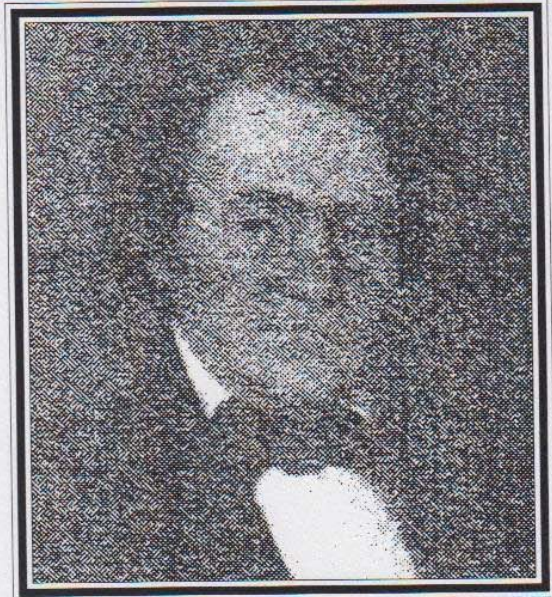


CANAWLERS AT REST

ROBERT LOGAN

b. January 29, 1808
d. December 26, 1872

By Carolyn I. Schmidt



Robert Logan was born in Scotland in 1808. He became a bound boy in the marble quarries there and learned how to dress stone. Bound boys were often orphans, but sometimes poor parents would sell their boys to a master, who, under the terms of the indenture, or legal agreement, was supposed to train him in a craft or trade while supplying him with room and board for about 7 years or until the boy became of age (ages 14-21). Some masters were very cruel and others were kind and fair.

raft builder; William DeMotte, the doctor; and Robert Logan, the meat packer who also ran the general store. There was a ferry across the river operated by Joseph C. Williams. Many Pike and Daviess County residents traded at Highbanks. Steamboats even stopped at the small village. It was re-platted in 1837.

At Highbanks, the Logan's reared their children. The names of seven Logan children were found via the Federal Census as follows:

He married Elizabeth White in England where she had been born to a wealthy family. Her family objected to the marriage because Robert was so poor.

In the early 1820s Robert and Elizabeth Logan came to the United States and settled in Pike County. Upon his arrival he had only \$1 in his pocket. With the first money he earned, he bought Elizabeth a silk dress.

The Logans built their first home, a small log cabin with a stick chimney, on a knoll located just east of the village of Highbanks and about three hundred yards south of the White River.

Highbanks had been founded in 1813 when Woolsey and William Pride moved to an area that had very high and steep river banks on the East Fork of the White River. Its plat was recorded on November 19, 1819, after Judge Elijah Hammond, Joseph Chew and their families arrived. The town became a trading center with William Mitchell, the shoe maker; Mrs. James McCain, the custom weaver; Archibald Campbell, the blacksmith; Harvey Green, the carpenter; Nathaniel Payne, the mason; Richard Chew, the store operator; Isaac Anderson, the miller of both saw and grist; Thomas Hutchins, the teamster; Marcelles Chew, the log

	1840	1850	1860	1870
Robert	30-40	42	52	62
Elizabeth	20-30	37	47	57
Sarah		15		
Amanda		10		
Albert		8	18	
Robert Jr.		6	16	26
Andrew		4		
Alice M.		1	11	18 (21)
Joseph W.			6	16
Ellen (Robert Jr.s wife)				20

Robert conducted a thriving business at Highbanks. He purchased livestock from his neighbors' farms. He butchered and cured the meat in his large slaughterhouse and stored it in his large warehouse until he had enough to take it by flatboat to New Orleans. His packing plant was located about two hundred yards south of the river bank and a short distance northeast of his home. The salt used in curing the meat drained into the ground making it infertile for years following the plant's closure.

The flatboats that Robert used were constructed about a mile up the White River from Highbanks at a place called Rock Eddy. This spot was chosen because it was very deep, even when the water was at the lowest stage in the summer, and because large trees grew

out over the river from the banks that could have a pulley and rope attached to them to turn the boats right-side up. The boats were built at low water during the summer months. Trees were cut, logs sawed to needed lengths, and gunnels hewn from them. The gunnels were put into the water and boards were nailed to them creating the flooring. Once the rest of the boat was completed the flat boat was righted, water bailed out and it was left to dry before it was ready for use.

Robert made many trips to New Orleans on these boats that were easily and economically constructed. They were often sold for their timber in New Orleans. Sometimes he returned home by steamboat or train to Evansville where he purchased a horse and then rode the additional 50 miles home on horseback with the saddlebags filled with silver.

After arriving home from a prosperous trip, he told Elizabeth and their hired girl that they could have all the money in the saddle bags if they would bring them inside for him. He was very amused when they could not lift or carry the heavy-laden, silver-filled bags.

Another time when Robert arrived at Evansville on a return trip, he made a bid on some real estate at an auction. Robert's appearance led the auctioneer to say that the sale was for cash only, thinking that Robert would drop out of the bidding. Imagine his surprise when Robert won the bid and paid cash for the property.

Although financially rewarding, flatboating was a hazardous business. Matthew Foster lived about three miles from Highbanks and was hired by Robert as an oar-man on a flatboat. On his first journey to New Orleans the boat was loaded with salt, pork and corn. On the return trip back to Pike County, it carried sugar and molasses. Later, when flatboats sold at good prices for the timber in them, Matthew had to return home on foot. More about Foster can be found in the Canawlers At Rest: Goodlet Morgan article in the February 2009 issue of *The Hoosier Packet*.

Robert and Matthew Foster built many flatboats to carry the venison-hams, pork, corn and wheat to ports all along the Mississippi River. During their many trips they saw the need for barrels in the South in which to ship molasses and sugar. Since wood for barrels was plentiful and cheap in Indiana, they hired men to cut staves and hoop poles, shipped them by flatboat southward, and sold them to the southerners, who then constructed the barrels.

Robert Logan also sold everything from the bare necessities to luxuries at the large general store he built and ran on East Main Street in Highbanks. He acquired

the merchandise in Evansville and transported it to his store by an ox drawn wagon. At that time settlers usually bartered for goods rather than dealing with money. They came by wagon from miles around and by ferry boat from Daviess County to exchange their produce for Robert's merchandise.

In Robert Logan's store ledger at Highbanks he recorded the following transactions:

January 22, 1850

Madison Traylor

1 set knitting needles .05¢

January 23, 1850

Thomas Hutchins

2 plugs tobacco .10¢ @

20 yards factory .10¢ at .10¢ yd.

Box Wright's pills .25¢

Money purse .10¢

January 26, 1850

Woolsey Pride, Sr.

Set of knives & forks \$1.60

February 4, 1850

Woolsey Pride, Sr.

4 yards blue jean at \$.60 per yard

6 pounds coffee at \$.16 2/3 per lb.

April 22, 1850

(death of neighbor)

4 yards shrouding

1 spool cotton

2 3/4 yards luster

1 2/3 yards coffin lining

1 yard velvet

1 paper of tacks

Five dozen brass tacks

May 6, 1850

Samuel White

6 pounds sugar at \$.08 1/3 pound

Bottle castor oil \$.15

Bottle medicine \$.25

August 27, 1850

Thomas Whaley

Fourth grade reader for son William \$.35

Second grade reader \$.15

October 29, 1850

Micajah DeBruler

Spelling book \$.10

Bushel salt \$.65

December 18, 1850

Robert M. Craig

3 pounds coffee \$.16 2/3 per pound

Candy \$.05

Other entries showed the following prices:

Eggs \$.06 and \$.07 a dozen

Butter \$.09 and \$.10 a pound

Whiskey \$.35 a gallon

Molasses \$.50 a gallon

Women's shoes \$1.25 a pair
Childrens' shoes \$.75 a pair

Robert Logan's grandson related the following incidents, which give us insight into Robert's personality:

When Robert heard a noise in the smoke house, he went out to investigate and saw a man run out carrying a ham. He called out, "Hey, shouldn't you weigh that ham?" The thief dropped the ham and began to run. Robert chased him and, upon catching and recognizing him, insisted that he take the meat home to his needy family.

Another time was when one of the many itinerant travelers sought work from Robert to make enough to last him until he reached his next destination. He was given work but died a few days later without Robert having learned anything about his hometown or his relatives. Robert buried him in the Logan cemetery. He even placed a tombstone on the grave site.

Robert Logan and Matthew Foster went into another business together besides their flatboating. They opened a river trading post on the Buffalo Trace about ten miles east of Delectable Hill at a place known as Portersville, Indiana.

Once Robert's business had prospered and his family had increased in size, he built a large colonial-style home across the road from his original cabin. It overlooked the river at a higher elevation.

Robert had extensive land holdings, which he farmed. He built a large barn in which he constructed a special threshing floor for horses to tramp the grain thus separating the grain from the chaff (husk).

Sandstone was quarried at Highbanks by Robert, thus putting to use the training he received as a bound boy. He cut the foundation stone for an early Pike County courthouse. He carved a set of massive stone pillars for John and Margaret Scaper's home in Highbanks. He also cut and dressed the sandstone foundations of the Gullick Home at 9th and Main in Petersburg sometime between 1858-1860.

The quarry that supplied stone for the White River aqueduct was located very near his home. It has not been determined if he had any part of its construction.

Probably the largest testament to Robert's ability to cut stone is Lock 3 on the Cross-Cut Canal, which is now known as Lock 47 on the Wabash & Erie Canal in Riley, Indiana. According to William J. Ball, resident ca-

nal engineer in 1853, "the best lock in the State of Indiana" (Lock 47) was built at Riley by Robert Logan of Pike County. It was special in that most of the locks on the 468-mile-long Wabash & Erie Canal were built of timber and not fine cut stone. It was 10 feet tall and over 100 feet long if one includes the approaches to the lock chamber. It raised/lowered canal boats 8.5 feet. The lock fell to ruin after the canal was abandoned in 1874.

The stone for Lock 3/Lock 47 is from James Lee & Sons quarry located about a mile west of Putnamville, which was on the National Road. The Second Annual Report of the Department of Statistics and Geology states: "Samples, taken, as a rule, from the exposed parts of the quarry when first opened in 1838-40, may be seen in piers, etc., of the bridges and culverts on the National road and in the locks of the canal,... The stone is a close-grained, hard, silicious limestone, weighs 166.36 pounds per cubic foot, with the small ratio of absorption of 1 to 170."

In Stan Schmitt's "The Riley Lock," which appeared in the Winter 2000 issue of *Indiana Canals*, he relates the following:

"The 1830 route survey for the Cross-Cut Canal called for the construction of seven stone locks between Terre Haute and the summit. In 1837 contracts for two locks were let and 'some progress made in quarrying and cutting stone for these locks, although no masonry has yet been laid. The stones are of a durable quality and will form substantial masonry, though cost of quarrying and dressing will be great.'

"A copy of the contract for lock number 3 [third lock on the Cross-Cut but 47th on the Wabash & Erie] was found in the Indiana State Archives." It reads as seen on the next page. This contract was concluded on May 3, 1837, with Robert Logan and Isaac Barnett agreeing to finish construction by November 1, 1838. The report of 1838 stated that locks were being built of cut stone "very substantial and perfect locks, though costly."

This lock was in Section 22. Alpheus McMaster was the contractor for all the lock gates in this section.

Today only the western wall of Lock 47 remains fairly intact with a few stones of the eastern wall visible nearby. The stones of the east wall were closer to the road and it is not uncommon for stones to be removed for use as corner stones for barns or for building other structures once the locks are abandoned. Today the lock chamber is filled with four or five feet of sediment. The location of its bypass can be seen. A park at the lock site is planned.

RILEY LOCK #3 ON CROSS-CUT CANAL (#47 ON WABASH & ERIE CANAL)

THIS AGREEMENT, made and concluded this 3 third day of May in the year 1837 between Robert Logan & Dave Barnett of the State of Indiana party of the first part, and the BOARD OF INTERNAL IMPROVEMENT OF THE STATE OF INDIANA, by Thomas H. Blake acting Commissioner, for and on behalf of said state, on the second part, WITNESSETH; That the said party of the first part contracts and agrees to construct in a good and substantial, and workmanlike manners, all the part of the line of the Cross Cut Canal which is included in section No. Twenty Two (22) reference being herein had to the location and map of said line made by Wm. Jas. Ball Engineer, agreeable to the following plan, that is to say: First, in all places where the natural surface of the earth is above the bottom of the Canal and where the line requires excavation, all trees, saplings, bushes, stumps, and roots, shall be grubbed and dug up at least sixty feet wide; that is _____ on the towing-path side of the centre, and _____ wide on the opposite side of the centre of the Canal; and together with all logs, brush and wood of every description shall be removed at least twenty feet beyond the outward line of said grubbing on each side; and on the space of twenty feet on each side of said grubbing, all the trees, saplings, bushes and stumps shall be cut down close to the ground, so that no part of any of them shall be left more than one foot in height above the natural surface of the earth, and shall also, together with all logs, brush, and wood of every kind be removed entirely from said space. And the trees, saplings, and bushes shall also be cut down fifteen feet wide on each side of said space so to be cleared, and also all trees which in falling will be liable to break or injure the banks of the Canal, and where the situation of the line may require, the grubbing, low chopping, and clearing shall be extended in breadth, so far that no uncleared land may be occupied by the embankment or excavation. And no part of the trees, saplings, brush, stumps, wood, or rubbish of any kind, shall be felled, laid, or deposited on either of the sections adjoining this contract. Second, the Canal and banks shall be so constructed and formed, by excavation or embankment, as either or both may be necessary, in order to bring the same to the proper level, as designated by the Engineers or either of them in the employment of said Commissioners: so that the water may in all places, be at least forty feet wide in the Canal at the surface, twenty-six feet wide at the bottom, and four feet deep: Each of the banks shall be at least two feet perpendicular measurement, above the top water line; and such a slope shall be preserved on the inner side of the banks, both above and below the top water line; that every foot perpendicular rise in said banks shall give a horizontal base of one foot nine inches. The Towing-path shall be at least ten feet wide at its surface, and shall be raised to such height above the top water line as may be designated by the Engineer; and wherever a difference in the elevation of the towing-path shall occur, the ascent or descent shall be such as may be directed by the Engineer: The towing path shall be smooth and even, shall be composed of the best materials which the adjoining excavation will furnish, and shall be so contracted that the side next the Canal will be six inches higher than the opposite side, at the surface, with a uniform and regular slope, so that the water may run off from said path: In all cases where the materials excavated shall raise a spoil bank on either side of the Canal, above the exterior surface of the Canal banks, it shall be placed so far from the edge of the Canal as to give room for a ditch to be made eight feet wide in the bottom, and two feet deep, between said spoil bank and the towing-path, or bank opposite, as the case may be, and sluices or passages for the water shall either be left or cut through said spoil banks as often as the Engineer having charge of the work may direct, so that the water may drain off freely from the banks in an opposite direction from the Canal: The bank opposite the towing-path shall in no place be less than six feet wide at the surface, and shall be smooth and even, and shall be four inches lower at the back than on the face of the bank; and neither of the banks shall have a slope of lesser base in proportion to its height on the outer than on the inner side, except where there is a redundancy of stuff increasing the width of the bank beyond the requisition aforesaid: All loose and porous materials, and those which are perishable or permeable to water shall occupy the outer extremities of the banks, and for a distance of at least ten feet, measured outwardly from the extremity of the top water line on each side of the bank shall be composed both above and below the top water line, of the most pure, solid, compact, and water-tight earth which the adjoining excavation can supply; and no vegetable mould, muck, leaves, roots, grass, weeds, herbage, logs, sticks, brush, or any other substance of a porous or perishable nature, shall be admitted into any part of the banks. Third, in all cases of embankment, and where the bottom line of the canal is as much as two feet above the surface of the earth, all the trees, bushes, saplings, and stumps, on the space occupied by the canal and its banks, shall be cut close to the ground, and together with all logs, brush, and wood of every description, shall be removed from a space of at least forty-five feet wide on each side of the centre of the canal; and from a strip fifteen feet wide under each bank, to be so situated that the outer side of said strip shall be perpendicularly under the outer extremity of the banks, all the trees, bushes, stumps, and roots shall be thoroughly grubbed, and together with all the logs, brush, roots, grass, herbage, vegetable and porous earth, shall be removed entirely without said bank, so that the banks may unite securely with the solid earth. And in all cases where the natural surface of the earth is below the surface of the water in the canal, a muck or puddle ditch shall be dug under the centre of each bank, of the depth and width which may be directed, in order to guard effectually against leakage. And the said part of the first part further covenants and agrees to build, found, and erect, in a good substantial and workmanlike manner, Lock No. Three (3) conformably to the plan and specification for the same, exhibited at the time of receiving proposals for constructing the work included in this contract.

And the said part of the first part, further covenants and agrees to erect and build, in a good substantial, and workmanlike manner, all and any such aqueducts, culvert or culverts, bridges, or other mechanical structures, in such place or places, on said section No. Twenty Two (22) and of such materials, form dimensions, and plan, as the acting Commissioner, the principal Engineer, or any other Engineer in the employ of the acting Commissioners, may direct.

And it is mutually agreed, that all the works on said section, or appertaining thereto, shall, during their progress, at all times be subject to the examination and careful inspection of the acting Commissioner or any Engineer, or Agent of the Board, employed for that purpose. And the part of the first part shall conform to such rules as to the manner of doing any and of all the various kinds of work necessary for the construction of a canal on said section, works or devices connected therewith, as may, from time to time, be given or prescribed by the acting Commissioner, or any Engineer having charge of that part of the line: and the said party of the first part further agrees, at all times, to conform to any alteration, or deviation from the present Canal line, or level, and to any alteration in the plan, form, or manner of constructing the Canal, or any of the works or devices connected therewith or appertaining thereto, which may be prescribed or directed by the Commissioner or any Engineer having charge of the work. And it is further agreed that the work specified in this contract, or contemplated thereby, shall be fully completed, by the party of the first part, by the first day of November 1838.

And to prevent all disputes and misunderstandings between the parties, it is mutually agreed that Wm. Jas. Ball or some other competent Engineer to be selected by said Board or the acting Commissioners on this part of the line, shall be the inspector of said works, and shall decide whether they have been performed agreeable to the requisitions of this agreement and the instructions given as aforesaid by the Commissioner or Engineer. And it is further agreed, that if, in the opinion of said inspector, the party of the first part shall refuse or neglect to prosecute the work specified in this agreement in such a manner as to give reasonable assurance of its full completion by the time herein specified thereof, or shall neglect or refuse to conform to such rules and instructions as may be given in relation to the manner of doing the work, or to such alterations in the line, level or plan of constructing the Canal, as may be made agreeably to the stipulations of this agreement, or shall perform, or suffer to be performed, any part of the work in an unfaithful or unworkmanlike manner, the said inspector shall in either case have power to determine that this contract is abandoned and forfeited by the party of the first part, and such a determination shall

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absolve the second party from every obligation imposed on them by this agreement; And the said Commissioner may immediately thereafter proceed to dispose of the said section in the same manner as if this contract never existed. And it is further agreed, that whenever this contract, in the opinion of the inspector aforesaid, shall have been completely performed, in every respect, by said party of the first part, (provided the same shall be done by the time specified,) the said inspector shall certify the same in writing under his hand, together with his estimate of the amount of the various kinds of work herein specified, which shall have been done under this contract, which estimate shall be final between the parties; and thereupon the said party of the second part hereby covenants and agrees to pay, within ten days after notice of said certificates and estimates, to the said part of the first part, the sum which, according to this contract, shall be due, agreeable to said estimates of the Engineer, at the following rates or prices, to wit:

For the grubbing and clearing, per chain of four poles in length Twenty Dollars (\$20) cents: For earth excavation, estimating all earth necessarily excavated between and under the banks, including loose pieces of rock or stones of less than one fourth of a cubic foot, (which are to be estimated as earth excavation) per cubic yard Sixteen (\$0.16) cents; For excavation of loose or detached pieces of rock or stones, (those only to be estimated under this item which are over one fourth of a cubic foot each,) per cubic yard _____ cents; For excavation of all solid rock which may occur in this contract, per cubic yard _____ cents; For each cubic yard of full embankment necessarily made, (to be measured in the bank,) Eighteen (\$0.18) cents: For each cubic yard of single embankment, (to be measure in the bank,) Eighteen (\$0.18) cents: Provided, That when any embankment is or can be formed, in whole or in part, from the earth necessarily excavated in the construction of the adjoining parts of the Canal, nothing shall be allowed for such embankment, or such part thereof as is or can be so formed, unless the earth to form the same shall be necessarily removed over one hundred feet measuring in the direction of the centre line: For excavation of lock pit, per cubic yard Twenty five (25) cents: For excavation of aqueduct or culvert pit, per cubic Yard _____ cents: For puddling around lock, aqueduct, or culvert, per cubic yard Thirty seven (\$0.37) center: For gravel in lock cribs, or in aqueduct or dam abutments, per cubic yard _____ cents: For embankment around lock, per cubic yard Twenty five (\$0.25) cents: For square timber in lock cribs, per cubic foot _____ cents: For timer in foundation of aqueduct or culvert, per cubic foot _____ cents: For round ties in abutments and lock cribs, per foot run _____ cents: For pavement of stone about lock, aqueduct, or culvert, per cubic yard _____ cents: For protection of loose stone on Canal banks, per cubic yard Six Dollars (\$6.00) cents: For the bridge framed, raised and floored _____ dollars: For lock gates and miter sills, complete, with all necessary fixtures Eight hundred (\$800) dollars: For masonry in cut stone lock, per cubic yard Eleven Dollars (\$11.00) cents: For dry masonry in lock walls, per cubic yard _____ cents: For masonry in culverts, or dam abutments per cubic yard _____ cents: For timber in aqueduct trunks, per cubic foot _____ cents: For upright and cap timbers or combined or dry wall lock per cubic foot _____ cents: For three inch plank in lock foundation, per square foot Seven (\$0.07) cents: For two inch oak plank in lock foundations, or in aqueduct trunks, per square foot Five (\$0.05) cents: For two inch oak plank used in facing lock walls, per square foot _____ cents. For iron used in lock facing, or in aqueduct trunks or dams, including spikes, per lb. Twenty five (\$0.25) cents: For bridge embankment, per cubic yard _____ cents.

And whenever the grubbing, clearing, or excavation of any of the different kinds herein specified, embankment, or any other work to be done under this contract, shall be increased or diminished by conforming to any alteration of the line, level, or plan of the work now made, agreeable to the direction of the acting Commissioners, or any Engineer having charge of the work, as herein before agreed, the quantity or amount of such increase or diminution of any or all the kinds of work herein specified, shall be estimated by said inspector agreeable to the foregoing rules, and the sum to be paid to the contractor shall be increased or diminished accordingly, agreeable to the rates and prices herein before specified.

It is further expressly agreed, that the party of the first part shall not sub-contract any portion of the work without the consent of the acting Commissioner, but shall constantly superintend in person the work herein specified, and all parts thereof (except so far as sickness or other unavoidable accident may prevent,) and a failure to comply with this requisition shall be considered and adjudged a forfeiture and abandonment of this contract on the part of the said party.

It is further mutually agreed, that, at any time when in the opinion of the inspector aforesaid, the part of the first part shall neglect or refuse to prosecute the work specified in this agreement, or any part thereof, so as to give a satisfactory assurance that it will be completed by the time stipulated herein, that the acting Commissioner shall be authorized to appoint agent to superintend said work, or such part thereof as he may deem proper. The agent so appointed shall be authorized to employ hands and to purchase the necessary materials for carrying on and completing all or any part of the work to be performed under this agreement; and his receipt for money paid him by the Commissioner shall be a good and sufficient voucher against the part of the first part, and all money so paid to the agent shall be charged to, and on a final settlement of the accounts, deducted from the sum which under this agreement may be payable to the party of the first part.

And it is further agreed by the contracting parties, that during the progress of the construction of the work herein contemplated, estimates shall be made by the Engineer having charge of the work as often as the acting Commissioner may deem necessary for the successful prosecution of the work: and the Engineer shall give his certificate of the quantity or amount of labor which the party of the first part shall have performed necessarily under the stipulations and conditions of the agreement, and the party of the second part hereby agrees to pay, within ten days after notice of the estimate and certificate of the Engineer, shall have been made, to the party of the first part, one half of the amount, or sum, which, according to this contract, shall at the time be due, according to the estimates of the Engineer, for the labor which shall have been performed.

It is also further agreed and understood by and between the parties hereunto, that the party of the first part is held liable for the payment of the wages of all laborers who may be employed on the jobs herein contracted, or on any works connected therewith, whether they be employed by the party of the first part, or by any sub-contractor or agent under the said party, and when, in the opinion of the acting Commissioner, it may be necessary to secure the laborers employed as aforesaid, their wages, and he may think justice requires it, he is hereby authorized to pay to the said laborers the amount of their claims, and then receipts for the payment so made shall be good against the party of the first part.

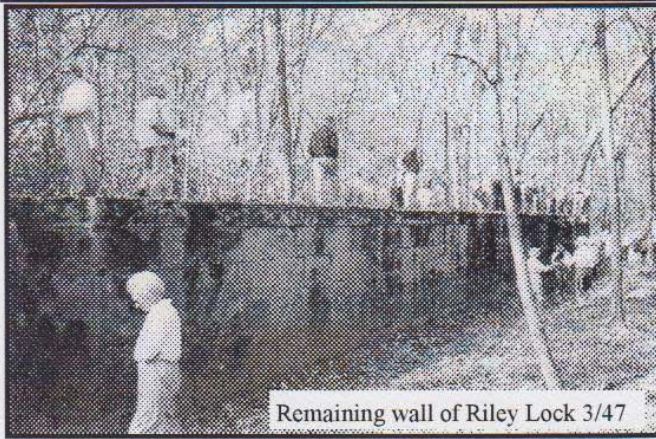
It is further understood, that all the stone quarried in excavating the Canal, shall belong to the state of Indiana, unless used in constructing some of the works herein contemplated.

It is further understood and expected that the party of the first part will use all reasonable exertions to discourage and prevent the use of spirituous liquor by the laborers engages on this contract.

And it is further agreed, that the work embraced in this contract shall be commenced on or before the 10th day of May next 1837.

Grubbing & Clearing new creek channel per chain \$10.00 Excavation of creek channel per cub. Yd. @ \$0.16 cents IN TESTIMONY WHEREOF, we, the parties in this agreement, hereunto set our hands and seals, the day and year first above written.

(SIGNED TRIPLICATES) Robert Logan [SEAL]
Dave Barnett [SEAL]
[SEAL]
Thos. H. Blake [SEAL]



Remaining wall of Riley Lock 3/47

Besides his private interests, Robert ran for the office of Representative of Pike County. He was elected to that office in 1843, 1845, and 1869. While serving in this capacity in 1846, Logan township was named in his honor. It was one of two townships in Pike County named for a local resident, with the other being Lockhart township named in honor of Judge James Lockhart.

Being highly respected in the community, Robert was made the bonded executor of John Russell's estate on May 16, 1846; witnessed Joseph Chew's will on April 26, 1847; qualified as executor of Chew's estate on May 29, 1847; appointed executor in Charles Russell's will on September 16, 1848; appointed executor of Isaac Knight's will in June 5, 1846; and was qualified and gave bond as executor on Nov. 2, 1848 for Knight.

The 1850 census shows Robert's estate as \$2,500. The 1860 census shows Robert as a merchant & farmer having a Real Estate value of \$29,425 and a Personal Estate of \$17,000. By 1870 he was a retired merchant and his Real Estate was valued at \$100,000 and Personal Estate at \$30,000.

Robert Logan donated a large tract of land from his farm on which the Logan Cemetery was created in the 1850s. It was located to the east of his home at Highbanks. None of his home remains, but the cemetery is very well kept.

To find and reach the cemetery was somewhat a scary proposition. When following the gravel road 700 E to the east of his home site, it became narrower and narrower, passed through a wooded area where the road had been cut between two narrow banks, became a grass track that led to a field, and then became so indistinct through a woods that we (Bob & Carolyn Schmidt) turned around at the entrance to the field and decided to try another route.

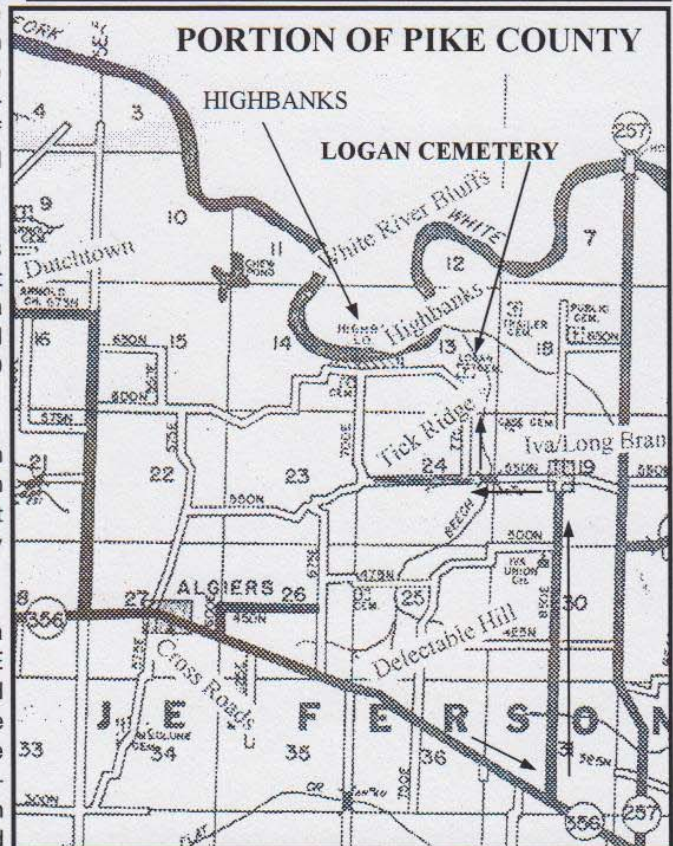
We returned to the main road and went to 775 E, the next graveled road. We followed what was little



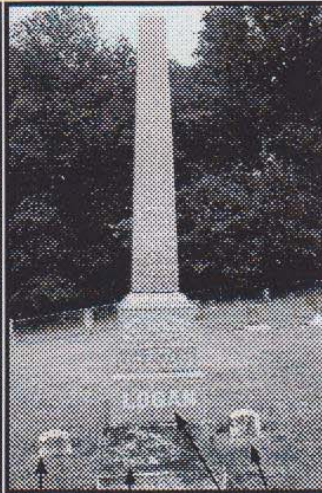
775 E to Logan Cemetery



LOGAN MONUMENT ROBERT JR.



Special thanks to Shirley Behme, genealogy librarian at the Pike County Public Library in Petersburg, Indiana, for her help with research on Robert Logan and for marking ghost towns and old cemeteries on this map.



Road to Cemetery

All photos by Bob Schmidt

Elizabeth LOGAN Robert
old base new stone

more than a grass-field road up and down several steep hills and through acres and acres of corn before the road made a turn to the left near some trees. We thought we would once again come to an impassable spot, but after passing the trees a beautifully mowed cemetery appeared inside a chain-link fence. A stone outside its gate said, "Logan Cemetery, Established early 1830s, This memorial erected in 1995 in memory of our loved ones." After walking across lush soft mowed grass we found the Logan marker high on a hill in the northeast corner.

Robert, his wife, and many of his children and grandchildren are buried there. Two small stones mark his and Elizabeth's graves on either side of a large pink marble or granite stone. The new stone was purchased in Scotland and shipped to Pike County many years after his death. It sits atop part of Robert's original tombstone and reads as follows:

Front west side:

Robert Logan
b. Jan. 29, 1808
d. Dec. 26, 1872
Elizabeth Logan
b. Feb. 22, 1813
d. Jan. 4, 1973
Andrew J. Logan
b. Feb. 19, 1846
d. Aug. 18, 1858
Linda Logan (Andrew's wife) sister
b. Jan. 11, 1851
d. Jan. 16, 1851

South side:

Joseph W. Logan
b. Jan 20, 1854
d. Dec. 15, 1872
Sarah J. Logan (Joseph's wife) sister
b. Sept. 19, 1834
d. Nov. 25, 1850

East side:

Mary E. Gray
b. Mar. 22, 1830

d. April 5, 1847
Henry Gray
b. Nov. 26, 1819
d. Jul 19, 1855

North side:

Amanda E. Thomas (Amanda Logan)
b. Feb. 7, 1840
d. Feb. 11, 1858

To the south of the Logan marker is a tall gray granite marker for his son, Robert W. Logan. He died Oct. 4, 1878 at the age of 34 years. His wife, Ellen Logan Hargrave 1850-1928, is buried beside him.

Robert Logan, Sr. died in 1872 a wealthy man. A search for his obituary was unsuccessful. The Pike County Public Library in Petersburg only had microfilm of the *Pike County Press-Dispatch* from 1874 through succeeding years.

The small town of Highbanks declined once the railroad was constructed between Washington, Indiana, and Evansville, Indiana. In 1963 only Foster Logan, Robert Logan's great grandson, and his wife were living there. They too eventually left and moved nearby to Algiers, Indiana.

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CANAWLERS AT REST: ROBERT LOGAN UPDATE

CSI member Mary Kelley of Fries, Virginia, noted some discrepancies in the March 2009 issue of *The Hoosier Packet* concerning Robert Logan and his family. Further investigation concluded that the other persons listed on Robert and Elizabeth Logan's tombstone were their children and Henry Gray, the 10-year-old spouse of their daughter Mary. After Mary's early death, age 17, Henry continued to work on the Logan farm and was shown in their household in the 1850 census. He died at age 35 in 1855. The correct information for Robert and Elizabeth Logan, their children and Henry Gray is as follows:

	<u>BORN</u>	<u>DIED</u>		<u>BORN</u>	<u>DIED</u>	
Robert Logan	Jan 29, 1808	Dec 26, 1872	*Robert Logan Jr.	1844	Oct 4, 1878	nearby tombstone
Elizabeth Logan	Feb 22, 1813	Jan 4, 1873	Andrew J. Logan	Feb 19, 1846	Aug 18, 1858	
<u>Children of Robert & Elizabeth Logan</u>			*Alice M. Logan	1849	unknown	
Mary E Logan Gray	Mar 22, 1830	Apr 5, 1847	Linda Logan	Jan 11, 1851	Jan 16, 1851	
Sarah J. Logan	Sep 19, 1834	Nov 25, 1850	Joseph W. Logan	Jan 20, 1854	Dec 15, 1872	
Amanda E. Logan Thomas	Feb 7, 1840	Feb 11, 1858	<u>Spouse of Mary Logan</u>			
*Albert Logan	1842	unknown	Henry Gray	Nov 26, 1819	Jul 19, 1855	
			*Not on their parents' tombstone			