Rivers, Roads, and Rails
—A Transportation History of Spring Mill Village—

by

David Paul Nord

Spring Mill State Park
Mitchell, Indiana

Our parks and preserves are not mere picnicking places. They are rich storehouses of memories and reveries. They are guides and counsels to the weary and faltering in spirit. They are bearers of wonderful tales to him who will listen; a solace to the aged and an inspiration to the young.

Richard Lieber, 1931
Founder of the Indiana
State Park System

The Lawrence County Historical and Genealogical Society is dedicated to preserving and protecting Lawrence County history for future generations. This mission is accomplished primarily through the operations of the Lawrence County Museum and the Edward L. Hutton Genealogical Research Library.

Lawrence County Historical and Genealogical Society
Bedford, Indiana
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Visitors to Spring Mill village can see that it is a good location for a water-powered mill, but the village today seems completely separated from the surrounding countryside. Set in a deep box canyon in the heart of a thickly forested state park and accessible only by footpaths, the village is serenely isolated. But it was not isolated 150 years ago. For much of the 19th century, Spring Mill was a transportation crossroads in Lawrence County and southern Indiana. The White River lay just a couple miles to the north. Important state and county roads skirted the village or ran right through it. And two mainline railroads were built nearby. For the mill's proprietors, improvements in transportation, along with rapid growth in settlement and farming, seemed providential. In 1850 the future looked bright for a vital agriculture-based business like Spring Mill and for the little village that had grown up around it.

Image 1. Spring Mill village today still has a stone gutter along Main Street, but the road itself has been replaced by a narrow asphalt footpath.

But for Spring Mill, transportation was the god that failed. By 1890 the mill had ceased grinding flour. By 1900 the business had ceased operations altogether, and the village was abandoned soon after. By the 1920s the ruins of the mill building and village had become a local curiosity and tourist attraction. Standing in the middle of what had once been a busy post road, pondering the hundred-year history of the empty limestone mill, the visitor might hear the Model T's and trucks passing the old cemetery above Hamer Cave on the road that would soon become State Highway 60. And the visitor could listen to the trains of the Baltimore & Ohio Railroad passing just a few hundred yards to the north along the bluff above the quiet canyon.

Image 2. By the 1910s the village was vacant and the old road through the village abandoned. The B & O Railroad passes along the bluff in the background of this c.1920 photograph.

What had happened? After the abandoned property was acquired by the state in 1927 and developed as a state park, the Spring Mill restorationists answered that question with a simple historical cliché: the railroads bypassed the mill and village. Like all clichés, that explanation contains an element of truth, but it is ambiguous and misleading. In fact, the two railroads came very close to Spring Mill, one as close as it could have come. They passed by the village; they did not bypass it. And therein lies the story. It was the proximity of railroads, not their absence, that undermined the economy of the mill and village. It was improvements in transportation that killed the village that for decades had longed for those improvements. How could that be? That is the guiding question of this account of the transportation history of Spring Mill. Indeed, it is a key question in the broader economic history of Lawrence County and all of southern Indiana.
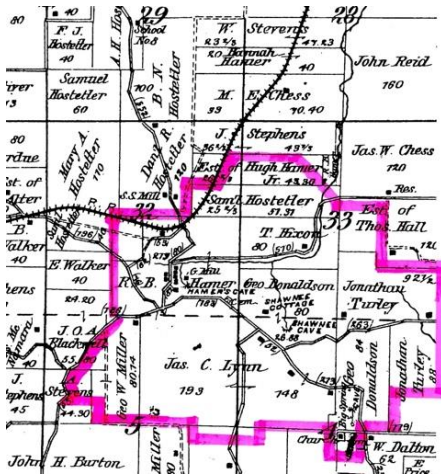
Image 3. This detail from an 1879 atlas of Lawrence County shows the roads and the railroad that converged on Spring Mill village. (See page 8.) The pink line marks the current state park boundary.

Setting

In 1814, when Samuel Jackson, a veteran of the War of 1812, built the first crude grist mill in the valley that would become Spring Mill, most of Indiana Territory was far off the beaten path. Early maps of Indiana, which became a territory in 1803 and a state in 1816, show no roads in the area that would be organized as Lawrence County in 1818. There were some rough roads, of course, but the main routes of travel in early 19th-century Indiana were elsewhere, along the major rivers—the Ohio, the Wabash, and the Whitewater—and along the few significant roads that connected early river towns and villages.
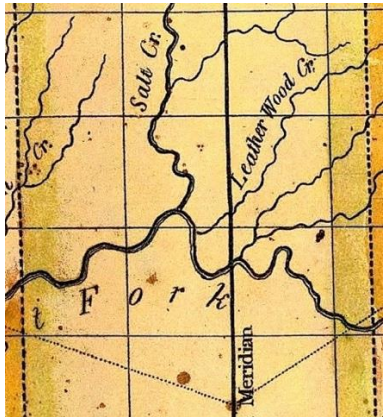
Image 4. This detail from one of the earliest state maps of Indiana shows only waterways in the area that would become Lawrence County. The squares indicate PLSS townships surveyed beginning in 1810. The dotted lines are the southern border of the Harrison Purchase, 1809.

The rush of American settlers into the interior of southern Indiana began after 1810, after the land was wrested from the Indians via treaties and was surveyed and made available for sale by the U.S. government. Most of the land that became Lawrence County was part of a large swath of southern Indiana called the Harrison Purchase, obtained by Territorial Governor William Henry Harrison in 1809 in the Treaty of Fort Wayne. The Spring Mill area was surveyed and mapped in 1811. Those original maps, created by the Public Land Survey System (PLSS), laid the foundation for all state and county maps that followed.
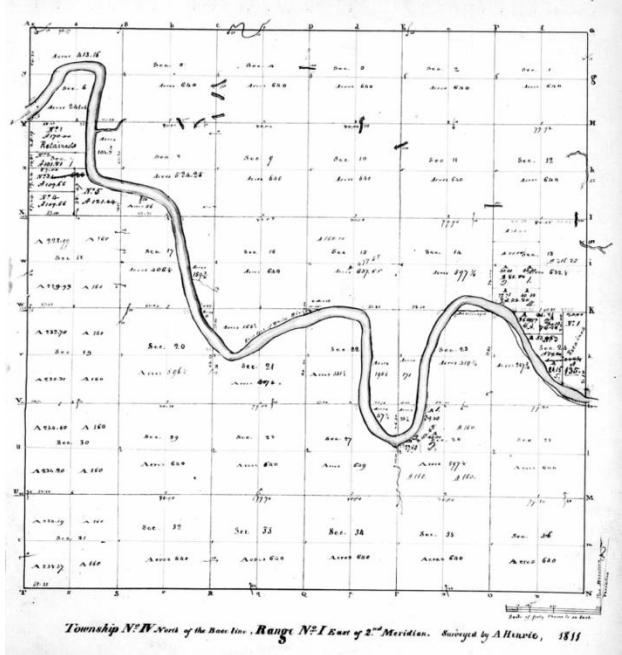
Image 5. This is an original map of Township 4 North, Range 1 East, surveyed in 1811 by Arthur Henrie. The White River East Fork appears prominently. The black slash marks in the northern sections indicate where the surveyors crossed smaller streams. Spring Mill valley is in Section 32.

Among the early American arrivals in the interior of southern Indiana were business entrepreneurs searching for favorable mill sites. Ordinary settlers were typically seekers of land for homesteads and farms. They wanted self-sufficiency first, then a bit of surplus for commercial trade. The one industry they needed was the gristmill for turning their corn into meal and their wheat into flour. The U.S. Census of 1810 counted 33 gristmills at work in Indiana Territory, but just a handful of those were in the interior. One of those was Beck's Mill (1808), which still exists today as a historic site in Washington County. Beck's and Spring Mill were two of the earliest mills in the interior of Indiana Territory, but quickly dozens of others appeared.

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The best sites for pioneer water-powered mills were cave springs, which were fairly common features of the karst topography of south-central Indiana. The two existential hazards for millers were too little water (no power) or too much water (floods). Cave springs tended to moderate both of those hazards. Because they typically flowed from hillsides, they were also simple to dam up to create a sizable and steady "head" of water. Often the cave itself became the millpond. Both Spring Mill and Beck's Mill were located on excellent hillside cave springs. Later water-powered mills were built on nearly every creek in the region. Most were short lived, abandoned in summer droughts or washed away in spring floods. A historic mill survey done for the Indiana Historical Society in the 1930s estimated that Lawrence County alone may have had as many as 100 water-powered mills across the 19th century. Only one survives: Spring Mill.


HAMER'S MILL STREAM CAVE.

Image 6. This engraving is probably the oldest illustration of Hamer's Cave. It shows a wooden dam at the mouth of the cave. This engraving appeared in an illustrated "panorama and encyclopedia" first published in 1861.

Rivers

For centuries travel through Indiana had been river travel, and settlement had been river settlement. In fact, Indiana was the crossroads of America long before the 19th century. The Maumee and Wabash rivers, linked by portage at Kekionga (a Miami Indian town later called Fort Wayne), connected the Great Lakes with the Mississippi River. The Miami, Potowatomi, and other Indian nations traveled and settled along the Wabash corridor. The

French and British traversed it as well. The old French trading town of Vincennes was on the lower Wabash, and other early settlements dotted the Ohio River, which became the Americans' principal route into the trans-Appalachian West as well as Indiana's southern border. People sometimes traveled through the uplands of south-central Indiana but did not establish permanent settlements there until the 19th century.
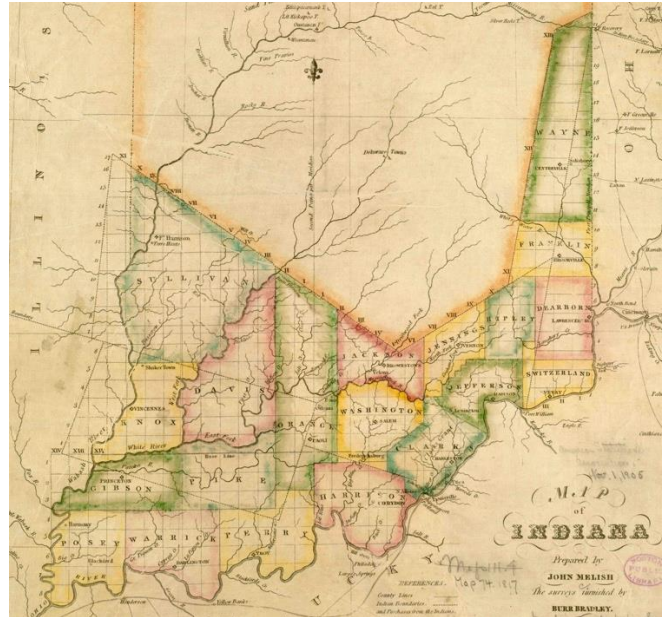
Image 7. This detail from the first map of the State of Indiana, published in 1817, shows the newly formed counties in the surveyed area. The most detailed features are the rivers. The map shows no roads, not even the old road from Louisville to Vincennes (the Buffalo Trace).

Though south-central Indiana and Lawrence County were isolated, they were not completely riverless. The East Fork of the White River sliced through the middle of the new county, quite near Spring Mill. The creek flowing from Hamer's and Donaldson's caves, aptly named Mill Creek, flows north two miles to the river. The first published map showing Lawrence County by name (1818) is dominated by the White River and its tributary creeks, which had been drawn onto the original maps made by the public land surveyors. The only human features that appear on the map are river related: the village of Bono and Speed's Ferry. Bono was the first town platted in Lawrence County, and its promoters fancied their village to be the future metropolis of southern Indiana and perhaps even the new state capital. Bono was on the White River and on an early road from Jeffersonville on the Ohio River. Speed's Ferry was an important crossing at another White River town, Palestine, the first seat of Lawrence County. Another road to Speed's Ferry from the south passed through Spring Mill.
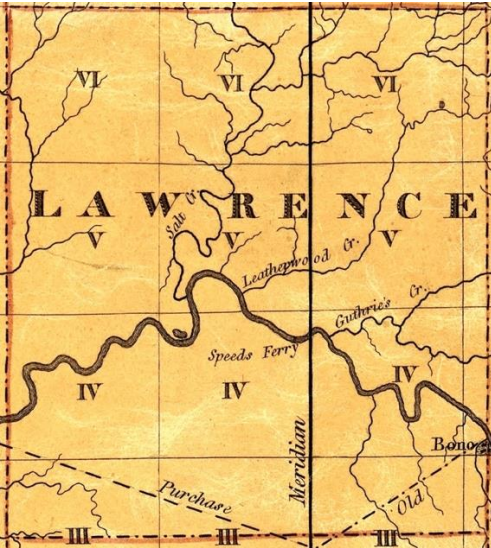
Image 8. This is a detail from the first large-format map of Kentucky, published in 1818. It is also an excellent map of southern Indiana. It is the first published map to show Lawrence County by name.

The White River, however, was barely satisfactory as a mode of travel. Essentially, it was one-way, it was seasonal, and it delivered travelers and goods to the Ohio River far below Louisville, which was where travelers and shippers often wanted to go. The White River could be used by flatboats floating downstream in spring high waters, but for little else. Still, as more and more farms and mills appeared in Lawrence County, flatboating became a fairly important enterprise on the White River and even on Salt Creek. Surplus lumber, grain, pork, whiskey, corn meal, and flour were shipped downstream to New Orleans and to the slave labor plantations of the Mississippi Delta. In June 1836, for example, a Bloomington newspaper reported that since the start of that year, 300 flatboats had navigated down the East Fork of the White River and onto the Wabash below Vincennes.

Image 9. This is a recent photo of the White River at Boatyard Bend, about two miles north of Spring Mill.

Just two miles south of the White River, Spring Mill was well situated for flatboating, and the mill's proprietor from 1832 to 1872, Hugh Hamer, was active in the flatboat trade. The Hamer family owned property on the river at a site that came to be called Boatyard Bend, near the mouth of Mill Creek. Flatboats were fairly simple to build, and Boatyard Bend, located on a shelf of land just a few feet above the river, was a good spot for building them. When spring floods came, the boats floated up and off the shelf and were launched into the current of the river. It's not known what cargos Hamer shipped, how much cargo, or for whom. Because farmers typically paid millers with a share of their grain, Hamer likely shipped some of his own grain and flour. It's also likely that he shipped whiskey, which was an auxiliary industry most millers, including Hamer, pursued. Legend has it that "Old Hamer" corn whiskey was a favorite on the tables of the slave masters in the lower Mississippi South.
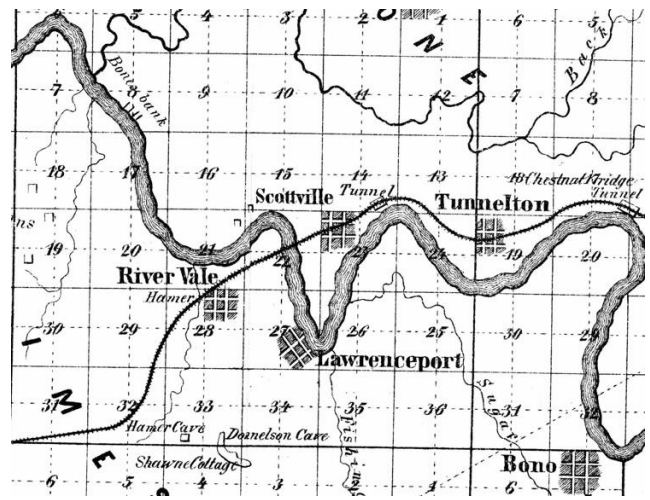
Image 10. This is a detail of perhaps the earliest published geological map of Lawrence County, 1873. It shows the railroad stations Tunnelton, Scottville, and Rivervale, but also the Hamer property at Boatyard Bend, north of Hamer Cave.

The White River, although useful, was the mode of transportation that Hugh Hamer was probably the least interested in. He understood that river improvements, including canals, would be made elsewhere, on the Wabash and on the West Fork of the White. Much more important for Spring Mill would be roads and railroads. As postmaster for the Spring Mill post office and as a Whig legislator in the Indiana General Assembly in the early 1840s, Hamer was an eager promoter of so-called "internal improvements." In the realms of roads and railroads, Hamer's economic hopes and his political ambitions were fulfilled. Roads were improved, and railroads arrived. Prosperity, however, was more elusive.

Roads

If Spring Mill was isolated in 1820, Indianapolis was even more remote. In fact, it didn't exist. In 1821 the undeveloped site of Indianapolis was selected to be Indiana's new capital simply because it was near the geographic center of the state. It was a mere pencil mark on a map. No roads of any importance connected Indianapolis to the places where Indiana people actually lived.


Image 11. This detail from the 1819 edition of Melish's *Map of Indiana* shows only waterways north of the St. Mary's Treaty line. Indianapolis did not yet exist, so the new state capital was penciled in on this copy of the map.

So in December 1821 the General Assembly, still based in Corydon, passed an act authorizing twenty-two "state roads," most of which were designed to link the towns and counties of southern Indiana to their new state capital. Three of those projected roads touched Lawrence County: a road from Bono to Jeffersonville on the Ohio River, via Salem; a road from Bloomington to Rockport on the Ohio River, via western Lawrence County; and a road from Indianapolis to Fredonia on the Ohio River, via Martinsville, Bloomington, Palestine (later Bedford), Orleans, and Paoli. The state would not build these roads. There was no Indiana Department of Transportation (INDOT) in 1821. Instead, the counties required local men to work on road building and maintenance, and the state modestly subsidized state roads with dedicated funds from federal land sales.

The Bono–Jeffersonville road already existed in 1821 and already connected Bono with Palestine. It later connected Bono with Bedford, the new county seat after 1825. The Bloomington–Rockport road was gradually but

only partially developed in Lawrence County. It was more fully developed in Monroe County, where it still exists today with the name Rockport Road.
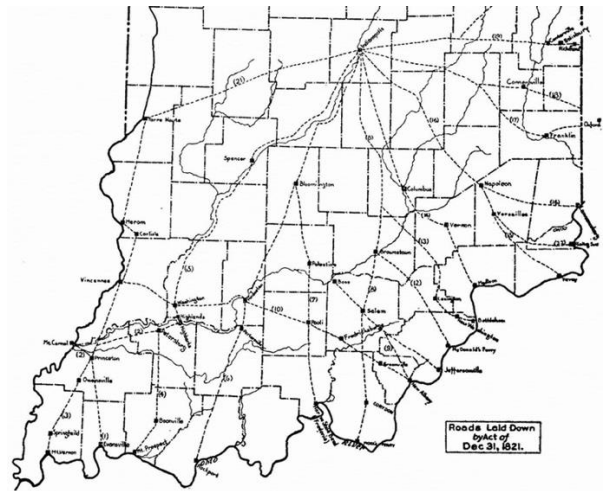
Image 12. In 1821 the Indiana General Assembly authorized a system of state roads mainly to connect the more settled southern parts of the state to the new capital at Indianapolis. This map shows those roads, including three in Lawrence County.

The Indianapolis–Fredonia road became the most important north–south road in Lawrence County, linking the county to the Ohio River at Leavenworth and Fredonia and to Louisville via Paoli. To the north, the road crossed the White River at Palestine via Speed's ferry (later Blackwell's ferry), then on to Bedford, Bloomington, Martinsville, and Indianapolis. Roughly, this is the route of what we today call Old Highway 37. This road became an important post road and stagecoach route. It appears on the first Indiana state map that shows a road in Lawrence County (1831), in travelers' guides and stage-line maps (1839 and 1850), and as a principal road on post road maps (1825 and 1839).

From Indianapolis to Fredonia.		
To Far West, . .	.	16
' Martinsville, . .	13	29
' Bloomington, .	19	48
' Springville, . .	19	67
' Bedford, . . .	9	76
' Orleans, . . .	14	90
' Paoli, ...	8	98
' Miltown, . . .	19	117
' Levenworth, . .	10	127
' Fredonia, . . .	4	131

Image 13. This is a stage-line itinerary from a travel guide from 1839. It shows the stagecoach route from Indianapolis to Fredonia, which passed through Spring Mill between Bedford and Orleans.
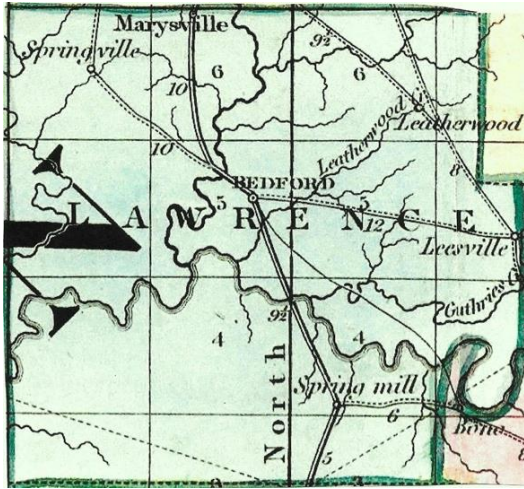
White River, Spring Mill Valley, and Mitchell, 1879
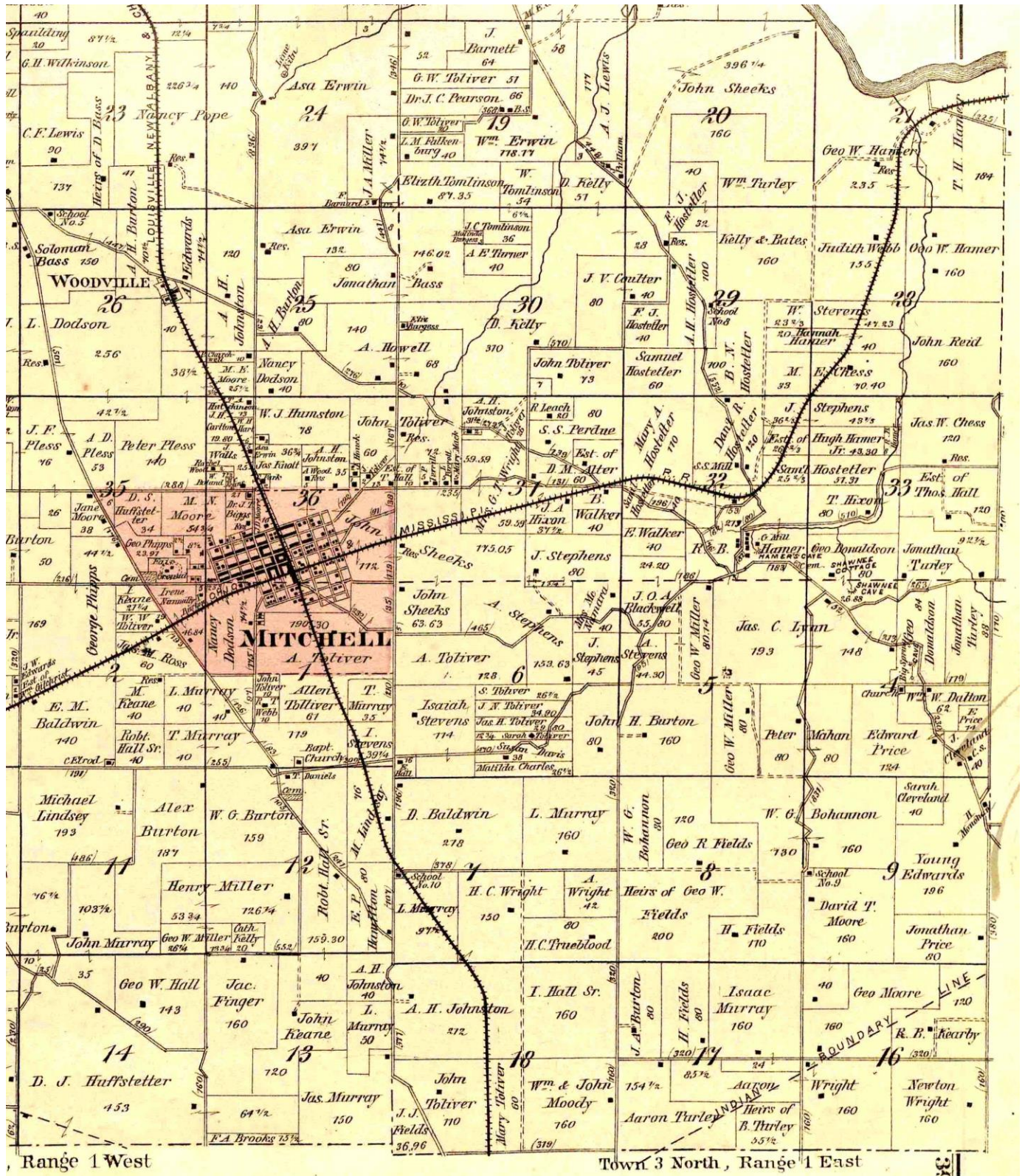
Detail from, *Map of Marion Township*, in *An Atlas of Lawrence County, Indiana*, by B.N. Griffing (Philadelphia: D.J. Lake & Co., 1879), accessible online at Indiana State Library, Digital Collections.

Image 14. This is a detail from a 1839 post road map. It shows the Indianapolis–Fredonia road, described as a "4 Horse Mail Post Coach Road," the top road category, bisecting the county, north-to-south.

The Indianapolis–Fredonia post road passed right through Spring Mill village. (See pages 8 & 20.) From the south, the road came into the area along what is today Spring Haven Road, eased down the south bluff of the canyon along the "Stagecoach Trail," as it is called today, passed through the village, then climbed up the north bluff on its way to Palestine, Bedford, Bloomington, and Indianapolis. It left the Spring Mill area along what is today's Hardman Road. (See Image 38.) Though that was the main road, Spring Mill was a crossroads village by mid-century, with other roads to Lawrenceport, to Bono, and to Salem. Because the village was located in a box canyon about 100 feet below the surrounding countryside, a kind of beltline road circled the rim of the valley, connecting the cross roads without requiring horse and ox teams to brave the steep hills of the Stagecoach Trail if they didn't need to come into the village. Several remnants of the old 19th century roads, including the beltline, became Spring Mill State Park roads. (See Image 39.)


Image 15. This is another detail from the 1879 Lawrence County atlas. (See page 8.) It shows roads in that part of the county converging on Spring Mill.

The road from Spring Mill to Bono required a tough slog through the Sugar Creek valley, so that road was abandoned in the 20th century. But the other roads survived in one form or another and were gradually improved over time. Hugh Hamer could hardly have desired better overland transportation connections. But he did. He wanted a railroad.

Rails

By 1850 nearly everyone in Indiana wanted a railroad. Earlier manias for state-supported canals, plank roads, and macadamized turnpikes had driven the young state into financial ruin. Railroads, on the other hand, were less expensive than canals and were funded largely by private capital. Railroads would be the state's salvation. Or so many farmers, business entrepreneurs, and real estate speculators believed. And often they were right. Certainly, railroads did transform the landscape, the economy, and the culture of 19th-century Indiana. As railroad mania caught fire in the 1840s, dozens of railroads were planned and surveyed, but only one railroad was completed by 1850: the Madison & Indianapolis line (1847). In the decade of the 1850s, however, railroad fantasies and projections became reality in Indiana. Nearly 2,000 miles of track were laid, and by 1860 long-distance rail lines crisscrossed the state.
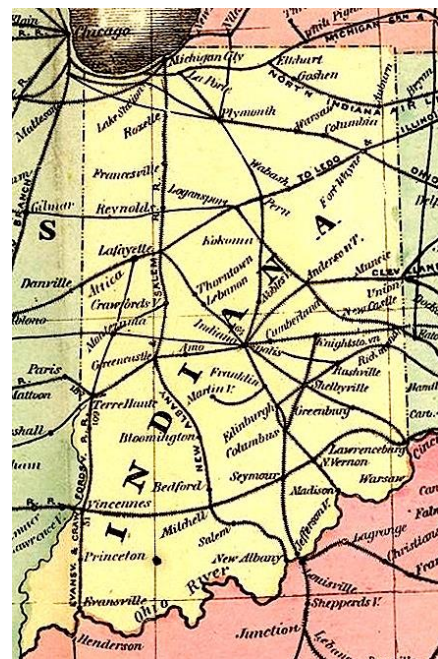
Image 16. This is a detail from a national railroad map of 1858. In the decade of the 1850s, railroads transformed Indiana's transportation system, with Indianapolis as the hub.

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Though Indianapolis was already the state's railroad hub in 1860, two trunk lines—linked closely with Louisville and Chicago and with Cincinnati and St. Louis—crossed Indiana and intersected in Lawrence County. These were the New Albany & Salem Railroad (later the Louisville, New Albany & Chicago), completed in 1854, and the Ohio & Mississippi Railroad (later the Baltimore & Ohio Southwestern), completed in 1857. The NA&S RR passed through Lawrence County north–south, two miles west of Spring Mill. The O&M RR crossed through the county east–west, skirting the north bluff of Spring Mill valley. (See Image 19.) Both of those railroads had profound and mostly positive economic effects on southern Indiana and Lawrence County. But they were not the effects that Hugh Hamer expected or desired.
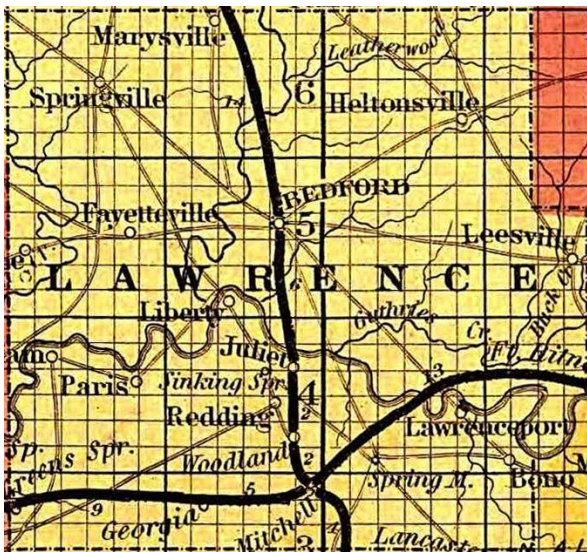
Image 17. This Lawrence County detail is from an 1858 Indiana railroad map. It shows roads, including the Spring Mill crossroads, as well as the two major intersecting railroads nearby. The crosshatching on the map shows square-mile sections.

The New Albany & Salem Railroad had its roots in an omnibus state program called the "System of 1836." The 1836 system projected a network of canals, railroads, and improved wagon roads for the state. One of the routes, originally planned to be a macadamized turnpike, would connect Jeffersonville and New Albany on the Ohio River with Crawfordsville, via Salem, Bedford, Bloomington, Spencer, and Greencastle. After the surveying and grading had reached Salem, the state abandoned the project and sold the interests to a private company. The new company turned the project into a railroad called the New Albany & Salem, although from the beginning the plans were to take the line far beyond Salem to Lake Michigan. And by 1854 the NA&S RR was completed all the way from New Albany to Michigan City. During the manic

fund-raising and construction period, the original route from Salem to Bedford through Bono was scrapped in favor of a westward detour through Orleans. This change of route left Bono businessmen and town-lot speculators bereft and disheartened. But the change took the route closer to Spring Mill, just two easy miles to the west.

The Ohio & Mississippi Railroad, completed in 1857, was a scheme much grander than the New Albany & Salem. The promoters of the O&M RR sought to connect the two major river cities of the west, Cincinnati and St. Louis, by the most direct route possible. But that was just Step One of their plans. The next step would be to link the O&M RR to the Erie Railroad for a connection with New York City. The eventual goal was to make St. Louis the eastern terminus of a transcontinental road. For a variety of reasons, the Ohio & Mississippi never lived up to the grandiose dreams of its founders, but it did offer important east–west rail service to southern Indiana. It intersected several north-south lines as well, including the New Albany & Salem Railroad in Lawrence County.


"On Wednesday the last huge fragment of blasted rock was rolled out of the thorough-cut of the Ohio and Mississippi Road, this side of Mitchell, and at 20 minutes past 3 Daniel D. Page spiked the last rail in the 340 miles of iron road connecting Cincinnati and St. Louis. At a festival given in commemoration of this event, Mr. Barlow gave the second sentiment, the health of Aspinwall and his New-York associates, who came forward in the hour of imminent peril and secured to the West the completion of her greatest road.

Image 18. This clipping is from the April 21, 1857, issue of the *New York Tribune*. New York capitalists helped to fund the completion of the Ohio & Mississippi Railroad. Western railroads were always big business news in the New York press in the 1850s.

The last and most difficult construction site on the Ohio & Mississippi Railroad was in Lawrence County. O.M. Mitchel, the consulting engineer and surveyor on the project, planned to route the line, east to west, along the valley of the White River in Jackson County to near Sparksville. On the route west from there he was ambivalent. Below Sparksville, he wrote in an 1850 report, "the river becomes very crooked, the valley narrow, ravines deep, and the hills bold and rocky." He recommended coming out of the White River valley east of Sparksville, cutting over to Guthrie Creek, and taking the Guthrie Creek valley west, avoiding the White River in Lawrence County altogether. Meanwhile, Bono boosters pushed instead for a White River crossing near their town. As usual, the hapless Bonoites were disappointed. In the end, Mitchel abandoned his Guthrie Creek plan and kept his railroad snug against the White River in Lawrence County all the way to Mill Creek, even though that route required

a substantial bridge, two tunnels, and a major rock cut. Mill Creek valley then became an inclined plane for the railroad to gradually climb up from the White River valley onto what we now call the Mitchell plain, gaining more than 150 feet of elevation along the way.
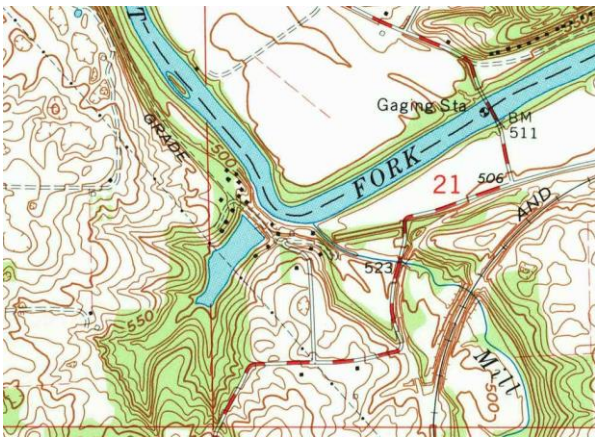
Image 19. This detail from a USGS topographic map shows elevations near White River at Boatyard Bend. The small lake is Mystic Lake. The two arcs are railroad grades at Mill Creek. The sharper turn is the original 1857 grade and rock cut of the Ohio & Mississippi Railroad. The smoother turn is the current grade of the CSX Railroad. Both grades follow Mill Creek valley to Spring Mill.

This turn up Mill Creek valley was exactly what Spring Mill boosters had hoped for. The Mill Creek route took the railroad right by the mill village, along the north bluff, crossing the old post road to Palestine, Bedford, and beyond. An 1866 county map suggests how the Hamer family had hoped to profit from the arrival of the Ohio & Mississippi Railroad in their neighborhood. They owned and subdivided most of the properties through which the railroad ran from Boatyard Bend to Spring Mill village. If rail transportation had been the boon to prosperity they had hoped it would be, Spring Mill might have become a flourishing manufacturing town.

But proximity to two railroads (they intersected just two miles to the west) hit Spring Mill in a way the Hamers seem not to have anticipated. By lowering the cost of transportation, the railroads raised the local value of grain, which could be shipped long distances cheaply by rail. Hamer's Mill now had to compete with distant markets for local corn and wheat. The railroads also lowered the relative value of waterpower by lowering the cost of steam power. They did this by lowering the local price of coal. Furthermore, stationary steam engines were becoming cheaper and more reliable. Any place that could get coal delivered by rail could now compete with power provided by falling water.
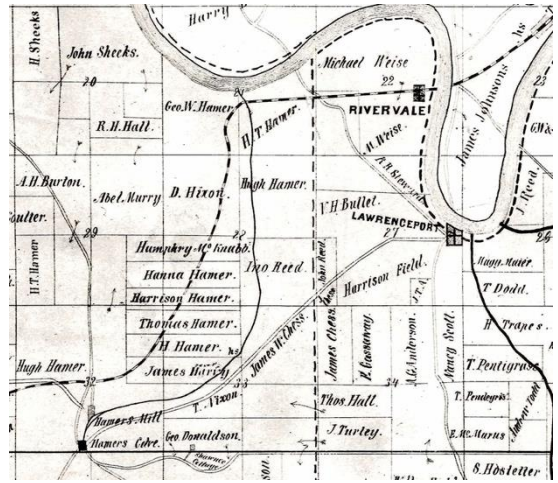
Image 20. This detail from a c.1866 map of Lawrence County map shows some roads and, most prominently, the O&M RR between the White River and Spring Mill village. Most of the property along the railroad was owned by the Hamer family.

Even though large mills in St. Louis and Cincinnati now competed with Spring Mill for grain, flour milling did not disappear as an industry in Lawrence County. A steam-powered mill could still be set up along the tracks, survive, and sometimes prosper—and that's exactly what happened. In 1866 David Kelly launched a small and successful flour-and-grist milling business along the tracks of the Ohio & Mississippi Railroad and near the Louisville, New Albany & Chicago Railroad (later called the Monon). It was in the heart of Mitchell, the new town that had sprouted up two miles west of Spring Mill at the crossing of the two railroad lines. Charles Lemon, a savvy milling entrepreneur, developed an even more successful steam-powered flour mill in Bedford, along the Monon.
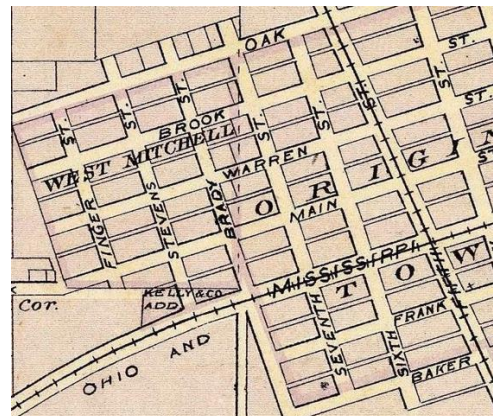
Image 21. This is a detail of a 1876 map of Mitchell. The only business on the map is Kelly & Co. David Kelly's steam-powered flour mill was located along the O&M RR three blocks west of its intersection with the NA&S RR, which later evolved into the Monon.

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Had Spring Mill been just a little more remote from the railroads, it might have survived longer with its waterpower, as Beck's Mill did, six miles from the railroad at Salem. But Spring Mill was so close to its railroads, that it was almost like part of "greater" Mitchell. In 1879 Robert Hamer, Hugh's son, listed his Spring Mill operations in a Mitchell business directory. Had Mitchell grown into a city as large as, say, Columbus or Bloomington, Spring Mill today might be within the city limits, perhaps an urban park rather than a state park.

Might the Hamers have done better if they had embraced more creatively the opportunities the railroads brought to them? Perhaps. Several Indiana flour mills near railroads continued to operate successfully with waterpower, if they modernized by installing water turbines and auxiliary steam engines. Of course, switching entirely to coal and steam was also an option. For example, Jackson County has a milling history analogous to Spring Mill. In 1816 James Shields, one of Jackson County's earliest settlers, built a water-powered mill on the White River at Rockford. James' son Meedy took over the mill, and in 1860 sold it to his son-in-law John Blish. By that time Meedy Shields was promoting a new town, Seymour, just two miles south of Rockford. Like Mitchell, Seymour was a pure railroad town. It sprang up at the crossing of the Indianapolis & Jeffersonville Railroad and the Ohio & Mississippi Railroad. Unlike the Hamers at Spring Mill, John Blish was more devoted to his business than to his property in Rockport. So almost immediately, he moved the milling operation to the railroad crossing in Seymour. His sons M.S. and T.S. Blish gradually developed it into one of Indiana's largest and most modern flour mills, producing 1,200 barrels of wheat flour a day in the early 20th century, with major export markets in the South, the Northeast, and Europe. The Blish mill, of course, was steam-powered.
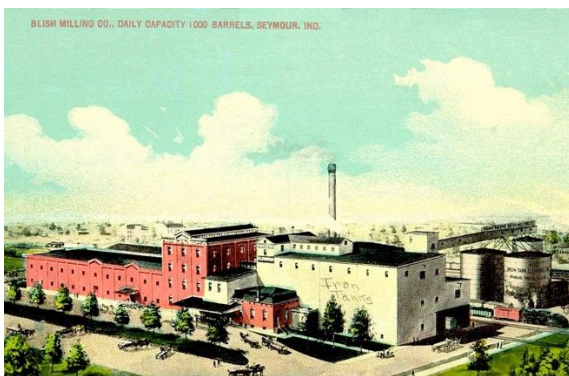

Image 22. This is a c.1910 postcard of the Blish Milling Co., which began life much like Hamer's Mill. But by the 1880s, it was one of the largest flour mills in Indiana.

In other words, it wasn't flour milling that atrophied in Indiana in the late 19th century; it was waterpower. As early as 1880, steam supplied 83 percent of Indiana's industrial power; falling water supplied 17 percent. In the early 20th century, waterpower experienced something of a revival, but in a new form: hydroelectric power. In Lawrence County, the White River was harnessed for power in this modern form. The dam and generating plant at Williams were constructed in 1910–13 to supply electricity to the booming limestone industry.

Aftermath

Hugh Hamer died in 1872. His son Robert operated the mill for several years, and then in 1881 he leased it to Jonathan Turley, who later bought the Spring Mill village properties. At that time Turley owned a farm just east of the village, where the park campground is today. Turley was not a miller by trade, but at first he was committed to the mill. In 1882 he replaced the old wooden waterwheel with a modern Victor water turbine manufactured by Stilwell & Bierce of Dayton, Ohio. He also may have installed other new milling machinery. His surviving business records include correspondence with mill equipment manufacturers in Salem, Richmond, and Louisville. But Turley's milling business continued to decline, while the business of David Kelly's steam-powered mill in Mitchell increased. It's likely that little of the new machinery that Turley contemplated was ever installed. Instead, Turley tried two other businesses, neither of which depended as much on the value of the old mill's waterpower.
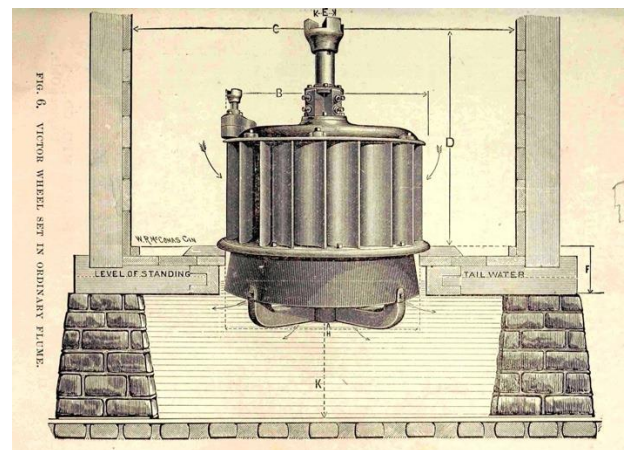
Image 23. This engraving from an 1882 Stilwell & Bierce catalog shows a water turbine like the one Turley bought to replace the old wooden waterwheel. The turbine was installed at the bottom of a wooden box called a turbine flume or pit. (See Image 36.) The water entered the side louvers and flowed out the bottom into the tailrace.

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Turley's first new business was the revitalization of the village distillery, which he operated in partnership with Solomon Scott from 1884 to 1891. Nearly all early grist mills, including Spring Mill in the era of Hugh Hamer, had distilleries as adjuncts to their corn milling. Turley and Scott turned their distillery more to the manufacture of peach and apple brandy. This was a sensible move. Brandy was a product suited to small-scale production and local marketing, and apple orchards were becoming more prevalent in Lawrence County in the 1880s.

Image 24. This is a photo of the distillery building, taken after it was abandoned. The sign says: "Scott and Turley, Registered Distillery."

Turley's papers in the late 1880s and '90s, held by the Indiana State Library, are replete with brandy business, including ledgers, orders, and excise tax reports. Orders often came with letters from tavern and saloon keepers who had heard about the quality of the Daisy Spring Mill brandy, which is the brand name that Turley and Scott used. When Scott left the partnership in 1891, the brandy business languished, suggesting that Scott, not Turley, may have been the more energetic partner.
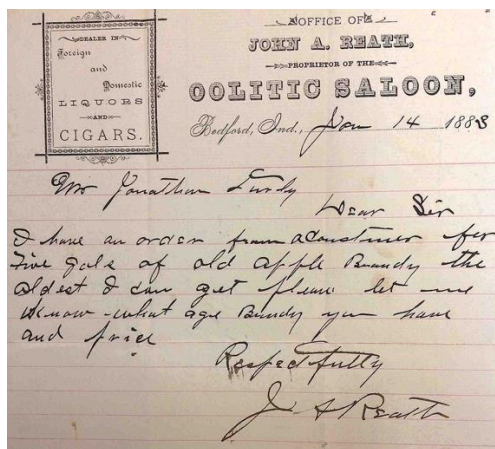

Image 25. This is an apple brandy order from a saloon in Bedford. Turley's business papers include many letters like this one.

Turley's second business venture was the production of lime. The burning of limestone to make lime was a fairly common small-scale industry in Lawrence County in the 19th century. In those days, lime had many local uses, such as in mortar, plaster, and agricultural soil treatment, plus various industrial uses. Easily accessible limestone was heated to high temperatures in simple stone kilns to drive off carbon dioxide, leaving fairly pure calcium oxide (quicklime). The best areas for lime production in southern Lawrence County (Marion Township) were a few miles northwest Spring Mill along Rock Lick Creek. (See Image 10.) Those early lime-burning operations, close to the railroads of the new town of Mitchell, eventually evolved into the quarries and plant of the Lehigh Portland Cement Company, which is still a major industry in Mitchell. Lehigh made portland cement, not lime, but limestone was still the principal ingredient.


Image 26. This is one of the two surviving lime kilns on a hillside in Spring Mill State Park between the lake and the railroad.

In the 1880s Turley decided that lime burning might be the cure for his economic malaise. He entered into lime production in association with Benjamin Hostetler, whose family ran a steam-powered sawmill on the Palestine/Bedford road just north of Spring Mill village (labeled "SS Mill" on the map on page 8.) The Hostetlers had a "switch" (siding) along the Ohio & Mississippi Railroad for loading lumber, and Hostetler and Turley used it for lime as well. Two of their lime kilns and a small quarry survive in the park today along Trail #5, which runs around Spring Mill Lake. It's not clear exactly where "Hostetler's Switch" was or whether it was the same as the O&M (later B&O) station stop called "Hamer" or "Hamers" that appears on several railroad maps. Probably so. A 1928 geological map shows only one siding off the railroad mainline in the Spring Mill area, just over the hill above the kilns and a little south of the current Mill Creek Road railroad crossing. (See Image 28.)
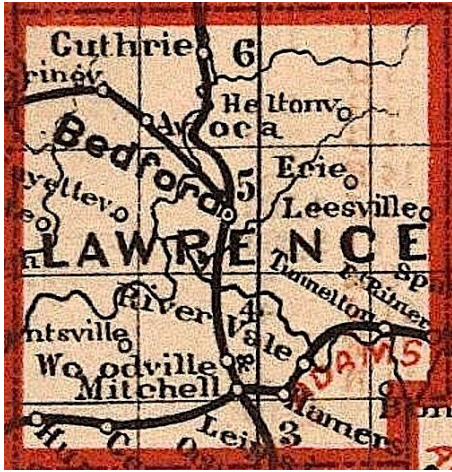
Image 27. This detail from an 1878 railroad map shows a station stop on the O&M RR at "Hamers," between Rivervale and Mitchell. The official Indiana state railroad map of 1906 also shows Hamer as a station.
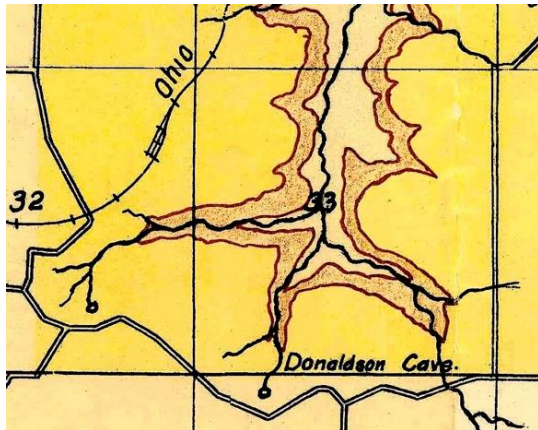
Image 28. This is a detail of Spring Mill valley from a geological map of Lawrence County in 1928, showing oolitic limestone outcroppings. Hamer's cave is in Section 32. It shows a railroad siding near where Turley and the Hostetlers had their lime burning operations.

Although Hostetler and Turley each produced some 5,000 bushels of lime per year in the 1880s, the lime operations just north of Mitchell were more productive and growing. But Turley also had bigger plans. In an 1890–91 correspondence, he tried to interest the Salem Stone and Lime Company of Louisville in his property along Mill Creek near his lime kilns. Salem Stone operated a large lime-burning plant in Washington County just west of Salem. Like all creek valleys in the county, Mill Creek valley exposed the bedrock stratum of Salem (oolitic) limestone, which was prized for dimension stone, as well as the underlying Harrodsburg limestone stratum and the overlying Mitchell limestone stratum. Turley hoped his property and the property that had long been owned by the Hixon

family would be suited to large-scale production of limestone for lime or perhaps even building stone. But in 1891, after some core drillings, the Salem Stone and Lime Company passed on its option to open a quarry on the property. This disappointment was near the end of the line for Turley and for Spring Mill village. The next year Turley's wife Julia died. Jonathan Turley died in 1896 at age 69.

Curiously, Salem Stone did at some point acquire the property but did not develop it. In 1899 the company, then called the Union Cement & Lime Co., advertised Spring Mill for sale: cave, mill, houses, property, everything. The ads in Lawrence County newspapers mentioned the "fine never failing water power," the "Stone Flouring Mill," and the valuable timber. There was no mention of lime or limestone, but the opening sentence the ad did emphasize that the property was located on the Baltimore & Ohio Southwestern Railway, the new owner of the Ohio & Mississippi.


For Sale.

The famous Hamer's Cave or Jonathan Turley place, three miles east of Mitchell on B. & O. S-W. Ry., about 215 acres, including the fine never failing water power, Stone Flouring Mill, and several dwellings. Good farming land with some valuable timber. Will be sold low upon reasonable terms, to suit purchaser. Address,

UNION CEMENT & LIME CO.,
421 W. Main St, Louisville, Ky.

Image 29. This "For Sale" ad appeared in several newspapers in March 1899, including the *Bedford Mail* and the *Mitchell Commercial*. The ad lists the mill but also the farm and forest acreage and notes the location on the B&O Southwestern railroad.

Within a year or two the property sold again, this time to an up-and-coming Pennsylvania corporation, the Lehigh Portland Cement Company, which was seeking to open an operation in the area for the production of portland cement, the limestone-and-shale based product now used in concrete and mortar. In 1901–02 Lehigh built a large plant near the railroads and developed the quarries north of Mitchell. Quickly Lehigh became the major industry of Mitchell. Within a decade the new Lehigh plant was burning 16,000 tons of coal per month to produce

12,000 barrels of cement per day. One of the phrases in the 1899 ad offering Spring Mill for sale was "never failing water power." Lehigh was not interested in the "power" part, but they were attracted by the "never failing water" part. The company bought the property in order to secure the water from Hamer Cave, which they piped to their new plant two miles to the west. Thus did Spring Mill become part of the Mitchell industrial complex.
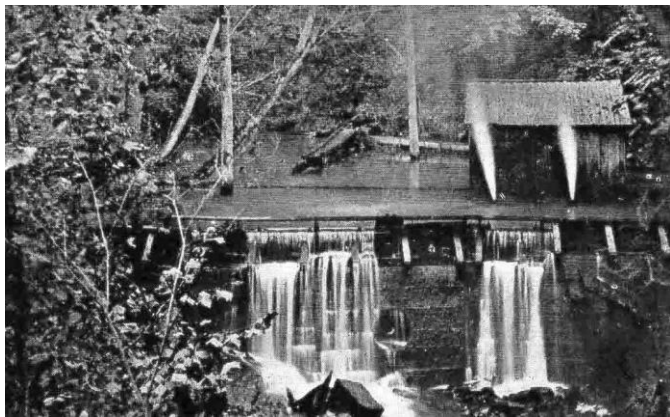
Image 30. This is the picture on an early 20th-century postcard showing the Lehigh dam and pumping station at the mouth of Hamer's Cave. After the state park was created, Lehigh retained the water rights to the cave spring.

Restoration

In the first decade of the 20th century, Spring Mill village fell into ruin. The mill building was gutted; the houses were abandoned; the main road though the village was deserted.

Image 31. This photo of the mill in ruins was probably taken in the 1910s. It shows the building gutted and the main road untended. A remnant of the old road up the side of the north bluff is visible in the distance.

The roads skirting the village, however, lived on. A 1922 Lawrence County map shows that the Spring Mill area remained a county crossroads; just the main road through the village was absent from the map. Only the occasional sightseers needed to trek down the old road from the south bluff and into the quiet village. Meanwhile, the railroad passing along the north bluff was busier than ever. Between 1893 and 1900 the Ohio & Mississippi Railway had been absorbed into the Baltimore & Ohio Railroad system, placing Mitchell and even Hamer stations on a major trunk line between the eastern seaboard and St. Louis. (See Image 27.) But, of course, no trains stopped at "Hamers" in the 20th century.
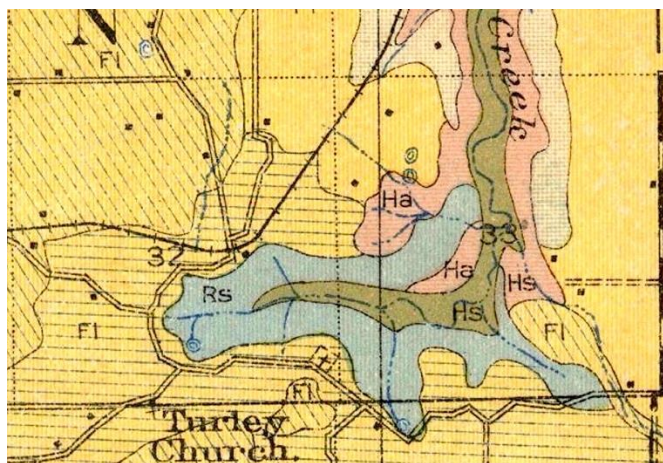
Image 32. This soil map of 1922 shows the soils of the Spring Mill bluffs and valley floor in coded colors. It's a good road map as well, with all the old roads still in use, except for the north-south stagecoach road through the village itself. It had been abandoned.

Though the village was abandoned, another enterprise, which would become key to the creation of Spring Mill State Park, continued nearby. This was the work of Indiana University zoologist Carl Eigenmann, who had set up a field lab near Shawnee (later Donaldson) Cave for his research on blind fish and other cave vertebrates. Eigenmann and his students worked in the caves on the George Donaldson property, especially Shawnee Cave and Twin Caves. Donaldson was an eccentric Scotsman who had bought 181 acres of forest and cave property in the area in the 1860s. After the 1880s he lived elsewhere, and he died in 1898. After much courtroom wrangling with Donaldson's heirs, the property came into the hands of the State of Indiana and then Indiana University in 1903. Eigenmann and IU were mainly interested in the cave fauna, but local Lawrence County boosters were more interested in turning the former Donaldson property into a public park, perhaps even a state park.
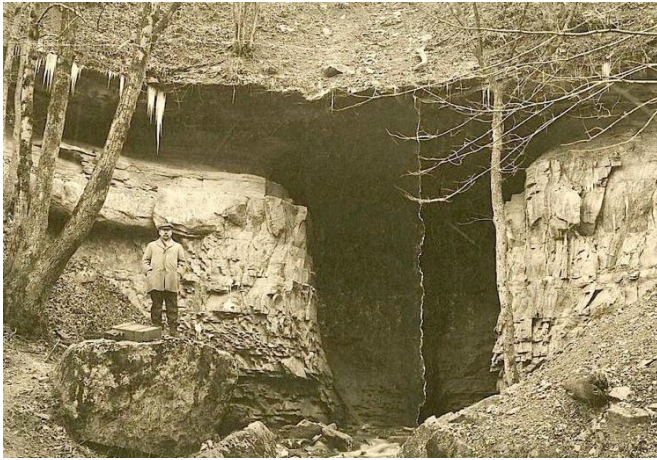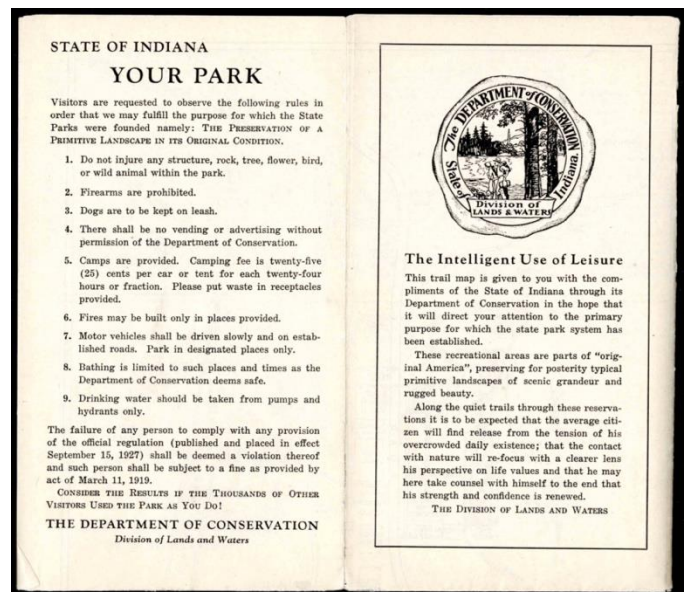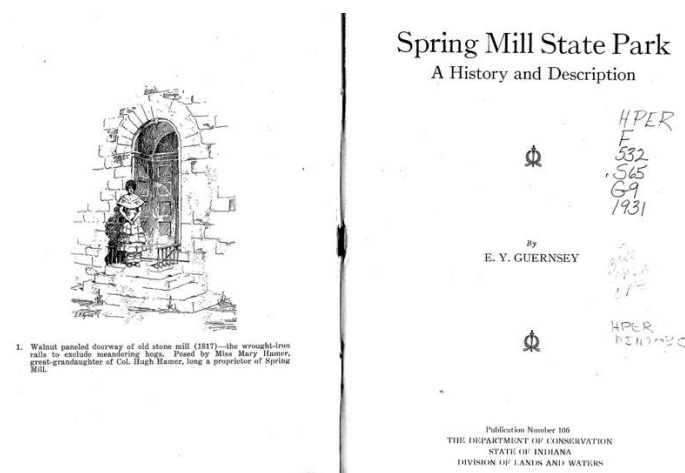
Image 33. This is a photo of Professor Carl Eigenmann c.1905 standing at the entrance to Donaldson Cave, formerly Shawnee Cave. By that time the cave and the George Donaldson property had come into the possession of Indiana University.

Guernsey and Lieber formed a good partnership because they shared a two-fold philosophy of state park creation: nature conservancy and historic preservation. Nature was paramount. The chief attractions at Spring Mill would be the caves, the springs, the forests, the trails, the isolated valleys and ravines. Spring Mill State Park's first visitors' guide declared that Indiana's state parks were "parts of 'original America,' preserving for posterity typical primitive landscapes of scenic grandeur and rugged beauty. Along the quiet trails through these reservations it is to be expected that the average citizen will find release from the tension of his overcrowded daily existence." But this park would be different from the other state parks that Lieber had championed. At Spring Mill, Guernsey and Lieber sought to restore a historic industrial village that lay right in the middle of their bucolic natural landscape. At Spring Mill, nature conservancy and historic preservation would seem to be in tension, even contradiction. But neither Guernsey nor Lieber saw it that way.

The crucial local booster of the state-park idea was E.Y. "Dick" Guernsey, a Bedford businessman, politician, local historian, and trained archeologist. In the 1920s Guernsey worked with state legislators and with the visionary founder of the Indiana state park system, Richard Lieber, to imagine and to create what became Indiana's fifth state park. George Donaldson's property was the nucleus of the park. Guernsey and Lieber then cajoled Lehigh officials into donating the abandoned Spring Mill valley and village property, although Lehigh retained the water rights to the Hamer Cave spring. Meanwhile, Lawrence Countians raised money to buy more acreage nearby. Spring Mill State Park was born in 1927 and was opened to visitors in 1930.

Image 34. The best accessible online account of the acquisition and restoration of the park property is still E.Y. Guernsey's 1931 pamphlet, *Spring Mill State Park*.

Image 35. The first visitors' guide to Spring Mill State Park in 1932 included a trail map plus a statement on "The Intelligent Use of Leisure" that reflected the state-park philosophy of E.Y. Guernsey and Richard Lieber.

For Guernsey and Lieber, historic preservation could be as primal, serene, and regenerative as the natural landscape. In 1920s America, the pioneer gristmill, with its slowly turning overshot wooden waterwheel—down by the old mill stream—had already become part of the nostalgia of popular history. And this is the kind of history that Guernsey had in mind for Spring Mill. Not only would the mill be restored to its pioneer form; so would other village industries: a smithy, a sawmill, a still house, a hattery, a tannery, a cooperage, a woodworker's shop. All would be set into a kind of tranquil, harmonious

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garden. In a talk to the Indiana History Conference in December 1929, Guernsey described the scene he envisioned: "One enters the valley over a now improved road descending two or three hundred vertical feet, finding one's self shut off from the outside world and surrounded by precipitous, wooded hills. Upon every hand are murmuring springs, and the voice of birds. It is beautiful, restful, and altogether primitive."

To a surprising extent, this is what the restorationists achieved. Though the mill's overshot waterwheel been replaced by a modern water turbine in the 1880s, and none of the mill's machinery remained in 1927, the Conservation Department engineers did their best to recreate the original wooden wheel, wooden gearing, and early 19th-century stone-milling apparatus, all of which had been discarded long before. The back page of this booklet shows the new waterwheel under construction in 1930.
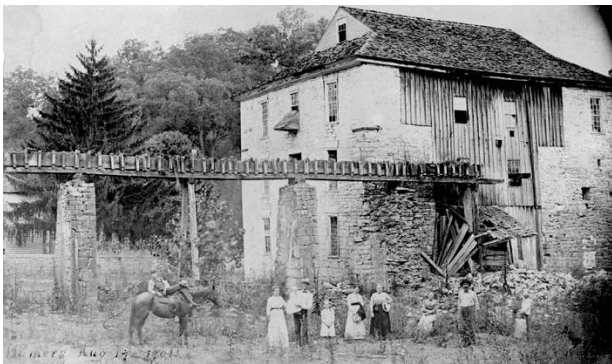

Image 36. This photo from 1901 may be the only surviving photo of the mill that shows the upright wooden turbine box (or flume), by then collapsed, that had replaced the overshot waterwheel in the 1880s. (See Image 23.)
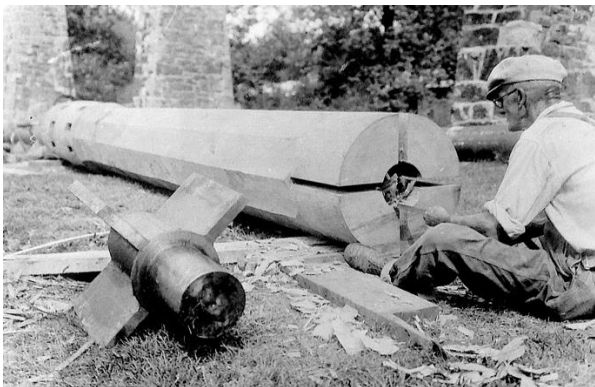
Image 37. This photo shows a millwright at work on the new wooden main shaft in 1930. On the left is an iron journal, called a gudgeon, that fits into the end of the main shaft and rotates in an iron bearing.

The village buildings were restored, repurposed, or reconstructed as early 19th-century log cabins. The shops were pioneer handicrafts. (See map on page 20.) Jonathan Turley's auxiliary businesses—lime burning and brandy distilling—were not ignored altogether in the restoration, but they were not developed. The lime kilns remain today as ruins in the woods, described briefly in the park guides. (See Image 26.) The Still House was rebuilt but evolved into the woodworker's shop. Of course, reconstruction of a working distillery during the era of Prohibition was a non-starter. Only recently has the park launched a plan for an authentic recreation of Turley's distillery.

The park's use of rivers, roads, and rails played into Guernsey's and Lieber's founding vision of isolation and serenity. Though Spring Mill village had been a transportation hub in the era of Hugh Hamer, that history was largely missing from the physical restoration. Park literature mentions the proximity of the village to the White River and the Hamer family's flatboat enterprise at Boatyard Bend. But a park visitor would have no idea where Boatyard Bend was, how far it lay from the village, or by what route goods were delivered to it. The 19th-century road network to and around Spring Mill village became the park's roads. (See map on page 8.) But from the beginning all but one were stubbed off at the park's boundaries, a necessary decision probably, but one that contributed mightily to the sense of seclusion and separation from the outside world. And then there was the railroad, which still actually crosses through park property just north of the village. Early park literature created a curious myth that the railroad, much coveted by Hugh Hamer, bypassed Spring Mill when in fact it was built as close to the village as it was possible to build a railroad.
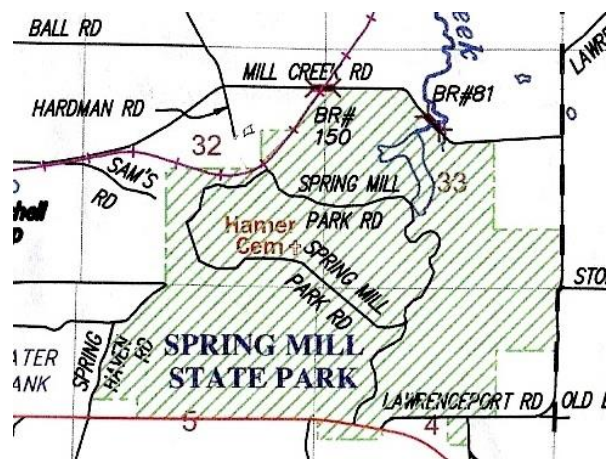
Image 38. This detail from a recent map of Lawrence County shows how the old roads coming into Spring Mill valley have been stubbed off or diverted. The railroad, now CSX, runs through park property on the north.

Perhaps the most interesting chapter in the story of Spring Mills' artfully constructed isolation is the evolution of what is today called Stagecoach Trail. In the early years of Spring Mill State Park, all park roads were repurposed state and county roads. In the late 19th century the main east-west road between Mitchell and Salem (later State Highway 60) skirted Spring Mill village south of the valley, following what is today the park road that runs by the Hamer Cemetery. The main north-south road came into the Spring Mill area on that same road but then turned down the bluff, through the village, up the north bluff, across the railroad track, and on to Bedford, Bloomington, and Indianapolis. (See maps on pages 8 & 20.)
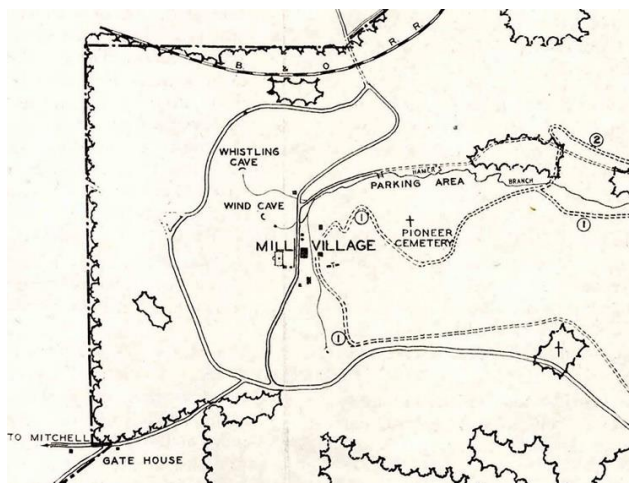

Image 39. This is a detail from the park visitors' guide of 1932. Visitors entered the park from the west side and drove down through the village to the parking lot. That route followed the old Fredonia-Indianapolis stagecoach road.

When the park opened, the main north-south road became the park entrance road on the west side, and Highway 60 was diverted around the southern boundary of the park where it runs today. Visitors drove into the park at the westside Gate House, then down the bluff through the center of the village, to a parking lot near where the concession building is today. This was the "improved road" that Guernsey had rhapsodized about in 1929.

Driving down Stagecoach Trail certainly gave early park visitors a sense of how the village was connected by road with the outside world, but it was a traffic hazard for pedestrians and it disrupted the serenity of the setting. In the late 1930s an entirely new park road was constructed down into the valley from the east, with new parking lots built where they are today. The road through the village—the old Indianapolis–Fredonia stagecoach road—vanished. The south bluff portion became Stagecoach Trail; the north bluff portion was abandoned completely, with

only a portion of the grade and a few remnants of 1930s pavement remaining. By the end of the 1930s, the village was completely cut off from vehicular traffic, except for a service road. For visitors, access to the village would be by foot. The old main street became a narrow asphalt path. Guernsey's dream of 1929— "beautiful, restful, and altogether primitive"—became reality.
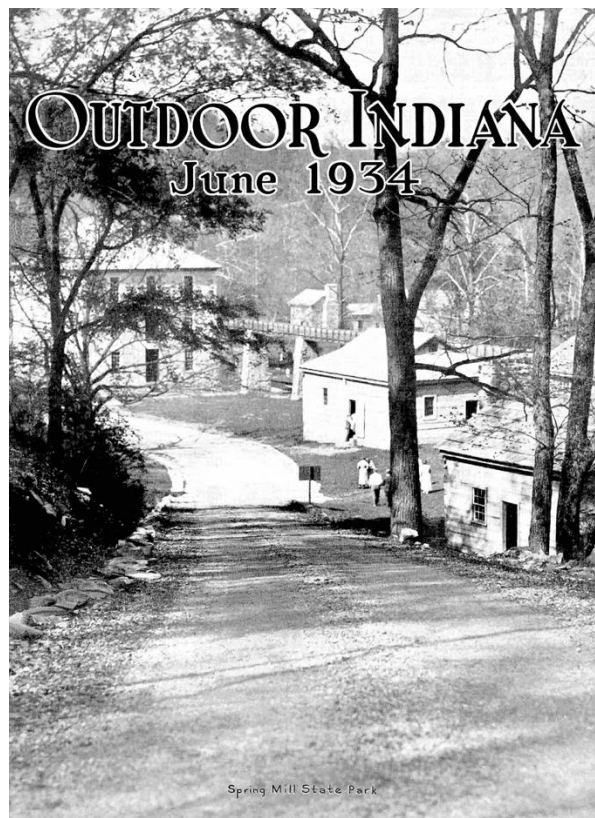
Image 40. This is a view, looking north, of how visitors entered the village by car in the early 1930s when Stagecoach Trail and Main Street were restored as actual roads.

Image 41. This is a view, looking south, of Main Street today. The tiny gravel path on the upper right is Stagecoach Trail.

Coda

Like the places they portray, historic reconstructions have their own histories. They are built, they evolve, they sometimes decline, and they often are reconstructed yet again. In 2024 the park rebuilt the mill's wooden flume, waterwheel, and shafting. As the 2027 centennial of Spring Mill State Park approaches, park managers are working to reconstruct the distillery. The rise of small-scale craft distilling in the 21st century has made this possible as a practical and legal enterprise as well as an appropriate historic reconstruction for Spring Mill.

Image 42. This 1930s postcard highlights the Still House, though it was not developed at that time as a distillery. Until recently, it was the woodworker's shop.

Though Jonathan Turley made some effort to save the grain mill, it was his apple brandy that gave Spring Mill a second chance at life in the 1880s and '90s. When Turley died in 1896, his obituary in the *Mitchell Commercial* did not even mention his mill or his farm. Rather it lauded him as "the originator and owner of the famous Turley Distillery." The last entry in his ledger for April 1896 was for a batch of apple brandy.


DEATHS.

Jonathan Turley, an old pioneer of this county, living near Lawrenceport and a man known to most of the inhabitants of this section of the county, died at his residence last Saturday of cholera morbus. The deceased was a self-made man and was industrious and prosperous. He was the originator and owner of the famous Turley Distillery which he instituted in 1879 and which he conducted successfully for a number of years. Mr. Turley was a native of Marion township and was 70 years old at the time of his death. His remains were interred Sunday afternoon.

Image 43. Though Turley struggled in his last years, this 1896 death notice remembers him as prosperous as well as industrious.

Like E.Y. Guernsey and the other founders of Spring Mill State Park, Jonathan Turley had his own nostalgic memories of Spring Mill valley. Sadly, the Turley Collection of business letters and ledger books at the State Library contain almost no private papers, no evidence of Turley's inner life—with one exception. In September 1893, less than a year after his wife Julia died, the World's Columbian Exposition then under way in Chicago hosted Indiana Day, with 100,000 Hoosiers in attendance and a roster of prominent Hoosier orators, including the poet James Whitcomb Riley. Riley recited one of his most popular Indiana poems, "When the Frost is on the Punkin." Jonathan Turley noticed. On a page in one of his business ledger books, under the heading "Riley at the world's fair," he wrote down the last verse of the poem, the verse that must have had the sweetest memories for him, the verse about apples:

> Then your apples all is gethered, and the ones a feller keeps
> Is poured around the celler-floor in red and yeller heaps;
> And your cider-makin' 's over, and your wimmern-folks is through
> With their mince and apple-butter, and theyr souse and saussage, too! ...
> I don't know how to tell it—but ef sich a thing could be
> As the Angels wantin' boardin', and they'd call around on me—
> I'd want to 'commodate 'em—all the whole-indurin' flock—
> When the frost is on the punkin and the fodder's in the shock!
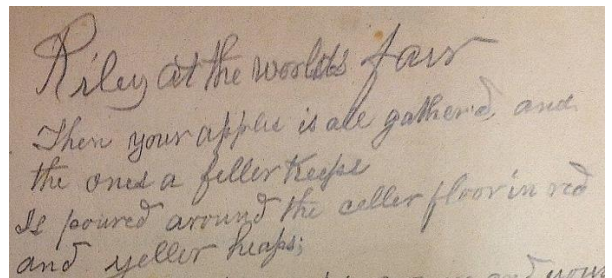
Image 44. This is a detail from a page in an 1893 ledger. The Turley Collection at the Indiana State Library consists almost entirely of business papers, except for this one page in an 1893 account book.

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A Road Ran Through It
— 1932 —

PLAT OF SPRING MILL VILLAGE
This historic village, flourishing in the early nineteenth century, deserted with the advent of the railroad through Mitchell, is now in the course of restoration.
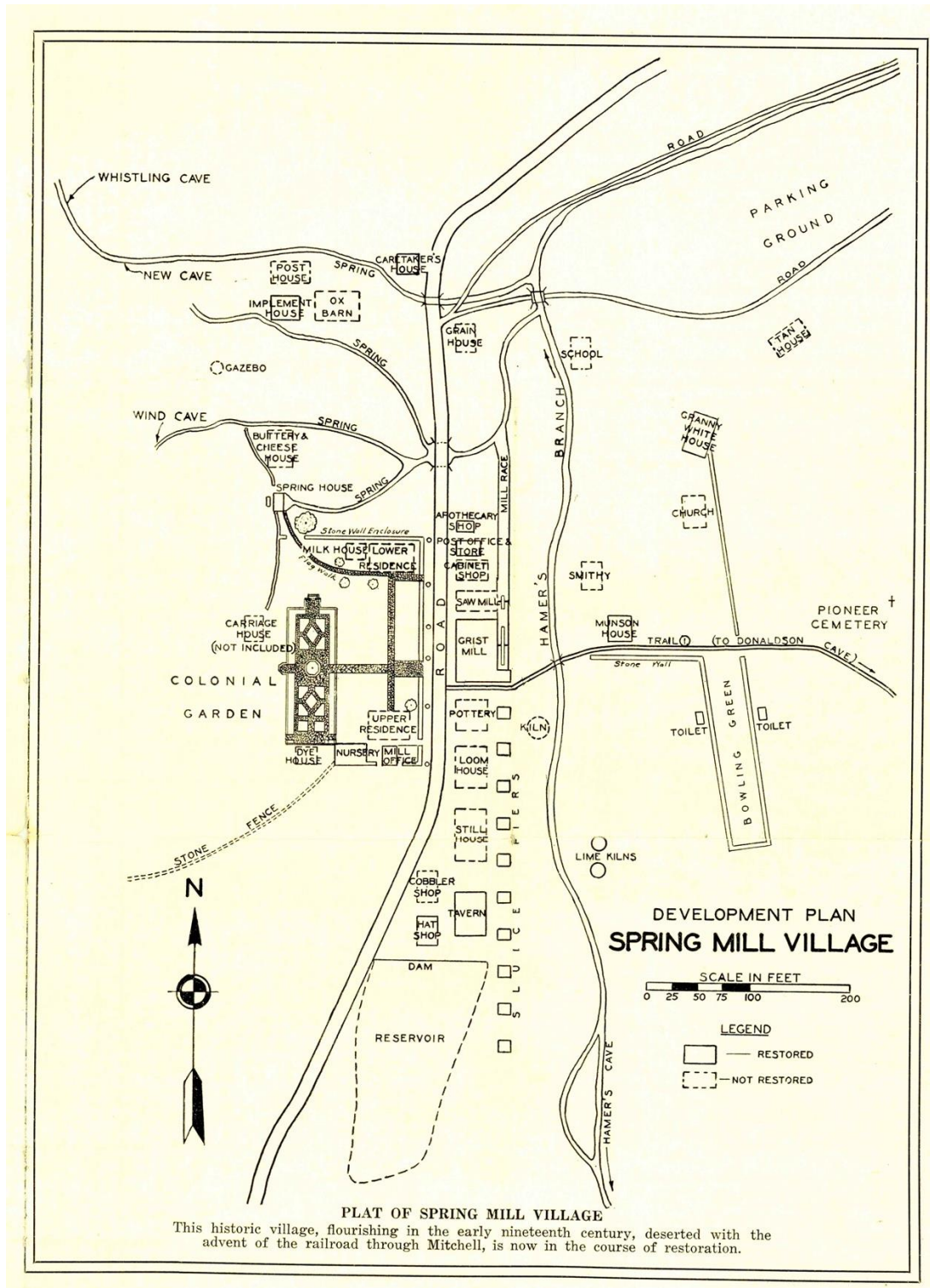
Spring Mill Village Development Plan, in *Trails in Spring Mill State Park*, park map and guide, (Indianapolis: Indiana Department of Conservation, 1932), accessible online at Indiana State Library, Digital Collections.

Sources: Photos, Maps, and Clippings

Note: Nearly all of the maps in this booklet are listed, described, and illustrated in *Mapping Lawrence County, Indiana: An Annotated Bibliography, 1818–1941*, by David Paul Nord (Bedford: Hutton Research Library, updated 2024), which is accessible online as a PDF with clickable links to maps at several libraries, including the [Indiana Historical Society](#) and the [Indiana State Library](#).

Image 1. Main Street walking path, looking north, Spring Mill village. Photo by the author.

Image 2. Main Street abandoned, c.1920. Spring Mill State Park archives, not online. Similar photos are accessible online at [Friends of Spring Mill State Park, Spring Mill Historic Photographs](#),

Image 3. *Map of Marion Township*, in *An Atlas of Lawrence County, Indiana*, by B.N. Griffing (Philadelphia: D.J. Lake & Co., 1879), accessible online at [Indiana State Library, Digital Collections](#). See map on page 8.

Image 4. *Shelton & Kensett's Map of the State of Indiana*, by W. Shelton and T. Kensett (n.p.: Shelton & Kensett, 1817), accessible online at [David Rumsey Map Collection](#).

Image 5. Field Notes for T4N R1W, in *Plats & Field Notes, Lawrence County* (Cincinnati: United States Surveyor General, 1806–1811), accessible online at [Monroe County Surveyor's Collection, Internet Archive](#).

Image 6. *Our Whole Country: A Panorama and Encyclopedia of the United States, Historical, Geographical and Pictorial*, Vol. 2, by John Warner Barber and Henry Howe (Cincinnati: Charles Tuttle, 1863), p. 1052, accessible online at [Google Books](#).

Image 7. *Map of Indiana*, by John Melish (Philadelphia: John Melish & Samuel Harrison, 1817), accessible online at [Boston Public Library, Leventhal Map Center Collection](#).

Image 8. *A Map of the State of Kentucky, from Actual Survey, also Part of Indiana and Illinois*, by Luke Munsell and Hugh Anderson (Frankfort: n.p., 1818), accessible online at the [Library of Congress, Geography and Maps Division](#).

Image 9. White River, East Fork, at Boatyard Bend. Photo by the author.

Image 10. *Map of Lawrence County, Indiana*, by John Collett and E.T. Cox (Indianapolis: Sentinel Company, 1874), prepared for *Fifth Annual Report* (1873), Indiana Geological Survey, 1874, accessible online at [Indiana Historical Society, Digital Images Collection](#).

Image 11. *Map of Indiana*, by John Melish (Philadelphia: John Melish, 1819), accessible online at [Indiana Historical Society, Digital Images Collection.](#)

Image 12. *Messages and Papers of Jonathan Jennings, Ratliff Boon, William Hendricks, Governors' Messages and Letters*, vol. III, 1816–1825, ed. by Logan Esarey (Indianapolis: Indiana Historical Commission, 1924), p. 457, accessible online at [Indiana State Library, Digital Collections](#).

Image 13. "Stage Routs [sic] in Indiana," from *The Western Tourist and Emigrant's Guide*, by J. Calvin Smith (New York: J.H. Colton, 1839), p. 175, accessible online at [Google Books](#).

Image 14. *Map of Ohio and Indiana, Exhibiting the Post Offices, Post Roads, Canals, Rail Roads, &c*, by David H. Burr (London: John Arrowsmith, 1839), accessible online at [David Rumsey Map Collection](#).

Image 15. See [Image 3](#) and map on page 8.

Image 16. *A New and Complete Rail Road Map of the United States*, by William Perris (New York: Korff Brothers, 1858), accessible online at [David Rumsey Map Collection](#).

Image 17. *Johnson's Map of Indiana Showing the Railroads and Townships*, by A.J. Johnson (New York: A.J. Johnson, 1858), accessible online at [Library of Congress, Geography and Map Division](#).

Image 18. *New York Daily Tribune*, April 21, 1857, p. 8, accessible online at several databases, including [America's Historical Newspapers](#) and [Newspaper Archive](#).

Image 19. *Bedford East Quadrangle, Topographic Map*, 1978, and *Mitchell Quadrangle, Topographic Map*, 1960 (Washington, D.C.: U.S. Geological Survey, 1978 & 1960), accessible online at [USGS Historical Topographic Map Explorer](#).

Image 20. *Map of Marion, Guthrie, and Bono Townships*, in *W.H. Stairs' Map of Lawrence County, Indiana, Compiled from Surveys*, by W.H. Stairs and W.W. Dill (Indianapolis: W. & J. Braden, c.1866), accessible online at [Indiana State Library, Digital Collections.](#)

Image 21. *Plan of Mitchell, Lawrence Co*, in *Illustrated Historical Atlas of the State of Indiana*, by Alfred T. Andreas (Chicago: Baskin, Forster & Co., 1876), accessible online at [David Rumsey Map Collection](#).

Image 22. Postcard, *Blish Milling Company, Seymour, Indiana*, c.1910. accessible online at [Allen County Public Library, Digital Collections](#).

Image 23. *The Victor Turbine*, catalog, (Dayton, Ohio: Stilwell & Bierce Mrg. Co., 1882), p. 21, accessible online at Internet Archive.

Image 24. Distillery building, undated photo, Spring Mill State Park archives, low-resolution copy accessible online at Friends of Spring Mill, Spring Mill Historic Photographs.

Image 25. John Reath to Jonathan Turley, 14 January 1883, and Michael Horan to Jonathan Turley, 10 February 1881, Jonathan Turley Papers (Indianapolis: Indiana State Library). The inventory is accessible online at the Indiana State Library, Manuscripts Department.

Image 26. Lime kiln ruins, Spring Mill State Park. Photo by the author.

Image 27. *Cram's Railroad & Township Map of Indiana*, by Geo. F. Cram (Chicago: Western Map Depot, 1878), accessible online at David Rumsey Map Collection. See also *Official Railroad Map of Indiana*, by Railroad Commission of Indiana (Indianapolis: William B. Burford, 1906), accessible online at Indiana Historical Society, Digital Collection.

Image 28. *Map of the Lawrence County Region of the Indiana Oolitic (Salem) Limestone, Showing Its Areal Outcrop and Quarries*, by W. N. Logan and Ralph Esarey (Indianapolis: Indiana Department of Conservation, Division of Geology, 1928). This map is not accessible online; it is held in the map collections of the Indiana State Library, Indianapolis, and Indiana University Wells Library, Bloomington.

Image 29. Ad in *Bedford Weekly Mail*, 17 March 1899, page 2, accessible online at Newspapers.com; and *Mitchell Commercial* 30 March 1899, page 4, accessible online at NewspaperArchive.com.

Image 30. "Hamer's Cave — water supply of Lehigh Portland Cement Co., showing air pump exhaust," Mitchell, Ind., postcard c.1910, accessible online at Friends of Spring Mill State Park, Spring Mill Park Postcards.

Image 31. Hamer's Mill photos, c.1900–1920, in Richard Lieber Manuscripts collection, Lilly Library, Indiana University-Bloomington. These and similar photos are also in the collections of the Indiana State Library. Some are accessible online at Friends of Spring Mill State Park, Spring Mill Historic Photographs.

Image 32. *Soil Map, Indiana, Lawrence County Sheet*, by W.E. Tharp (Washington, D.C.: Bureau of Soils, U.S. Department of Agriculture, 1922), accessible online at IU-Bloomington Libraries, Indiana Historic Maps.

Image 33. Carl Eigenmann at Donaldson Cave, c.1905, Indiana University Archives, accessible online at Indiana University Archives, Photograph Collection.

Image 34. *Spring Mill State Park: A History and Description*, by E.Y. Guernsey (Indianapolis: Department of Conservation, 1931), accessible online at Indiana State Library, Digital Collections.

Image 35. *Trails in Spring Mill State Park*, park map and guide (Indianapolis: Indiana Department of Conservation, 1932), pp. 1 and 5, accessible online at Indiana State Library, Digital Collections. See map on page 20.

Image 36. Hamer's Mill photo, 17 August 1901, in Richard Lieber Manuscripts collection, Lilly Library, Indiana University-Bloomington. A copy of this photo is accessible online at Friends of Spring Mill State Park, Spring Mill Historic Photographs.

Image 37. Spring Mill Waterwheel Construction, 1930, photos by Denzil Doggett, in Water-Powered Mills Committee Collection, Lawrence County Photographs, box 2, folder 9, Indiana Historical Society. Doggett was chief engineer on the project. The inventory to the collection is accessible online at Water-Powered Mills Committee Collection, 1840–1983.

Image 38. *Map of Lawrence County, Indiana* (Bedford: Lawrence County Commissioners, 2014). This excellent printed map is not accessible online, but there is a link to a current online county map (via Google Maps) at the Lawrence County Highway Department.

Image 39. *Trails in Spring Mill State Park*, park map and guide (Indianapolis: Indiana Department of Conservation, 1932), accessible online at Indiana State Library, Digital Collections. A current Spring Mill State Park road and trail map is accessible as a downloadable PDF at Indiana Department of Natural Resources, Indiana State Parks, Spring Mill State Park.

Image 40. *Outdoor Indiana*, June 1934 (Indianapolis: Indiana Department of Conservation). See also "Spring Mill Village: A Pioneer Settlement As It Was 125 Years Ago," by John McLeod in *Buick Magazine*, March 1939. Copies of both photos are accessible online at Friends of Spring Mill State Park, Spring Mill Historic Photographs.

Image 41. Main Street walking path, looking south, Spring Mill village. Photo by the author.

Image 42. Mill Still House, undated postcard, in Water-Powered Mills Committee Collection, Lawrence County Photographs, Indiana Historical Society. The inventory to the collection is accessible online at Water-Powered Mills Committee Collection, 1840–1983.

Image 43. Jonathan Turley death notice, *Mitchell Commercial*, 6 August 1896, p. 1, accessible online at Newspaper Archive.com.

Image 44. Account Book, 1883–1894, page 1, Box 5, Jonathan Turley Papers (Indianapolis: Indiana State Library). The inventory to the Turley Papers, though not the papers themselves, is accessible online at the Indiana State Library, Manuscripts Department.

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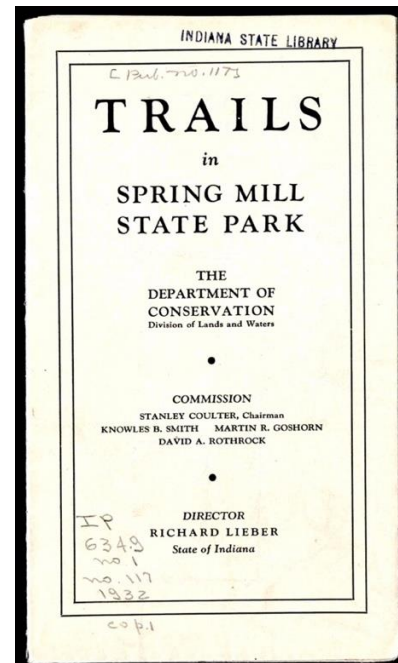
Spring Mill Waterwheel Construction, 1930, photo by Denzil Doggett,
in *Water-Powered Mills Committee Collection*,
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