

## DALEVILLE LONG AGO

Now, let's take a look at some more of the early boosters who believed in the future of our town. When the Alley Saw Mill closed, north of town, it left us without a Mill and we had plenty of fine oak, beech and hickory trees, but no way to get them to market, so at the eleventh hour, Eph McConnel came along and picked up the pieces of the old Stave and Heading Mill, installed the first circular Saw, and he and his family moved to town. While here, he found a way to take care of the Sawdust and patented an elevator, to move it, now used in most grain elevators. He has one surviving son, Watt who lives in Muncie.

Then along came J. "Polk" Shoemaker who had grain elevators in Middletown, Franktown and now Daleville. For a period of years he lived with his family in Middletown, but seeing the great future of our town moved here. The last home that he built was what is now the Parsonage and next to the Grade school. He was well versed in the grain business and bought

hundreds of cars of grain on track, and in the years of World war One in a single year, did more than a million dollars worth of business. A grandson, Galbraith "Jack" Williams, lives south of town and a granddaughter, Mary Alice Groshong, lives east of town. "Polk" as he was known, had a brother J.R., as folks called him, who was in the farming and mercantile business. He operated a general store here and put on a second huckster wagon, which plied the country for miles around bringing in eggs, butter and live poultry in exchange for groceries. These products were later shipped to New York City. Joe Shoemaker has a grandson in our town, Joseph, and family, another grandson, John Lewis Shoemaker lives in Chesterfield, and a daughter-in-law Gertrude, living south of town.

In the early years of Daleville a Mr. Handy of the Indiana Ice and Dairy Co., of Anderson, came here and went out through the country, trying to

interest the farmers in bringing in milk to a central location so a Milk Depot was built in our town, which was in charge of John "Boots" Barkdull. Tons and tons of milk were brought in and placed in large cans and loaded on a horse-drawn wagon and taken to Anderson. When the truck came back it was loaded with ice and merchandise and the empty milk cans. The ice was taken from house to house, the driver being William Barkdull, John's brother. "Boots" Barkdull has two sons still living here, Frank and Alonzo, ("Lonnie"), and William has a Daleville son, Harry, and another son, Roy, near Chesterfield. There are other children living, and several of the Bill Barkdull, grand-children live here.

When the "Bee Line" R.R. was first built it was equipped with all iron rails, but in the summer of 1892 Con. Murphy came along from Sidney, Ohio with his wife Mollie and stayed at the Hurley home. He began with a large force of men to tear up the iron rails and replace them with steel, which increased the rate of speed from 20 miles an hour, to fifty miles. With the four wheel engines and from fifteen cars,

increased to 40 cars per train. All cars at this time were of the link and pin variety, and no air brakes, just hand brakes at the top of the car. Murphy had a large force of men who laid the new steel from Selma to Fortville, and their only means of getting back and forth was the pump hand-car. One of these men was Charlie Dooley who had moved to town, next to what is now the Day Filling station. He had a son, Charley Jr., who was brakeman on the R.R. and who later met with a fatal accident at a crossing in Anderson. Charlie Sr., leaves us with a granddaughter and resident of our town, Grace Stewart Zumpe.