

## CANAWLERS AT REST

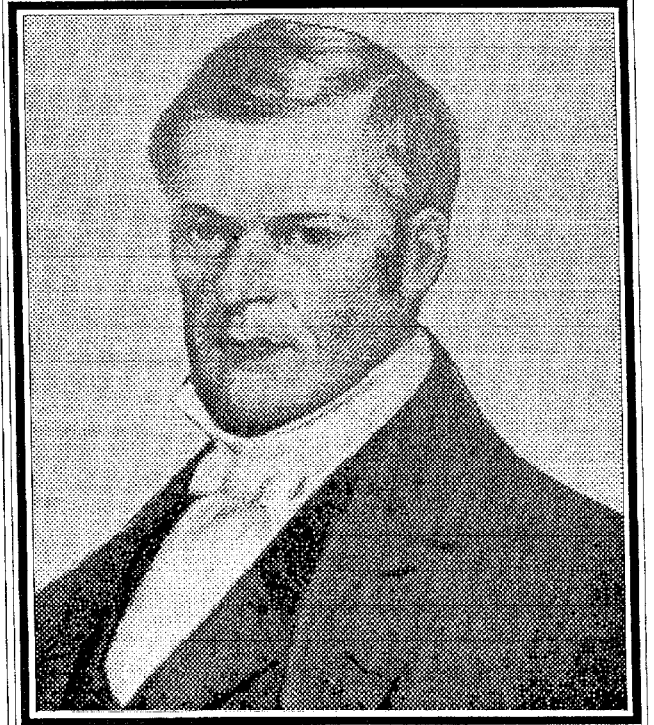
# JAMES BROWN RAY

**b. February 19, 1794**

**d. August 4, 1848**

By Charles Whiting, Jr.

Portrait from Indiana 1930. Indianapolis, In/The Board of Public Printing



James Brown Ray, the 4<sup>th</sup> governor of Indiana was born in Jefferson County, Kentucky, to William and Phebe Ann Brown Ray. He was one of eleven children. As a young man his father, William, escaped from a prison in Ireland and came to the United States where he later served in the Continental Army.

Ray "had little formal education. He read law in the office of John S. Gano in Cincinnati and served for a time as deputy clerk of Hamilton County. In 1818 he moved to Brookville, Indiana, and was admitted to the practice of law at the September term of the Franklin County Circuit Court. ...In 1821 he was elected to the lower house of the Indiana General Assembly which then sat in the old Corydon Capitol. Jonathan Jennings was serving his second term as governor and Ratliff Boon was lieutenant governor. The next year Ray was elected to the sixteen-member state Senate for three years. On January 30, 1824, when Boon resigned as lieutenant governor to go to Congress, Ray was elected president pro tem of the Senate, and was re-elected the next year. When Governor Hendricks resigned upon his election to the U. S. Senate, Ray assumed the governorship. He was elected to the office in August, 1825, and again in 1828." Messages and Papers James Brown Ray

"Ray's strong pro-public improvements sentiment was responsible for his election to his first term as governor over Isaac Blackford an Indiana supreme court judge." McCormick He served as Indiana's governor from 1825 to 1831. During these terms he advocated reforming Indiana's educational and penal

systems and building roads. He did not agree with the supporters of the Wabash & Erie Canal pointing out the advantages of the railroad.

Ray ran into trouble when he was appointed a federal commissioner to negotiate a treaty with the Miami and Potawatomie Indians because Indiana's constitution prevented the Governor from holding any other office of honor or profit under the government of the United States. The treaty was successfully negotiated by General Lewis Cass and General John Tipton, but a resolution was presented in the House saying Ray had forfeited his right to continue as Governor.

He also fell into disfavor for not re-appointing Judges Scott and Holman in 1830 while he re-appointed Judge Blackford. It is thought that these two men had earlier refused to support him when he was seeking the office of Senator.

Ray's second term was calm the first year but in the last two years his feuds with members of the legislature became outstanding. He was overly sensitive to criticism and became increasingly belligerent. He resorted to lobbying personally and became a frequent visitor to the legislative halls. The two chief battles during this time centered around Ray's attempt to prepare a revised code for Indiana, which was not successful, and Ray's appointment of new members to Indiana's Supreme Court. His appointments were eventually confirmed. One of his chief antagonists was

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Noah Noble who succeeded him as governor.

"Such a rapid rise to the highest political office in a state is remarkable even on the frontier where young men were often elevated to positions of responsibility. The surviving historical sources of the period do not give us a very satisfactory explanation for it. From the material available Ray emerges as a vigorous young man, confident almost to a point of cockiness, ambitious, well meaning, endowed with a sense of the dramatic, motivated by both patriotism and personal political aspirations. He was a tall man, carried himself well. He had a powerful voice and was able to catch and hold the attention of an audience. But early in his career there were those who judged him 'inferior in weight of character and qualifications to many gentlemen' of the Senate, and who described him as being without 'that characteristic modesty which is ever the concomitant of real merit.' Time was to prove that these estimates had some truth, for Ray's rapid political rise was offset only by an equally rapid political decline. His career as a public figure was indeed short-lived. After he left the governor's seat, still in his middle thirties, he was unable to win another elective office." Messages and Papers: James Brown Ray

While he was campaigning for governor, he built a home at 210 E. 10<sup>th</sup> Street in Brookville. He had a Palladian (arched) window put in the second story on the south side of the house and a fanlight over the front door. This almost caused his defeat. A picture of the window was published in an Indianapolis newspaper and Ray's opponents said Ray was a man of extravagant habits. He loved to make a display. It is said that when he signed hotel registers he wrote "J. Brown Ray, Governor of Indiana and Commander-in-Chief of the Army and Navy thereof."

In January 1826, the Indiana legislature incorporated the Whitewater Canal Company. Ray expected the company would raise the money for the project. In a letter to the surveyor, who was sent by the federal government, he recommended that the Wabash Canal be surveyed first. He misspelled words.

James Shriver Esqr.  
U.S. Asst. Civl. Engr.  
Winchester, Randolph County, Indiana

INDIANAPOLIS July 10th 1826

SIR, Permit me to assure you that I received your very kind communication of the 4th Inst. dated at Brookville which is now before me; and read its contents with much satisfaction; in which you state that at the request of the Whitewater Canal Company, you attended a meeting with them on the 1st inst. and had a full understanding as to their views and opinions in relation to the surveys which have been intrusted to your care in

this state; and that you find it will be accordance with their views, and incline to believe it will also meet the wishes of the people of that section of the state, to have the first examinations on Whitewater &c.—You also desire that I should express my opinion &c.

I would do injustice to my own feelings, Sir, if I did not, before I proceeded to answer your letter, congratulate you upon your arrival within the state of Indiana, with your replete powers and enlightened views, to lay the foundation of an enterprise, which will be hailed by an intelligent community with the most undivided applause. I most heartily wish you success in every step you take, and hope for the ultimate consummation of the people's wishes, as to every movement which is made to improve this country.

You are the first regular Engineer, Sir, that has ever operated in this state; and you find us in the midst of a wilderness. By the time you shall have finished your labour with us, you will say that artificial aid is essential to our greatness, whilst you must admit that nature has been prodigal of her bounties and wise regulations.

I much regret that the pressure of your duties did not allow you time to visit our new metropolis. I should have been equally delighted in having an interview with you: And although my inexperience in the affairs of your station, might not have been of much service to you, yet I would willingly have seized every opportunity to give you any information within my power, that would in the least have tended to facilitate your mission, and make your services prosperous and beneficial.

As for my own part, I have no special predilections in favour of either of the contemplated canals, which you are authorized to survey in this state. I think that the projects of connecting the waters of the Wabash with the Mamee of the Lake, and of making the waters of the Wabash mingle with those of the Ohio, through the valley of Whitewater, by artificial channels, noble designs; and deserving the patronage of the offices of the state and federal governments. But whilst I express this opinion as to the general utility of both projects, I cannot with candour withhold from you my belief that the Wabash canal is more completely within the present means and resources of the state than the Whitewater canal. Whilst there is a prospect of having the Wabash canal, commenced under the auspices an aid of both the state and general governments, as a work of national importance, it is too probably, that the other, will be forced to rely upon corporate enterprize for its final success.

As there is a company incorporated to devise ways & means for the Whitewater canal, I would respectfully submit to your consideration the propriety of progressing in that work as you have commenced, until you ascertain the *practicability* or *impracticability* of the project, and when that is done, leave it for the present season, and repair to the Wabash country to commence operations there.

It would unquestionably be gratifying to the people in that part of the state, and perhaps of general interest to the state to have the survey & estimates made of that rout this season, if time will permit. But one solid objection presents itself to my mind, which is, that the Indian title to the lands through which the rout would pass is not yet extinguished, yet I am inclined to believe they

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would not object. I think that your chance for health will be as good near the Wabash in the fall, as in the Eastern part of the state.

My knowledge of your business will not justify me in laying down to you who are so well acquainted with it, a general plan of operations; but at your request I have ventured some opinions which may be useful to the state over which I have the honor to preside.

It would certainly give me much pleasure, Sir, to visit your camp, which I hope to do, before you terminate your labours. And if you conclude to visit the Wabash country this summer it will be expected that you will certainly visit our young Emporium.

I shall be pleased to correspond with you on any subject that may be serviceable or agreeable.

I have the honor to be Sir very respectfully your most obt. servt.

JAMES B. RAY

Allow me, Sir, to remark further, that there is to be a treaty with the Indians this fall. I think in September, and if your operations in the Wabash country could be suspended until after that time, it might have a salutary influence upon that negotiation.

In an address to the General Assembly of Indiana on December 4, 1827, Ray made a lengthy, wordy speech. The portion pertaining to the Wabash & Erie Canal follows:

At no period since the organization of our state government, have topics arisen of such vast concern and deep interest for legislative deliberation, as those upon which the members of the present session will be called upon to act. Questions of such great moment, and involving so much difficulty, responsibility and perplexity, as those alluded to, require the most calm, disinterested and intense reflection. The public eye is fixed upon the proceedings of this General Assembly, and it is expected that each member will do his duty, laying aside every extrinsic consideration.

Within the space of the last fifteen months, public lands have been granted to the state of Indiana, through the instrumentality of her public functionaries, estimated to be worth about one million, two hundred and fifty thousand dollars, free of cost, for special purposes. The objects and terms of those immense grants, may be seen by a reference to the two treaties made in the fall of the year 1826, with the Miami and Potawatamie nations of Indians; and two acts of the last Congress of the United States, now in the Secretary's office, which will be laid before you. It is believed that the most sanguine politician, will be unable to point to any combination of circumstances, which will again place under the control of the state, in

*the same time*, and perhaps not for half a century—perhaps never, such extensive and valuable resources, for prosecuting a grand system of internal improvement to a successful termination, and for the ultimate production of a revenue that shall relieve our fellow citizens from taxation. Legislatures that have formerly sat, have been engaged in theoretical disquisitions into the expediency of making considerable commercial improvements in the interior of the state; but not having the means within their grasp, which alone can give vitality and certainty to such gigantic undertakings as were conceived, no decisive step has yet been taken. What has been said and done, having but little other effect than to invite discussion, and enliven the public mind to its best interests, the honor seems to have been reserved to the representatives of the people, now present, to act efficiently in relation to those public works, of which the highest expectations are entertained.

A tract of land, five miles in width, and in length the whole distance of a survey now making by a brigade of United States' engineers, commencing at the mouth of Tippecanoe river, and running northeast along the valley of the Wabash and its tributaries, to Fort Wayne; thence down the Maumee of the Lake, to the mouth of the Auglaize river, or lower, a distance of about one hundred and sixty miles, is granted to this state for the purpose of making a *Canal*, to connect the waters of the Wabash with Lake Erie—and the Miami treaty provides for its location through *all* the Indian reservations. Potawatamie Indians, during the fall of 1826, and since ratified by the Senate, equal to one section of *good land*, for each mile of the *whole* distance, from Lake Michigan to some convenient point on the Ohio river, *to make a turnpike road*. These two grants are placed under the absolute control of the Indiana Legislature, for the purposes above mentioned. The road grant is without condition. The canal grant, though subject to certain conditions presents nothing in them that ought reasonable to make your body hesitate to adopt that course, which will most certainly secure it from the contingencies, which the lapse of time, unimproved, must attach to it.

Since the recent survey and examination of this long contemplated line of internal communication, to connect the waters of the Lakes and the Wabash leave no doubt of its practicability; and it being in our power to avail ourselves of the splendid donation which has been proffered to us by the liberal hand of the General Government, the success of such a very valuable facility, should not be looked upon as any longer problem[at]ical. By a letter from Mr. Moore the engineer, engaged in this business, which will be submitted, you will perceive that the whole of this survey, will not be completed this fall, in consequence of sickness. The distance from the *summit* near Fort Wayne to the mouth of the Tippecanoe

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river, that part of the survey which is completed, is one hundred and three and an half miles. The lockage, two hundred and twenty two feet.

This may be all the estimate we shall have before us at this session. No data is furnished as to the cost. But, most of the enterprizes for inland navigation in the U.S. finding their origin in the New York Canals, we may look to their successful execution and demonstrated utility, for information and reasons to sustain us in making the adventure, which we are now called upon imperiously to make. Estimates of Canals have been made for a variety of widths and depths, and on almost every kind of surface, both in Europe and in America; so that the Legislator may form an idea of the expense of almost any imaginary route. The profits of Canal stocks, judiciously invested in England, doubtlessly suggested to the Americans, the transportation of whose products constitute their greatest burthen, the idea of a similar policy. In deciding upon these great undertakings, it will not do to test them by a too penurious calculation of dollars and cents. Should the expense of our Wabash Canal exceed a million of dollars, it must be recollected, that we have under our controul means to that amount. If the profits of the Canal, when finished, shall produce the interest of whatever additional sum is required, and enough besides to extinguish that principal gradually, the credit of the state must remain unshaken by a loan. It is said by the most confidential writers, that all of the three hundred British Canals, have given satisfaction to the public and the stockholders. Ought we not then to seize upon this opportunity to furnish a memorable demonstration, that we know when and how to act for the general welfare when the occasion demands it? Prompt and descicive [decisive] steps toward the commencement of this work on your part, will furnish the most unequivocal evidence that you are not indifferent to the great *agricultural, manufacturing and commercial interests* which constitute the bone and sinew of society. Public men must be brave, and not suffer intimidation by the *probable* consequences that may arise out of 'the chapter of accidents.'

If you conclude to accept of this grant, as you certainly ought, the principal question which must next arise, will be: When and how shall it be disposed of? How appropriated, and to what objects?

The first proposition resolves into two others, as follows: Is it better to sell the land now or at a subsequent time? Shall it be sold for cash in hand or on a credit? After examining this subject carefully, I have become satisfied that it would be impolitic to require a sale of these lands, at any period prior to the completion of whatever improvement may be agreed upon. And that when the auspicious time arrives for selling, that the door to future difficulties should be closed, by requiring

prompt payment. Were you to authorize a sale on a credit before the Canal is completed, with the view of raising the necessary means, many years must elapse, and much of the peoples money will be expended, in legislating on relief applications, in addition to the expense of a land office, before a fund will be raised, adequate to the proposed undertaking. Besides, retarding the work, is jeopardizing the grant, for the time is limited for its completion. Were you to offer the land for ready money, it would be inevitably subjected to a wasteful sacrifice; so great, in all probability, as to defeat the project altogether, by its not producing the sum of money *required or expected*. Hence, it follows, that a loan, should be resorted to as the least doubtful expedient, or, if that would not be acceptable, you might authorize an issue of paper, redeemable in the land at a minimum price, after it shall have been offered for sale.

When it is considered, that this land lies upon each side of the proposed Canal, you surely cannot remain long unpenetrated with the belief, that the difference in the amount of sales *before and after* its completion, will not greatly exceed any sum of interest, which may accrue on a borrowed principal. Interest ought to be paid more than two years, which would be ten per centum on a given sum, whilst the presumption is strong, that the land would be increased in value, by the commercial advantages which would append to it, at the finishing of the work, more than an hundred per cent. The most solemn acts of legislation, will not supply the place of imposing reality; for the alarming idea of uncertainty will have its influence until active operations are commenced on the channel.

The treasury is the proper depository of the public money, requiring an additional bond of its officer. No question, however, can now arise, as to the safe keeping of the *proceed*, except you dispose of the land very differently, from what I believe you will.

U. S. Engineer Asa Moore finally completed the survey for a canal through the Whitewater Valley to unite "the waters of the St. Marys, St. Josephs' and Wabash rivers" with the Ohio. He reported that such a canal route was "impracticable." *Indiana House Journal*, 1829-20.

Ohio was not co-operating in completing the Wabash & Erie through her state. Railroads were favored by the Senate committee and others. Ray's message to the General Assembly on December 7, 1830 points this out. The portion pertaining to canals follows:

...Now is surely the time, whilst our State councils are undivided by implacable animosities or sectional jealousies, and whilst the spirit of improvement is in the land, whilst damages for privileges of way are

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nominal, and improvements unmade in many places, for the State to mark out to the public eye those essential lines of intercourse, which must by us, or by our successors, be made the objects of special consideration; and which, cannot in the common course of events, remain unimproved by a wise commonwealth. Our Wabash and Erie Canal, (or its substitute, a Rail Road, less expensive and equally valuable) on account of its utility, and the provision already accessible for its advancement, deserves to occupy the foreground in the progress of a more enlarged plan for internal improvement or navigation. This infant arm of our commercial prosperity and of hopeful promise to the farmer, has already become the subject of a lively and general solicitude. Such are the public expectations and the delicate relations growing out of late fiduciary engagements, between the State and the land purchaser, that either a *forced* or *voluntary* suspension of this work, must be the curse of much public and private murmuring, besides the imposition of onerous responsibilities upon the State, not to be desired. The State would be unworthy of her franchises, to give up this enterprise *now* with one hand upon the donation of lands already made; and the rich Miami reservation with the *reach* of the *other*. If the State of Ohio shall blindly refuse the undoubted advantages and donations of land tendered to her by the treaty of 1829, between her and Indiana, she will impose, through too much reliance upon her enterprise and magnanimity, consequences upon us, not less grievous, than ruinous to herself. It will be regretted, if the absurd idea of canal rivalry, shall so successfully obtrude itself into the calculations of our sister State, as to form even an item of objection to the ratification of the compact. A refusal to unite with us, on this, or any other ground, however, to make the canal, will only leave her without the tendered bounty, and drive up to other expedients, not less sure, tho' more expensive. The canal route may be changed, so as to run through the Michigan territory, and north of Ohio, to Lake Erie. This furnishes us with *one* alternative, under the pressure of necessity, altogether possible in itself. Another is, that the ordinance of Congress of 1787, declares all navigable waters leading into the St. Lawrence, common highways, and that the Maumee is a navigable water course, and leads towards the St. Lawrence. Hence, it is free to all to navigate, and susceptible of improvement under authority from the U.S. This would be given, as a necessary consequence of the grant already made. So *here*, we have another. And it either of these designs should be found not to answer the end in view, we may *then*, as a *dernier* resort, but full of promise, in virtue of an act of Congress changing the terms of the canal grant, construct with its *products*, applicable to the whole line of survey, a *single Rail way* from the Detroit river, across the peninsula, to the Southern bend of Lake Michigan, thence to the Wabash river, thence to Indianapolis, thence to the Ohio

river. By means of such a facility an outlet would be opened for the State, including the Wabash country, to the *northern* and eastern lakes, and the cities of New York and New Orleans, or the Gulph of Mexido and the Atlantic ocean.

The Kentucky Rail Road, terminating at Louisville, would seem to mark out the falls of the Ohio river, as the point of termination of the one through Indiana. Thus it may be seen, that the states of Kentucky and Indiana, and the territory of Michigan, may be united directly, in interest, upon a scheme of mutual benefit, which, by its truly national bearing, might calculate largely upon any amount of national funds, or lands, which might be found wanting, after the application of the proceeds of the lands already granted, to carry on the work. It might be calculated with some certainty, that by offering to the territory of Michigan, the same immense *boon*, which is now offered to Ohio, that she will complete that *part* of said road, which runs through her territory Indiana, with her grants, might complete what would be in her limits. Kentucky, Tennessee, and other States south of them, would doubtless do their duty, until they way should reach the Atlantic. An *egress* and *ingress* from and to the lakes and seas, would be secured to us. The southern and northern Markets, and productions would both be thrown open to our trade. Whatever may be thought of this *ulterior* project, whilst the canal is *possible*, it must after *that* insist upon its strong claims to favor by its national character, and the prospect of uniting several large States in its support, to secure to it the ample means of the General Government, after the payment of their debt. It follows from the above picture, that the non-ratification, of the treaty, by Ohio, will only *cripple* us.

The canal lands, sold in September, averaged \$1.70 per acre, creating a capital stock of \$75,000.00. It is understood, that the terms of selecting the balance of the lands, have been adjusted with the United States, by the commissioners. It is also understood, that the canal commissioners, have had an Engineer employed this summer upon the summit level section of the canal. You are referred to their report for particulars. I will here add, that semi-annual sales of the canal lands will hereafter take place, by the existing law, unless the course Ohio may take with the treaty, shall make it necessary to suspend the sales, further up the Wabash, until we shall have concluded upon *other* and *further* operations.

At the end of his term as governor, Ray delivered a farewell message to the General Assembly on December 6, 1831. The part of that speech concerning canals follows:

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The topics of a general nature, for your consideration, at this session, are not very numerous. After mingling your regrets together, with me, that the state of Ohio is about to withhold from us her assistance and co-operation in the construction of the Wabash and Erie canal, and then surveying the obstacles in the way of the accomplishment of our wishes without such aid, or consent, you may be inclined to deliberate upon some of the alternatives which experience has substitutes in place of the canal, with undoubted success. Preferring the canal, however, on the route it is located, as long as there is a ray of hope for its continuation to the Maumee bay, merely out of pure regard for the preservation of good faith between the state and the purchase[rs] of the lands sold under constructive pledges to apply their consideration to a work of that kind, yet when this prospect becomes hopeless, let it be answerable if possible, which is the best faith, the constructive of a Rail-way with the consent of Congress and the land owner, or the suffering an entire failure of the grant" Where they are in other respects equal, the majority of the American people, at this day, give the preference to the Rail-way over the canal; the former being altogether the cheapest and best.

The abandonment, however, of the Wabash and Erie canal, bound as we are by the most solemn pledge to construct it, by several legislative acts, cannot in good faith be justified now, for any substitute however imposing, unless driven to such course by *unavoidable necessity*. Subject to this qualification, the legislature is most earnestly solicited, by the priceless honor of the state, to take the responsibility fearlessly upon her, of making an energetic and speedy commencement of this work. Justice and the public voice call for this canal, and sanctioned by the growing resources of the state, it ought to be promptly commenced, without further delay. Convinced that you will be sustained by the magnanimous population of Indiana, in furthering this enduring and useful line of commerce, my opinion as to the obligation which rests upon you to make it, is respectfully given.

In later life Ray ran unsuccessfully for representative to Congress in 1833, commissioner of the Wabash & Erie Canal in 1834, clerk of Marion County in 1835, and a second time for Congress in 1835. He opened a law office in Indianapolis and, briefly entered the newspaper business in Greencastle in 1833 publishing *The Hoosier*. On September 13, 1836 he spoke at the ground-breaking for the Whitewater Canal and also established an office to buy and sell land in Marion county that year. He went into the dry goods and grocery business in Centerville in 1837. Two years later, he and his nephew opened a branch store in Cambridge City. He sold that business and went back to law in

Indianapolis in 1846.

For some years he was very eccentric and was considered by many deranged especially when he predicted that Indianapolis would become a railroad center. He was arrested one time for threatening to kill his wife. At that time he wrote letters in the air with his cane. Paul Fatout in his book *Indiana Canals* said that Ray had a "Fondness for display and theatrical mannerisms....Once he pardoned a condemned murderer by waiting until the noose had been adjusted and the victim about to be swung off, then rushing forward in the nick of time to reprieve the man in a speech reported thus: 'There are but two powers known to the law that can save you from hanging...one is the great God of the Universe, the other, J. Brown Ray, Governor of Indiana. The latter stands before you. You are pardoned.' "

Ray was the governor during a period of transition and of personal politics. "The people continued to look to individuals and to be influenced by personalities rather than to place their confidence in organizations with defined programs." Messages and Papers James Brown Ray

James Brown Ray became ill while returning from a trip to Wisconsin via the Ohio river. He died in Cincinnati, August 4, 1848, at the house of a relative reportedly of cholera and was buried the next day in Spring Grove Cemetery. The cemetery had been established three years earlier by the Cincinnati Horticulture Society partially as a result of re-occurring cholera epidemics and today encompasses 733 acres. Spring Grove records state that he died of congestive fever, which was the name used for malaria. He left property holdings of considerable value.

Ray was married twice. In 1818 he married Mary Riddle, who died in 1823 leaving two children, James G. and Mary Ann. He married Ester Booker of Centerville after becoming governor in 1825. They had five children, Indiana, Eliza Jane, Virginia, Sarah and John W.

A notice of Ray's death was published in a Cincinnati paper, but no obituary was found.

### The Cincinnati Gazette August 5, 1848

Died

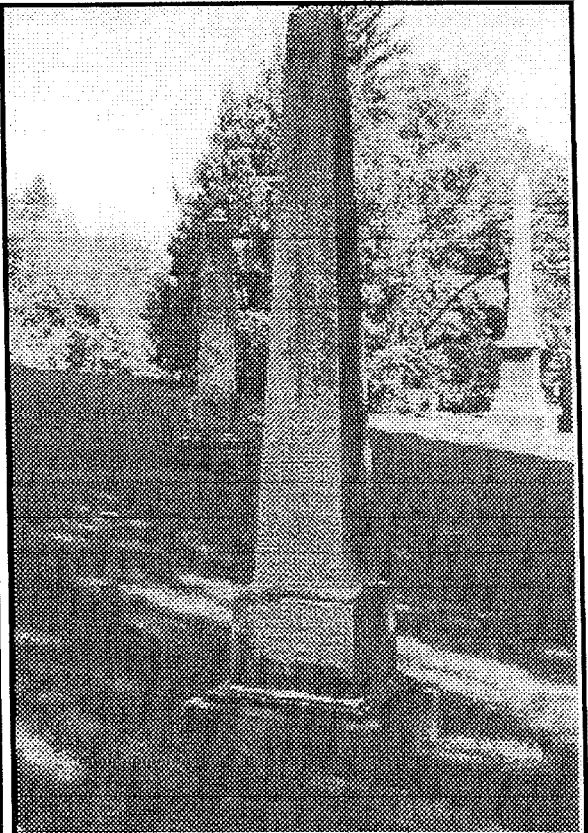
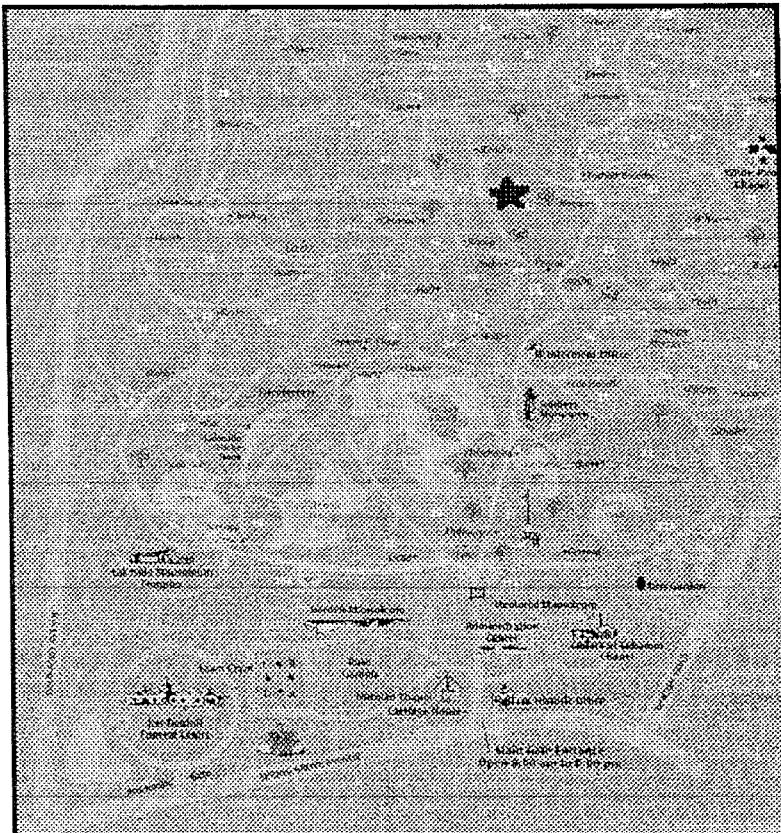
At the residence of Mrs. Gillespie, on John Street, in this city, at 2 o'clock, Friday morning, James B. Ray, late Governor of Indiana, in the 54<sup>th</sup> year of his age. He returned a few days since from a tour of the South - on his way home to Indiana, laboring under severe illness of which he died.

His funeral will take place this morning, (Saturday) at 10 o'clock, A.M. From the residence of Mrs. Gillespie, on John Street. The friends are requested to attend.

Name	Ray, James Brown	No	450
Place of Birth	Near Louisville, Ky.		
Last Residence	Indiana (Waynes)	former Governor of Indiana	
Age - Birth Date	1794 - January	Deceased	Aug. 4, 1848
Public Vault		Interment	Aug. 5, 1848
Disease	Congestive fever		
Parent's Names			
Lot Owner	Jm. Q. Morris	Sec.	52
Site and Kind of Grave			112
Usual Name	Rust		
Covered by			
Place of Death			
Single - Married - Widowed - Relation to Deceased			
Charges			
Remarks			

This Spring Grove Cemetery record and his grave marker show that Ray was born in January 1794 yet his birth date is given as February 19, 1794 in his biographies. This record says he died of congestive fever while his biography says he died of cholera.

Governor James Brown Ray is buried in Section 52 Lot 112 in Spring Grove Cemetery, 4521 Spring Grove Avenue, Cincinnati, Ohio. Grave marker photos by Chuck Whiting





JAMES B. RAY,  
LATE GOVERNOR OF INDIANA  
BORN IN JEFFERSON CO. KY.,  
JAN. 1794,  
DIED IN CINCINNATI, OH,  
AUG. 1848

Photo by Chuck Whiting

Sources:

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Spring Grove Cemetery & Arboretum - Files



ALLEN COUNTY / FORT WAYNE  
HISTORICAL SOCIETY  
TRIP TO  
**DELPHI CANAL MUSEUM**

By Tom Castaldi, Allen County Historian

Chief Little Turtle described it as that "Glorious Gate" where the words of the Miami fathers were passed over the generations. Hidden in a milieu of rich cultural and natural landscape are jewels that are worth examining and celebrating as part of the western slope of the Maumee-Wabash river systems' continental divide.

One of the newly polished jewels of the Wabash Valley is the Wabash & Erie Canal Museum at Delphi where the Allen County-Fort Wayne Historical Society will travel on **May 1, 2004**.

Canal enthusiasts have long explored the route between Fort Wayne and Delphi so there will be much to see and hear about both from the past and from the dreams of the Wabash Valley Heritage Corridor. Traveling down old U.S. 24 provides a scenic route to explore through a rich valley.

The trip will begin by gathering at **Bob Evans' restaurant at U.S. 24 and I-69 from 7:30-8:30 A.M.** leaving promptly at 8:45 A.M. Members of the Canal Society of Indiana interested are encouraged to organize their own **car pools** and all will receive maps and designated gathering spots along the way.

Cost of a lunch and the museum entrance fee is included in a base fee of **\$15.00 per person**. Reservations have been encouraging, and if attendance continues to grow and larger vehicle accommodations found necessary, the base fee will be adjusted accordingly.

For more information, call the History Center on Tuesday through Friday at 260-426-2882, extension 307 and ask for Beth.