Interpretive Planning

a study of

Eaton, Indiana
INTERPRETIVE PLANNING
a study of
Eaton, Indiana

LA 405
Fifth Year Landscape Architecture
Creative Project
Ball State University, Muncie Indiana 47306
Completed by Jim Naville
Project advisors Professor George Young
and Department Chairperson Noel Vernon
May, 1989

Cover picture: Carter's Mill Eaton, Indiana c.1897
Sammy Younce in shirt sleeves, Harrison Strong and
Martin Brandt with horse, Joe Long to the left of mill door
(Picture from the Indiana Historical Society).
Table of Contents

A. Introduction - outlining my reasons for choosing this project for my fifth year creative project

B. Problem Statement - a concise definition of the problem outlining the desired results of my efforts

C. Interpretative Planning - utilizing the United States National Park Service Interpretive Planning Handbook as a model to outline how to plan the interpretive trail system for Eaton, Indiana

D. History of Eaton, Indiana - A history of the town's first one hundred years developing a basic knowledge of the possible historic resources

E. Analysis of Resources - a graphic and written analysis of the cultural historic resources available in the town of Eaton

F. Master Plan of Trail System - a graphic design for the trail system and orientation park to be developed in Eaton utilizing the available cultural resources

G. Construction Details - A package of construction detail illustrating how the elements of the master plan are to be built

H. Source Bibliography - a listing of all sources both written and verbal as well as uncopyrighted materials
Introduction

I have a great interest in our cultural history because where our society stands today is in part a reflection of our past. We live in a time that is crucial for the salvation of our rural cultural landscape history, as many forgotten farmsteads vanish under our sprawling Indiana suburbs and mechanized agriculture. If we hope

Here is a forgotten farmstead in Union Township (Naville, 1989).
to retain any of the integrity of our cultural landscapes they must be recognized for what they are and documented. Because many of these landscapes and their elements have existed virtually unnoticed for years and seem quite commonplace to many Hoosiers, it is hard to convince people that they are important, fragile, and easily lost. Education of the public about its rural history should be a priority of those aware of the problem. The burden of education lies on the shoulders of all Hoosiers. Landscape Architects are in a particularly useful position because they have the knowledge to identify and document such landscapes. The development of public awareness should provide the impetus for state-wide identification and documentation of all the possible details still available, not just the elements that qualify for national recognition.

**Problem Statement**

Interpretive planning is the vehicle for education of the public about local history. Elements of our past are all around us if only our awareness were elevated to recognize them. Interpretative
trails allow Landscape Architects and other professionals to illustrate history with existing examples or ruins. This method brings history to life. Learning is multiplied when it is accompanied by example. The goal of this study is to prove that elements of cultural history in Eaton, Indiana, can be utilized to educate the public about its cultural history by planning an interpretive trail system. Public awareness about the cultural history of Indiana is regrettably low. This study will analyze the history of Eaton, Indiana to illustrate how cultural history can be utilized as a resource. An interpretive trail system will be developed to illustrate one method of utilizing this resource. Existing elements of the town's history will be utilized whenever possible to aid in interpretation. Such trails in and around communities could serve to educate all of us about vanishing relics of our cultural history.

**Interpretive Planning**

In order to develop an interpretive trail system for Eaton, a modified version of the National Park Service process for planning
such systems will be utilized. The method outlined in the Interpretive Planning Handbook is modified because this study is not concerned with coordinating this system with other existing systems or with detailed cost estimating. This is a basic list of principles used by the park service when planning interpretive trails.

1.) Interpretive themes and objectives should be defined clearly.

2.) Each part of an interpretive program should be assigned to the medium or method best suited to do the job.

3.) The topics to be interpreted should enhance a visitor's appreciation for the park/in this case awareness of cultural history.

4.) Everything need not be interpreted.

An intimate knowledge of possible interpretive resources is needed to identify objectives and themes. Here is an outline of the National Park Service planning process.

A. Gathering Information

B. Analysis
C. The Trail Plan

D. Review Revision

E. Approval

F. Implementation

There are three messages that the visitor should be oriented with to start the trail experience. First, an introduction to the site explaining its significance. Second, a description of the trail and supporting facilities. Third, a brief explanation of the interpretive objectives. This will tell the user what the trail hopes to accomplish (Paskowsky).

The trail in Eaton will utilize existing elements when possible as illustration for interpretation. Actual scenes are the primary focus of attention supported by written descriptive labels or by supplement (small booklet). Exhibits have several advantages according to the park service.

1.) They can be viewed at the visitors own pace.
2.) They display objects associated with the site.
3.) They are three dimensional.
4.) They promote participation.
5.) They are well suited for presenting graphically illustrated ideas.

The main limitation to exhibits is that they are subject to deterioration. Special care must be taken to insure against this and vandalism (Paskowsky).

The use of wayside exhibits is the most compatible with the Eaton trail system. These exhibit should be clearly visible and provide a good view of the object to be interpreted. Wayside exhibits have several advantages.

1.) They are always available.

2.) They utilize real objects for interpretation.

3.) They are inexpensive.

4.) They can be designed to blend with the environment.

The main limitation of wayside exhibits is vandalism. Use of sturdy materials for their construction is recommended (Paskowsky).

The use of supplemental publications is another option for the interpretive trail planner. These relatively inexpensive devices are portable and provide in depth information while being immune to the limitations of the wayside exhibit. They can also keep the
visitor oriented to the trail after he has left the starting point. Care should be taken not to overwhelm the visitor with lengthy text (Paskowsky).

**History of Eaton, Indiana**

It wasn’t until about four years after Indiana became a state that Delaware County boasted more than a few permanent settlers. Indiana was a much different place than the place we know today. Dark forests blanketed most of what became Delaware County and the roads were derivative of animal trails. The Indian residents, Delawares, utilized these primitive trails as roadways through the forest connecting their villages with others like them. The Treaty of St. Mary’s on October 3, 1818 ceded all Indian land in Indiana to the United States thus by the time many early permanent settlers arrived to the county most of the Indians had gone west (Kemper).

The rivers of Indiana provided one of the easiest modes of transport through the forests. Land entries in the northern parts of Delaware County were first made along the Mississinewa where mill sites and water for human and livestock consumption was available.
The Mississinewa River near Eaton, Indiana (Naville, 1989).

The Mississinewa cuts through the heart of Union township where Eaton is located. The early settlers of the area had a hard job ahead of them after they made the journey to Delaware County. Giant trees, big enough to park a wagon on their stump, had to be cleared with primitive tools and strong backs. Primitive cabins, that often had dirt floors, were constructed to house their families (Dorton).
The Mississinewa has served Union Township in many ways. It provided the means for travel for some settlers and merchants as well as power for mills, fish for food, and water for drinking. The early pioneers truly depended on the river for their very existence. The river, navigable to small boats was used for transport of cargoes to market. Flat boats loaded with venison, hams, honey, dried fruits, furs, pelts, linseed oil, lard and other commodities produced by the farming settlers were sent down river to Peru, Indiana where they were sold for profit (Ridgeville News). Even the boats themselves were sold for lumber. A boat could sell for as much as $20.00. This was a lot of money, considering that land sold for $1.25 and acre. These trips down river would bring quite a bite of money into the Township (Dorton).

Eaton owes its origin to the first mill in the township and one of the first in the county. It was built by Francis Harris in the early 1830's. The first mill processed only corn, later flour was needed so the mill added a new set of buhrs (millstones) to process wheat. The mill was operated for eight years until he sold it to the firm of Carter and Johnson. They upgraded the mill, turning it into a combination
saw grist mill. The mill burned shortly afterward but was quickly rebuilt on the same site (Ellis). From the writings of Eugene S. Wierbach while he was working on the Delaware County Mills Commission for the Indiana Historical Society in May of 1940 he gives the account of Martin Brandt Sr., one of the pioneer residents of Eaton, about the Harris Mill, "The first mill was located farther east along the Mississinewa River and when the railroad came to Eaton the old mill was moved into town and re-erected as a warehouse to serve the railroad also in this building was the first telegraph office. This stood where the present grain elevator now stands." The miller was said to receive one eighth of the flour ground by the water wheel and one seventh of the flour ground by steam as payment for his work (Wierbach). From the Muncie Telegraph on March 15, 1841 proof of the early mills existence is found in an add for the sale of a farm. The subscriber offers for sale," his farm situated on the Mississinewa River, one half mile from Harris Mill, one and a half miles from Granville and 11 miles from Muncie. 160A. 80 cleared with good fence. A young orchard; substantial hewn log house; a good well of excellent water and
plenty of never failing stock water." The mill ceased operation around 1900, and the building itself was eventually dismantled and used to build barns. In the area around this mill before 1870, four or five families grouped their homes. The Younts, Young, and
Carmichael families--being the principle ones--are considered to be the pioneer residents of Eaton(Kemper).

The 1840 Delaware County Census shows this information about mills located in the county.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Grist Mills</td>
</tr>
<tr>
<td>14</td>
<td>Saw Mills</td>
</tr>
<tr>
<td>$23,350</td>
<td>Value of Manufactures</td>
</tr>
<tr>
<td>35</td>
<td>Men Employed</td>
</tr>
<tr>
<td>$25,140</td>
<td>Capitol Invested</td>
</tr>
</tbody>
</table>

Another Mill west of Carter Mill was important to the areas economy. The Studebaker Mill was constructed in 1845 and owned by David Studebaker. He operated the mill until January, 29 1850 when he and his wife Catherine sold the mill site to William Mitchell for $1,200. Mitchell sold his interest in the mill to Joseph and Sarah Younce. On February 5, 1869 the mill was again sold to Michael Hyland for $1,750. The mill is said to have had two overshot wheels for power with French Granite Buhrs or millstones. The mill produced linseed oil and other commodities. In fact linseed oil from the mill composed large parts of the flat boat cargoes that went
down the Mississinewa River to Peru (Wierbach).

Michael Hyland was a native of Ireland and learned at an early age the wool trade. At the age of 12 he moved with his parents to England. At the age of 19 he came to America with his family. His family moved about for a time until they settled in Madison County, Indiana, where he erected a Grist Mill along Pipe Creek just East of the town of Frankton. The dam for the mill broke causing him to give up the operation and he came to see the Studebaker Mill in Union Township. After having his bad experience with the mill dam he was determined to check the dam for the Studebaker Mill before he even thought of purchasing it. Even though it was the middle of winter the determined man stripped off his cloths and dove into the cold waters of the Mississinewa diving under to check the base of the dam for leaks or faults. He determined the dam was stable and completed the deal. The millstones for the mill were purchased from an abandoned mill east of Muncie along the White River. Three buildings were located on the mill site. There was a large residence of frame construction, a smaller house, and the mill house. The small house soon became the loom house and the Hylands built a
large brick house for their new residence in 1875. Three millers worked for the Hyland's; Thomas Dunn, John Rench and Sammy Younce. Sammy Younce was a well known miller in eastern Indiana and he worked at the Carter Mill as well. A number of women were also employed at the mill to weave cloth. The cloth items made at the mill were sold at stores in Muncie and Hartford. Some of the products produced at the mill were flannel yardage, blankets, satinette, and a combination of cotton and wool called Janes (Wierbach). Some local residence raised sheep and took their flax to the mill washed it in the river and had it made into yarn, cloths and other items. In 1889 the Mill houses burned thus ending the business (Morris).

As civilization came to the Township so did roads. Over time use of the Mississinewa for cargo transport tappered off. Supplies and goods were transported by road to and from Richmond, Piqua, Peru and other places. These roads were primitive at first and impassable most of the year, but over time they developed. The first wagon roads were cut by settlers through the forest. Small trees were cut so that a wagon could squeeze through by easiest and
nearest route. More advanced roads with logs to drive on were developed. In making roads, special attention had to be made for the natural fording places along the Mississinewa. These fords generated small towns with inns and stores where settlers could buy supplies or stop for the night. Two natural fords were located near Eaton: one at Union Corners (Henpeck) and another at Granville both just east of town. The community at Union Corners grew out of the activity caused by the ford and the junction of two roads the Ft. Wayne state road and the Greenville and Marion State road (Helms).

Once the pioneers were able to construct their shelters their thoughts moved to developing churches and schools. Church and school often occurred in the same buildings. Schools existed in the township as early as 1836, however, it wasn't until 1837 that a building was constructed especially for the purpose of being a school house. This school was located in the northeast corner of the township. Log houses served as schools as late as 1852 when the township was divided into twelve school districts under public school law (Dorton).

Descriptions of the early schools of the area can be found in the
writings of A.N. Foorman in Gaslight Memories no date of writing was given but Mrs. Foorman grew up in Eaton during the 1800's. Mrs. A.N. Foorman wrote,

"The first school house in town was located in Union Corners. In 1860 a frame school house was built on what was then the corner of R. A. Bosman's and James Long's farms, each giving a lot for their new building and that is where George R. Mansfield's and George Beath's dwellings now stand. At that time, there was an apple orchard just across the road belonging to Austin Long. There the children used to skate on ice that formed between the rows of apple trees, and to the north of this orchard was a woods where the boys had a flying horse that was a source of much pleasure to school children. Then there was another school house at what is now the east end of Harris Street that was called the Babb school; some of us went there on account of the crowded conditions of the Eaton School. Well do I remember climbing the high rail fence where Harris and Long Streets cross now, going through a field, then another rail fence at what is now Harris and Meridian Streets, then across a babbling brook, and following a crooked path through the woods until we came to the school house. We thought it a long way to school.

"The next house of learning was a two room brick
building which was erected where Moses Black's residence now stands. This school was built in 1885 but soon it too became too small for the growing town and two more rooms were added, then later two more. Soon after a frame house was built on the grounds of the Primary Department. This served until the crowded conditions made it necessary for the present school building to be built in 1908." The 1908 building is no longer standing.

In 1881 a census of students enrolled in Union Township showed that there were 378 pupils that were to attend school for the term of 104 days under the direction of 6 male and 5 female teachers. Teachers were paid $1.83 for males and $1.56 for females each day. Eleven frame school houses and 3 brick school houses were located in the township (Dorton).

Churches often started as humble gatherings with no formal building or location established for services. Around 1833 eight Methodist started meeting at the house of John Ginn. At about the same time Mt. Zion church was organized and a log church was erected on the land of Richard Craw. This served as the church until 1867 when they built a brick church which is still standing. In 1839
the Disciples of Christ denomination meet for their first services at Robert Long's home east of the town of Eaton. From these beginnings the Eaton Christian Church developed. Meetings occurred everywhere from homes to out in the groves. George Babb was the first pastor and in 1858 the society was given a lot upon which a frame church was built by Charles Carter. The church was used through 1892 until a larger church closer to the center of town was
built in 1900. Jacob Gump organized a German Baptist Church in 1840 and held meetings in his house for 15 years. Then in 1855 they purchased land from James Long and built a frame church upon it. The church was located 1/2 mile west of Eaton on old river road (Dorton).

With churches came cemeteries. The Eaton cemetery started around 1860 when Mrs. Mary Constable died and arrangements were made to bury her near the Christian Church lot. Negotiations with James Long added a tract of two acres which established the Eaton Cemetery. In 1875 the board of trustees of the Eaton Cemetery deeded the land to Eaton as a public burial grounds. Another early cemetery was for the brethren of the German Baptist Church. Around 1845 ground was purchased from David and George Studebaker for the purpose. In 1903, the church deeded the ground to the Union cemetery Association (Dorton).

The town of Eaton was platted on June 19, 1854 by George H. Babb and Joel W. Long. Carter mill was the seed that established early Eaton but it was the railroads that brought Eaton on from there. Railroads were racing to compete with canals which were
OLDMENSFOOT RACE
AT EATON'S STOCK AND
AGRICULTURAL FAIR
OCT. 19TH, 1907

Postcard showing Harris Street in 1907 (Indiana Historical Society)
under construction. The Ft. Wayne and Southern Railway was surveyed around 1853 and Mr. Babb and Mr. Long took advantage of the situation to survey a town. No one knows why the town was named Eaton. However, one explanation holds that it is the namesake of Eaton, Ohio where many pioneers over-wintered before they went on west. The railroad provided transport for goods and people. Round trip to Muncie would cost you $1.00. With the railroad came the telegraph and after that in 1896 came telephones. The railroad itself wasn't finished until 1869 (Dorton).

On the tenth day of September 1873 the town was incorporated. The first town census showed a thriving community of 158 people. An election for town officers was held and John Foorman was elected as clerk. Robert Brandt, Adam Foorman and Wilson Martin were elected as town trustees with Mr. Martin as the President of the board at a salary of $10.00 a year. D.W. Younce was elected as the street commissioner at $4.25. The town marshal received $5.00 a year. Taxation, provided for by the 13th ordinance, was adopted on January 24, 1874 at a rate of .25 cents on every $100.00 of property value. The funds from this were intended
to maintain the town. The boundaries of the town enclosed 144.85 acres. Maintaining the young town was quite an undertaking. The roads were graded dirt and the sidewalks were planked, gravel, or brick. The men of the town were obligated to devote one day a year to street maintenance and they were awarded $1.50 for each additional day worked (Dorton).

Between 1869 and 1890 stone was the primary industry in Eaton. George Carter owned one quarry and Lewis T. Bosman owned the other. While quarrying the men noticed blowout marks in the stone but they could never figure out what was causing them. Their curiosity led them to, in 1876, drill a three inch wide well hole 600' until they reached a pocket of foul smelling gas. They were hoping to find a coke deposit and since nothing but the foul smell was found the hole was capped. In 1886 gas was discovered in Findlay, Ohio and Mr. Carter went to see if it was the same thing he had discovered. Upon seeing the phenomenon first hand Mr. Carter returned to Eaton knowing that he had a gas well of his own. On February 26, 1886 the Eaton Mining and Gas Company was established. The company was the first of its kind in Indiana. This
was the first commercial gas well in Indiana. The well was located south of the river and just east of the rail road track. It was 890' deep. Trains brought sightseers from Muncie and Ft. Wayne to see the well burning. It was also found that crawfish holes could be burned. People from miles around came to see the excitement (Dorton).

The gas ushered in a boom period for Eaton. Twenty-three additions were made to the original town plat as the town entered its boom period. With the gas well south of the river came industry to exploit the resource. Randall, Romy, and Bach Paper Mill went up in 1890. The paper mill changed hands several times and was even owned at one point by the Ball Brothers. With industry came a new residential district to Eaton. It was located south of the river and was built by the company to house the workers (Dorton).

A variety of other industries prospered in Eaton. A handle factory was run by Samuel Ames. Brandt and Carter ran a wood products factory. There was a bending works that made buggy bows. Robert McCormick and Sons operated a wash board factory. A pulley works and a hoop factory were also located in town. Window
and bottle glass factories also took advantage of the gas (Kemper).

A traction company called the Muncie, Blufton and Ft. Wayne made its first run to Eaton in 1901. To generate business they needed a draw to Eaton. Some land was purchased from Carter Brothers to the east of town and it was developed as a park. A canopy of beech and oak trees covered the park situated on a bend in the Mississinewa (Dorton). A pavilion and a hotel were built on the grounds. The park became a magnet for visitors from all around. A spur off the main line transported visitors down Indiana Avenue in open cars to the park. Nearly every Sunday afternoon a two acre parking area would be filled to capacity by every form of horse drawn vehicle imaginable. The park facilitated a variety of activities like shooting, Crockett, boat rides, miniature train rides, merry-go-round, baseball, a ferris wheel, and a skating rink. The park had a regular baseball team with a game schedule. A small steam boat took park visitors on excursions up the dammed waters of the Mississinewa. The park's building burned on July 18, 1923 ending an era for Eaton (Morris).
Around the turn of the century the town of Eaton was about to become a city complete with street cars and a resort park. However, the gas that created the boom in Eaton played out and gradually business and people left the town of Eaton for new horizons. One would never guess the amount of activity that once occurred there.
Analysis

The town of Eaton itself provides numerous scattered sites of cultural historic significance. The town plat is essentially left unchanged in most cases. Much of the old factories and railroad facilities are still present in a ruined state. The Delaware County Interim Report lists these structures as significant.

001 House, 205 East Washington Street; Carpenter-Builder Architecture, c.1895
002 House, North Hartford Street; Carpenter-Builder/Eastlake Architecture, c.1895
003 House, 111 North West Street; Carpenter-Builder Architecture, c.1885
004 Former Eaton Town Hall, East Harris Street; Twentieth Century Functional, 1902
005 House, 112 East Harris Street; Carpenter-Builder Architecture, c.1905
006 House, 212 East Harris Street; Queen Anne Architecture, c.1895
007 House, 220 East Harris Street; Queen Anne Architecture, c.1905
008 House, 705 East Harris Street; Carpenter-Builder Architecture, c.1895
009 The Hollywood Apartments; 505 East Harris Street;
Much of the original fabric of the town of Eaton, Indiana, remains intact. However, many important elements have been destroyed. Carter Mill and Riverside Park are examples of two important features that have been destroyed. The original town plat and many roads are intact along with some nice structures.

The Harris Street area offers the greatest concentration of good quality historic structures in the town of Eaton. Many of the side streets in town have the original brick sidewalks and limestone curbing and gutter work.

This is an old trail. The road is said to be part of the Greenway Fort Wayne Indian trail. Somewhere north of here a marker tree is said to have been located. It was an elm tree with two leaders each pulled to the ground.

In Eaton, the river was called the Kanawha. The town was named after a small stream which was used to hide fugitive slaves.

The area where 026 and 027 structures are located is part of the 1600 addition to the town plat. The Baptist church was sold to a paper factory and part of the land was used to build the factory; the other part was used to build homes for workers. The condition of the homes now is not very good but the area is none the less interesting and worthy of notice.

This railroad is in the same place as the old tracks of the Blunt Minor and Fort Wayne traction company.

Inventory Analysis

Interpretive Planning Study of Eaton, Indiana

Ball State University
5th Year Creative Project
LA 405
Completed by Jim Naville
Mission Revival Architecture, 1903
010 House, 501 East Harris Street; Carpenter-Builder
Architecture, c.1895
011 House, 401 East Harris Street; Queen Anne
Architecture, 1895
012 House, 319 East Harris Street; Carpenter-Builder
Architecture, c.1905
013 House, 315 East Harris Street; Bungalow Architecture,
c.1915
014 Church of Christ, East Harris Street; Late Gothic
Revival Architecture, 1899
015 House, 221 East Harris Street; Carpenter-Builder
Architecture, c.1860/c.1880
016 Eaton State Bank, 101 East Harris Street; Neo-Classical
Architecture, c.1915
017 Commercial Building, 101 West Harris Street;
Nineteenth Century Functional Architecture, c.1900
018 House, 212 South Long Street; Carpenter-Builder
Architecture, c.1890
019 Methodist Episcopal Church, East South Street;
Jacobethan Revival Architecture, 1924
020 House, 319 East South Street; Carpenter-Builder,
Architecture c.1890
021 House, 117 South Meridian Street; Carpenter- Builder
Architecture, c.1900
022 Cemetery, Indiana Avenue; Religion, c.1860
023 House, Indiana Avenue; Arts and Crafts Architecture,
c.1920
024 House, East Indiana Avenue; Carpenter-Builder
The river has some points of interest. The remains of the "Old River Road" can be seen in some places as well as the place where wagons used to ford the Mississinewa. Part of the old dam for Carter Mill still exist just east of the old fording site. The foundations for the old twin bridges on Romy Street still exist under the new bridge. There are other points of interest that can be seen but there is nothing left of the original structures. The site of the first commercial gas well in Indiana can be seen south of the river as well as two old quarry sites. The industrial area south of the river still is in existence. The additional plat to the town providing homes for the factory workers still exists as do some of the original houses and the Bosman Farm.
Part of old river road (Naville, 1989)
There are some problem areas for the trail. One is the area around the industries south of the river. Trails along the river will have to be able to undergo flooding during the wet months. The remains of Riverside Park in Eaton are not really visible. The land for the park has been subdivided by landowners many times. It was located about 150' east of the Felt's House on the bend in the river. Visitors will have to walk along the country lane to see where it was.

There are two houses in Eaton that are cause for special attention. The Felt's House is next to the original fording site and is on the National Register of Historic Structures. The second house is farther east of Eaton and is said to have been an Underground Railroad Station. The two houses are considered to be the oldest in Eaton.

Trail Master Plan

The town of Eaton provides a beautiful illustration of the cultural that value exists even in things that may seem commonplace. Many of the important cultural features of Eaton, like Carter Mill, have fallen victim to ignorance within the more recent past. If only
the people of Eaton had realized their real value.

What does exist in Eaton seems unimportant until you really gain an awareness of it. Drive to Eaton and park your car. Get out and walk around. What do you see? The typical answer might be old run down buildings or a town in decline. What is in Eaton is intangible. Really memories of what has been exist in Eaton and those memories are decaying day by day. In Eaton's case some of the remnants are still evident in town. The limestone curbs no doubt cut in the neighboring quarry are evidence of the past. Brick paved sidewalks some completely covered by grass still follow the street in some places. In some towns not even this much of the past survives. If an individual is aware of the memories of the town he to can share the vision of what has been as I am sure many of the older residents do. That memory of what was will slowly fade away as the older members of the community pass on and the buildings decay or are destroyed. The idea behind the interpretive trail system for Eaton is to stimulate an awareness of the town's cultural history and inspire the visitors imagination with memories of the past. Existing remnants and structures can only enhance the experience.
Thus the **goal** of the trail is to utilize existing landscape and architectural features to enhance the visitor's awareness of the town's history by providing him with a vision of what was originally there through written and visual interpretation. Several **objectives** must be accomplished to reach this goal. They are as follows:

- Provide an orientation park for the familiarization of the visitor with the trial purpose and layout
- Provide a small amount of parking
- Provide restroom facilities at the park
- Utilize existing elements of cultural history as well as previous sites to aid in interpretation
- Provide a looped trail system so no "back tracking" is necessary
- Make the system for identifying cultural historic features sublime in town in order to minimize encroachment on town residents
- Provide clear signage for the trails
Three organized trails are presented to the visitor. One trail will be
called the Eaton trail it is one mile in length and provides
interpretation of the Harris Street commercial structures as well as
some residential examples. The second trail is the Mississinewa Trail
is two miles in length and focuses on the points of interest to the
south of the river. The Riverside Route is the third trail and is three
miles in length it focuses on the Underground Railroad Station, Felt's
House, and the Riverside Park area to the north of the river.

The points of interest in Eaton are inventoried using the
numbering system used for the Delaware County Interim Report.
The visitor follows the trail route and looks at a booklet available at
the orientation park to match the number on the signage with the
number in the book for a description. This provides a flexibility for
the system those who wish to go on the trail route verses those who
wish to wander the streets and discover points on their own can.

These trails are designed to facilitate fitness walking or jogging
because of their looping layouts and known distances. The trails are
one, two and three miles in length. More informal wandering of the
town is to be encouraged but the trail system provides a framework
for those interested in exercise.

000 Orientation Park; corner of Hartford and Harris Streets. The park is the starting point for all the trail/routes. The visitor picks up a copy of the trail guide at the information kiosk in the park and they are ready to go.

001 House, 205 East Washington Street: Carpenter-Builder Architecture, c.1895
002  House, North Hartford Street; Carpenter-Builder
    /Eastlake Architecture, c.1895

003  House, 111 North West Street; Carpenter-Builder
    Architecture, c.1885

004  Former Eaton Town Hall, East Harris Street; Twentieth
    Century Functional, 1902  The town hall structure has
    always had a fire department on the first floor
    however it occupied only the right portion of the
building. A jail was located on the left side of the first floor. The second floor was home to a number of activities over the years. School was held upstairs for a time and a theatre once had picture shows.
there. The entire block where town hall stands is comprised of old buildings. The yellow building on the opposite corner to the town hall was used by the Ouray Tribe for meetings. The Ouray were part of the Redmen organization which was one of the many clubs that were once active in Eaton. The downstairs of the building was used for a drug store. Many buildings in town were multifunctional because the original builders would get others to lease the
upper floors from them to divide the cost of the structure. And in a growing town like Eaton land downtown was at a premium (Morris).

005

House, 112 East Harris Street; Carpenter-BUILDER
Architecture, c.1905 Mr. Buskirk married "Doc"
Murray's daughter and he gave them the house as a
wedding present with one condition that they could
not tear down the house. The house was smaller than
the Buskirks desired so they built an addition entirely
circling the house. The house has twenty-seven rooms
and is considered the largest house in Eaton (Morris).

006

House, 212 East Harris Street; Queen Anne
Architecture, c.1895

007

House, 220 East Harris Street; Queen Anne
Architecture, c.1905 The house belonged to George
Hoover who was a cashier at the Farmer's State
Bank (Morris).
House, 705 East Harris Street; Carpenter-Builder Architecture, c.1895

The Hollywood Apartments; 505 East Harris Street; Mission Revival Architecture, 1903 William Ellis Built the apartments after he had worked in Hollywood, Florida in the construction industry. He became
interested in the style and built a few buildings in Delaware County in the style (Morris).

010 House, 501 East Harris Street; Carpenter-BUILDER Architecture, c.1895

011 House, 401 East Harris Street; Queen Anne Architecture, 1895 Richard Craw built the house
when he decided to retire from farming and move to town. He was a civil war veteran and a pioneer in the community (Morris).

012
House, 319 East Harris Street; Carpenter-Builder Architecture, c.1905

013
House, 315 East Harris Street; Bungalow Architecture, c.1915
Church of Christ, East Harris Street; Late Gothic Revival Architecture, 1899
House, 221 East Harris Street; Carpenter-BUILDER
Architecture, c.1860/c.1880

Eaton State Bank, 101 East Harris Street; Neo-Classical
Architecture, c.1915 The telephone office used to be
located upstairs above the bank (Morris).

Commercial Building, 101 West Harris Street;
Nineteenth Century Functional Architecture, c.1900

House, 212 South Long Street; Carpenter-BUILDER
Architecture, c.1890
019 Methodist Episcopal Church, East South Street; Jacobethan Revival Architecture, 1924
020 House, 319 East South Street; Carpenter-Builder, Architecture c.1890
021 House, 117 South Meridian Street; Carpenter-Builder Architecture, c.1900
022 Cemetery, Indiana Avenue; Religion, c.1860 The cemetery started when Mrs. Mary Constable died in 1860 an arrangements were made to bury her near the Christian Church lot. Negotiations with James Long added a two acre tract of land which established Eaton Cemetery(Dorton).
023 House, Indiana Avenue; Arts and Crafts Architecture, c.1920
024 House, East Indiana Avenue; Carpenter-Builder Architecture, c.1895
025 Felt's House, Race Street; Greek Revival Architecture, c.1845 (Building is on the National Register of Historic Structures) The house was built by Charles Carter. It is located in the area that was known as Henpeck.
Henpeck was the original town growing out of the activity caused by the ford and the mill along with the junction of two roads. Cater originally had a trading post here with the house to sell goods to the people using the ford (Morris).

026 House, 910 Romy Street; Carpenter-BUILDER
Architecture, c.1898

027 Bosman Farm, 121 Bosman Avenue; Carpenter-BUILDER Architecture, c.1895 Parts of this farmstead were sold to incoming companies to build factories to utilize the gas during the boom. A new residential sector was added to the Eaton plat for the housing of factory workers at the turn of the century (Morris).
Farm, Eaton-Albany Pike; Greek Revival, c.1850. The Robert Long homestead was said to have been a stop on the Underground Railroad. Under the floor boards of the house there is a basement which is said to have been used to hide the escaped slaves. West along a creek a small cave was dug when the clay to make
brick for the house was extracted. Fugitive slaves were said to have been hidden in this cave if the federal authorities were hot on the trail (Morris).

House, West North Street; Carpenter-BUILDER

Architecture, c.1890 Home of Dr. Ames. He was born in Adams County Indiana on November 26, 1860. His father pursued an agricultural life in his earlier days until the family moved to Fort Wayne, Indiana. He studied under Dr. W.H. Myers for six years until he entered the Fort Wayne Medical College. He received his diploma after four years and in 1881 he moved to Eaton. Dr. Ames was a member of the Redmen (Bowen). He had a successful practice for many years in Eaton until his death in 1953.

Foundations for the old bridges that once crossed the river here can still be seen under the new structure. The easterly bridge was for wagon traffic and the other was for trains. The bridges were needed here to get across the river to the industrial area (Morris).
This was the site of the Carter Mill. The mill provided the impetus for the development of the town of Eaton. It was powered by water which ran down a race dug into the ground east of the site. The mill was the first in Union Township and one of the first in the county. It was built by Francis Harris in the early 1830's. The first mill processed only corn but later as demand increased a new set of millstones was added and the mill processed wheat for flour. The mill was later
powered by steam. The mill ceased operation around 1900 and stood for many years unused until it was torn down and used to build warehouse in town for the railroad. (Kemper).

The first commercial gas well in the state of Indiana was drilled somewhere near this area which is now a waste treatment settling pond (Interim Report).

This is the site of an old quarry. Quarries provided a major part of the industries in Eaton. The curbs in
town are still mainly limestone cut from the quarries (Morris).

Part of the old river road can still be seen here. The road used to run along the south bank of the Mississinewa. It probably has its origins from an Indian trail. In the December of 1812 the final military expedition in Indiana was led by Colonel John B. Campbell in. Six hundred men including United
States regulars, militia, mounted dragoon, and infantry were sent out from Ohio by the orders of General Harrison. The trail became a road when the military expedition widened it to make way for a cannon and supply wagons. Colonel Campbell and his men were to remove hostile indians from the area. They suffered a surprise attack on December 17. When daylight came they repulsed the attack with eight casualties and forty-two wounded. After the battle Campbell and his frostbitten men returned to Ohio leaving behind the road which they had cut (Barnhart).

This is the remains of the original dam for Carter Mill. The dam spanned the river which was much wider then and provided high water to power the wheel at the mill. The dam was made of glacial bolders and covered with boards. The dam created a pond area
which small paddle wheelers and other small boats at Riverside Park could use for recreation (Morris). Riverside Park was located here along the bend in the river. A traction company called the Blufton and Ft. Wayne made its first run to Eaton in 1901. In order to draw people to the town they developed a park. Some land was purchased from Carter Brothers and it was developed. It was quite successfull for a number of
years. A canopy of Beech and Oak trees provided shade for picnickers. Hotel accommodations were provided right in the park along with a large variety of activities. Nearly every Sunday afternoon a two acre parking area was filled with every form of horse drawn vehicle. Some activities at the park included, excursions on paddle wheel boats along the dammed waters of the Mississinewa, a merry-go-round, baseball, a ferris wheel, and a skating rink. The park's era ended when the hotel burned in July of 1923 (Dorton).
Special Information

Flatboats

When the time came to construct a flatboat the boat carpenters would locate a tall straight poplar tree around 60' to 80' in length. They would cut the tree down before the sap had risen. This log was hewn on two sides and split half to form the gunnels or upper edge of the boats side. These logs were placed on round logs which would allow the finished boat to be easily rolled into the river. Strong girders were framed into the two logs which were pegged into groves. Once this framework was completed they built the bottom out of one and a half inch thick wood. Cracks in the bottom and other areas were filled with hemp driven in by a chisel. Finally another inch of lumber was added over this (Mayhill).
The boats were built bottom side up on the stream or river bank on top of logs. When carpenters were finished they would pushed the boat in upside down. Once in the water a rope was fastened to the center of the boat on the farthest side. This line was thrown over the limb of a substantial tree and then two or three oxen or horse teams turned the boat right side up. At this stage refinements would be made to the boat depending on the expected amount of travel. A steering oar was set on a post in the rear of the boat which could be made from the fork of a tree. This served as the rudder of the vessel. Other oars were used as sweeps manned by the crew to pull the boat through eddies(Mayhill).

Loading of the boat was quite an event in the area. The boat owner would watch the river until he felt it suitable for travel. Then the word was sent for people to bring produce that they wished to sell at market(Mayhill).

Cargos consisted of a variety of items that the settlers could produce like venison, salt hams, honey, dried fruits, furs, pelts, lard, linseed oil, and other commodities(Ginger).

In 1840 this is what a settler could get for his produce:
<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chickens per dozen</td>
<td>$1.00</td>
</tr>
<tr>
<td>Ducks</td>
<td>$1.00</td>
</tr>
<tr>
<td>Eggs</td>
<td>$0.08</td>
</tr>
<tr>
<td>Potatoes per bushel</td>
<td>$0.25</td>
</tr>
<tr>
<td>Butter per pound</td>
<td>$0.10</td>
</tr>
<tr>
<td>Cheese</td>
<td>$0.08</td>
</tr>
</tbody>
</table>

Barter was a favorite means of exchange. The settler could trade a bushel of wheat for a pound of coffee. A bushel of oats for a pound of nails. Because of the hardship of travel what little the settlers had to sell was worth considerably less than what he needed to buy from merchants (Mayhill).

**Underground Railroad**

Indiana as well as every other northern state above the border slave states had Underground Railroad systems. There were those that wished to have slavery instituted in the Northwest Territory but the Ordinance of 1787 which created and governed the territory banned slavery and involuntary servitude unless convicted of a crime. If it was not for this ordinance the states of Indiana and Illinois would have been slave holding states (Blockson).
The geographic location of Indiana lent itself to the establishment of an Underground Railroad network being between the Ohio River and Lake Michigan. There were a number of antislavery citizens willing to support the network. Levi Coffin, a Quaker, is said to have been the president of the network. The Coffin's house in Fountain City, Indiana was located on a direct route between Canada and Cincinnati. His house was said to have been the "Grand Central Station of the Underground Railroad." Once the slaves reached Lake Michigan they would board boats where they would be smuggled to Canada (Blockson).

The route that came through the Robert Long homestead east of Eaton was supposed to have headed north through Richmond, Indiana were there was a stop over, and then on to Eaton. From there the route went north to one of two stations probably one in Pennville and the other in Marion. The distance between them could be traveled in one night. Slaves were concealed in wagons of merchandise and traveled at night. During the day they would rest and be fed at the station (Dorton).

Hard evidence as to the names, routes and numbers of slaves
and conductors is understandably small because of the extreme amount of secrecy the Underground Railroad maintained. As many as 244 conductors were said to have operated within the state of Indiana (Blockson).
Construction Details
Bibliography

Barnhart, John, and Dorothy L. Riker, "Indiana to 1816, the Colonial Period," Indiana Historical Bureau: Indianapolis, Indiana, 1971.


Delaware County Census 1840.


Dorton, R., "Gaslight Memories a History of Eaton," Eaton, Indiana: 1954 -this is a booklet compiled by a resident of Eaton for a centennial observation the booklet is no longer published.


Essley, William- writings from his work on the Delaware County Mills Commission for the Indiana Historical Society.
Ginger, Sam, "Reminiscences of the Mississsinewa," Harrison Printer: Union City, Indiana, 1905.

Helms, "History of Delaware County," 1881.


Morris, Albert T., verbal history of the Union Township area taken in 1989.

"Muncietown Telegraph," 1841.


Wierbach, Eugene S., writings from his work on the Delaware County Mills Commission for the Indiana Historical Society.