On a packet full of dreams
 Awaiting orders to cast off
 To depart for new scenes
 Along Wabash & Erie's trough

Drifting atop the water's crown
 On a packet full of dreams
 Making way for Delphi town
 Drawn by hardy mule teams

Floating this manmade stream
 Under a sycamore awning
 On a packet full of dreams
 Amid the antebellum dawning

Venturing into the unknown
 From old homeland themes
 Arriving at a new milestone
 On a packet full of dreams.

CANALS VS. RAILROADS

The Hoosier Packet has been carrying Anthony Blake's paper entitled *The Wabash & Erie Canal: A Study of Technology Change in Nineteenth-Century Indiana* as a series of articles. Neil Sowards, CSI member from Ft. Wayne, Indiana writes:

"I read with interest the article comparing canals to railroads and the factors considered in choosing canals over railroads. I remember reading somewhere two other factors:

1. Canals were called democratic. That is — anyone could build and launch a boat and use them while the railroads were a monopoly used by one company. They could have required the railroads to pull individual company cars or cars owned by individuals but that concept had not developed. Later the railroad had somewhat a deal like that with Pullman company for sleeper cars.

2. The other consideration was that much of the money spent on railroads went out of the state immediately for rails, engines and cars. While the money spent on wood and stone to build canals stayed in the state.

"Keep up the good work."