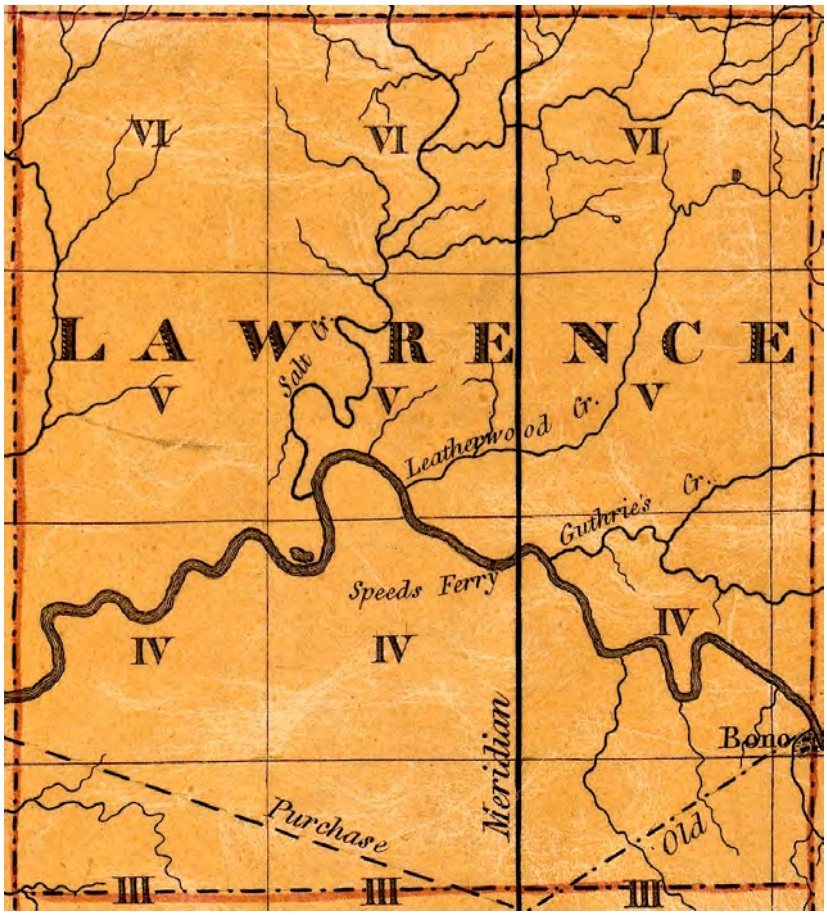
Mapping Lawrence County, Indiana

—An Annotated Bibliography—

1818–1941



— Earliest Published Map of Lawrence County, Indiana —
detail from
Munsell's *Map of Kentucky ... also Part of Indiana and Illinois*, 1818.

David Paul Nord
Indiana University

Edward L. Hutton Research Library
Lawrence County Museum of History
Bedford, Indiana
2018

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Introduction

Maps perform many different kinds of work. They are created for armies, government officials, surveyors, road and railroad builders, migrants and shippers, property buyers and sellers, mineral prospectors, farmers, postal workers, insurance companies, tourists, geography students, and many others. Some map genres that appear in this bibliography are:

U.S. atlases	railroad maps	geological maps
county atlases	city directory maps	topographic maps
state atlases	fire insurance maps	soil maps
river navigation maps	postal maps	industry maps
road maps	plat maps	park road and trail maps

Libraries have collected maps for centuries, but in recent years public access to historic maps has been revolutionized. Many libraries, government agencies, and private collectors have made their map collections freely available online. Just as important, they have begun to scan their maps at high-resolution and to make those scans user friendly. Digital maps are now easy to use in interactive displays and are often downloadable in large files. These are transformative technological developments. In paper form, maps are typically large-format documents. In the past, the details of large historic maps were often lost in the microfilming or digitization process. That's no longer true. Now big maps can be found online and studied in their original sharp detail. For example, the Lawrence County map on the cover of this booklet is a tiny section of a very large map. Yet even in this reproduction of a small detail, the original engraving is sharp and readable. In other words, any reader who has an Internet connection now has access to high-quality copies of many—though not all—of the extant historic maps of Lawrence County, Indiana.

This bibliography depends on this new world of digital maps. My aim is to provide, wherever possible, links to online sources. ***Mapping Lawrence County, Indiana*** exists in digital format (PDF) as well as a printed booklet. The PDF version is available online as an e-book at the Indiana Historical Society, the Indiana State Library, and other library collections. It has clickable links to individual maps listed, if they are posted online. If you are using the bibliography in print, you can track down the digitized maps by searching for their titles and dates at the Web sites of the libraries and collections listed below and at the end of each entry. Many are available in more than one collection. I've listed the collection that has the best scan. Here are the names and the full URLs of all the online map collections cited in the pages that follow:

Ball State University, Indiana Natural Resources Maps
http://libx.bsu.edu/cdm/landingpage/collection/InNatRes

Boston Public Library, Norman B. Leventhal Map Center
https://www.digitalcommonwealth.org/collections/commonwealth:41688024w

David Rumsey Map Collection
http://www.davidrumsey.com/

Hathi Trust Digital Library
https://www.hathitrust.org

Indiana Academy of Science, Proceedings
https://journals.iupui.edu/index.php/ias/issue/archive

Indiana Historical Society, Digital Images Collection
http://images.indianahistory.org/cdm

Indiana State Library, Digital Collections
http://cdm16066.contentdm.oclc.org/cdm/ISLdigitalcollections

Indiana University-Bloomington, IU Scholar Works, Indiana Geological Survey
https://scholarworks.iu.edu/dspace/handle/2022/154

Indiana University-Bloomington Libraries, Digital Library
https://iucat.iu.edu/catalog/advanced

Indiana University-Bloomington Libraries, Indiana Historic Maps
http://webapp1.dlib.indiana.edu/images/splash.htm?scope=images/VAC3073

Indiana University-Bloomington Libraries, Indiana State Highway Maps
https://libraries.indiana.edu/indiana-state-highway-maps

Indiana University-Bloomington Libraries, Topographic Maps
https://libraries.indiana.edu/topographic-maps

Indiana University-Bloomington Libraries, Union List of Sanborn Maps
https://libraries.indiana.edu/union-list-sanborn-maps

Internet Archive
https://archive.org/

IUPUI Library, Historic Indiana Maps
http://www.ulib.iupui.edu/collections/HIM

IUPUI Library, Historic Indiana Atlases
http://www.ulib.iupui.edu/collections/HistAtlas

IUPUI Library, Historic Indiana Plat Books
http://www.ulib.iupui.edu/collections/indianaplat

Library of Congress, Geography and Map Division
https://www.loc.gov/maps/collections/

ProQuest, Digital Sanborn Maps
https://proquest.libguides.com/dsm/browse

United States Geological Survey, Historical Topographic Map Explorer
http://historicalmaps.arcgis.com/usgs/

United States National Archives
https://catalog.archives.gov/

University of Illinois at Champaign-Urbana, Historical Maps Online
https://digital.library.illinois.edu/collections/810d3fa0-e3fb-012f-c5b6-0019b9e633c5-a

An interesting Web site to search for other maps and map collections is:

Old Maps Online — an aggregator of map collections
http://www.oldmapsonline.org/

Contents

Part I: ***Indiana Maps*** **4**

With one important exception, the maps in this section are all state-level maps of Indiana. They include early state maps, railroad maps, geological maps, and early 20th-century motoring maps. There are so many surviving 19th-century and early 20th-century maps of Indiana that this section must be very selective. It's merely a sampling of state maps that have useful portrayals of Lawrence County.

Part II: ***Lawrence County Maps*** **14**

This section seeks to be fairly comprehensive. It includes every pre-1941 Lawrence County map that I know about. Many, but not all, of these maps are available online. Those that are not available online are held in paper form at the Hutton Research Library, the Indiana State Library, the Indiana Historical Society, Indiana University–Bloomington, and other libraries. Other historic maps of the county are surely out there in private hands and government archives. But these are the ones I've found.

Part III: City and ***Town Maps*** ***33***

Pre-1941 maps of Bedford, Mitchell, and Oolitic come in several forms, including plat maps, limestone industry maps, topographic maps, city directories, insets in county maps and atlases, and fire insurance maps. The 1879 *Atlas of Lawrence County* also has inset maps of sixteen of the county's small towns and villages, including some that no longer exist and some that scarcely existed even in 1879.

Part IV: ***Spring Mill State Park Maps*** ***47***

Several 19th-century Indiana state maps show Spring Mill as a cross-roads village in Lawrence County. Several county maps show the roads, geological features, and other details of the Spring Mill area before it became a park. This section of the bibliography, however, includes only maps specifically of Spring Mill State Park after it was designated as a state park in 1927.

Part V: ***Index*** ***51***

— Note to Readers —

Within each section of the bibliography, the maps are listed in chronological order by date of publication.

Part I

Indiana Maps

Indiana became a state (1816) and Lawrence County became a county (1818) at the dawn of a great age of American cartography. In the early decades of the nineteenth century, Americans in ever-increasing numbers moved west of the Appalachian Mountains. Meanwhile, in major eastern cities, especially Philadelphia and New York, large publishing houses emerged and developed new technologies for printing illustrations, including maps. In Indiana and adjacent states, systematic government land surveys were conducted and their results published. Whether Americans were moving or staying put, they all wanted maps of the new states and territories. And maps they got—ranging from small, roughly printed fold-out maps in cheap travelers' guidebooks to large, beautifully engraved, hand-colored, leather-bound atlases. Hundreds of Indiana maps were published in the nineteenth century; more in the twentieth. After 1818, all included Lawrence County. This part of the bibliography lists just a handful of those maps to illustrate how Lawrence County was depicted in Indiana state maps over time.

Three common types of state maps are sampled here: *Indiana State Maps*, *Railroad Maps*, and *Indiana Automobile Motoring Maps*. Within each section, the maps are listed in chronological order. Most are held in multiple collections. I have listed the most accessible and readable online source for each map. In the PDF version of this bibliography, if the map is available online, the name of the collection is an embedded hyperlink to that map.

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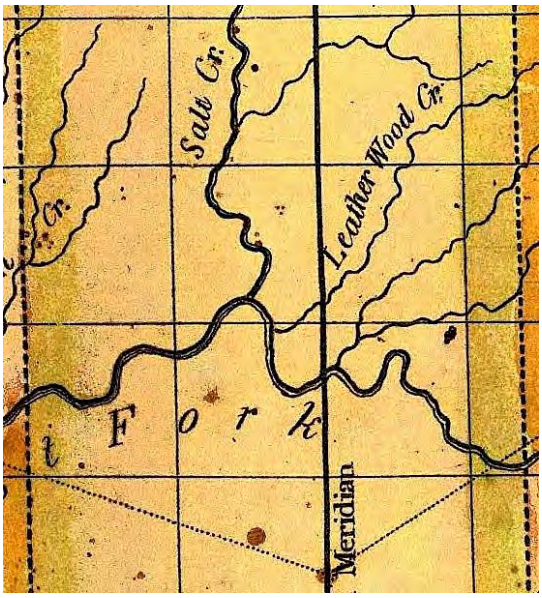
Indiana State Maps

***Shelton & Kensett's Map of the State of Indiana*, by W. Shelton and T. Kensett. [Connecticut]: Shelton & Kensett, 1817.**

This nicely engraved, hand-colored map, one of the first state maps of Indiana, was based on U.S. government surveys showing the Second Principal Meridian and the Base Line that intersected near Paoli, plus the grid of six-mile-square townships that was laid across the state. (For more on the original surveys, see the first entry in the Lawrence County section, page 14.) The map detail reproduced here shows, roughly, the townships in Orange County that became Lawrence County in 1818, the year the county was organized. The White River, Leatherwood Creek, Salt Creek, and Indian Creek appear by name. The diagonal dotted lines near the bottom are Indian treaty boundaries.



David Rumsey Map Collection

***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.**

This is the first large-format map of Kentucky and the most accurate map of that state at that time. It also is an excellent map of the southern third of Indiana, which in 1818 included nearly all of the surveyed part of Indiana. Coincidentally, it is the earliest published map to show Lawrence County, which was organized as a county in 1818. It is the illustration on the cover of this booklet. Given that Munsell, a Frankfort surveyor, was most concerned with Kentucky, his Indiana map is remarkably detailed and accurate. In Lawrence County, it shows the White River and the major creeks as well as the village of Bono and Speed's Ferry (a.k.a. Blackwell's Ferry). This ferry was an important crossing of the White River at Palestine, the new county seat. The Roman numerals are the townships, numbered north from the main east-west survey Base Line, just south of Paoli. The line marked Meridian is the main north-south survey line, the Second Principal Meridian, memorialized today as Meridian Road in Mitchell.

Library of Congress, Geography and Map Division

***Map of Indiana*, by John Melish. Philadelphia: John Melish, 1819.**

This is a revised edition of John Melish's 1817 map of Indiana, which is usually considered the first map of the state. The 1819 edition is the first Indiana state map to show Lawrence County by name. Melish was a rising Philadelphia mapmaker and the publisher of a popular travelers' guide. The map detail here is Lawrence County, showing the village of Bono and Speed's Ferry. Like most large maps of the era, this one is engraved on copperplate and is hand colored. The Indiana Historical Society has a good interactive online version of this 1819 edition; the Boston Public Library online collection has the 1817 first edition.

Indiana Historical Society, Digital Images Collection
Boston Public Library, Norman B. Leventhal Map Center

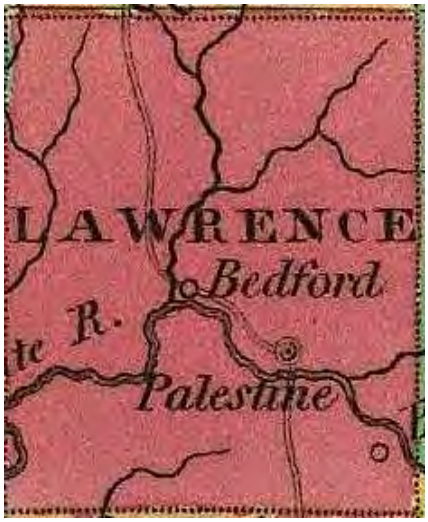
***Ohio and Indiana*, by Henry S. Tanner, in *A New American Atlas of the Several States of the North American Union.* Philadelphia: H.S. Tanner, 1823.**

This is the first edition of what some consider the finest atlas published in the United States in the nineteenth century. The Indiana map, engraved in 1819, is one of the first to show the county seat of Lawrence County: Palestine. (The county seat was moved to Bedford in 1825.) As in earlier state maps, Speed's Ferry appears in Lawrence County, but still no roads. The two main roads in Indiana ran south of Lawrence County and are well depicted on this map: the Cincinnati–Vincennes Road via Orleans and the New Albany–Vincennes Road via Paoli.

David Rumsey Map Collection

***Indiana*, by Anthony Finley, in *A New General Atlas Comprising a Complete Set of Maps, Representing the Grand Divisions Of The Globe*. Philadelphia: Anthony Finley, 1831.**

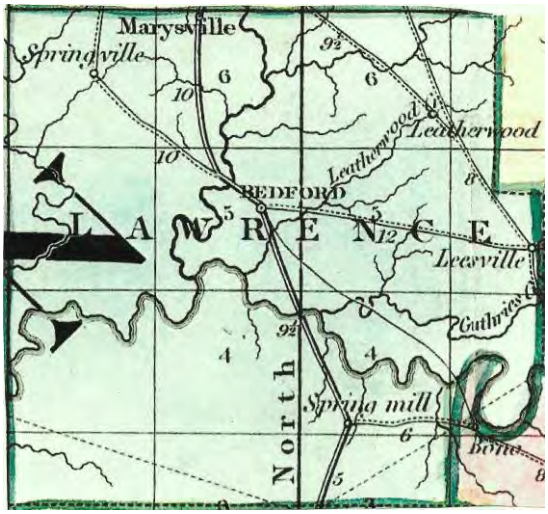
This Indiana map shows Bedford, which became the seat of Lawrence County in 1825. It also is the first map to show a road through Lawrence County, crossing the river at Palestine via Blackwell's (Speed's) Ferry. This was a road authorized by the state General Assembly in 1821, and it became an important stagecoach road between Indianapolis and Fredonia (near Leavenworth) on the Ohio River. Indianapolis was founded in 1821 and became the seat of state government in 1824.



David Rumsey Map Collection

***Map of Ohio and Indiana, Exhibiting the Post Offices, Post Roads, Canals, Rail Roads, &c*, by David H. Burr. London: John Arrowsmith, 1839.**

Prepared by David Burr, the first staff cartographer of the U.S. Post Office, this map not only shows post roads; it specifies the type of road and the mileage between post offices. The main north-south road through Spring Mill and Bedford in Lawrence County was a Four-Horse Mail Coach Road. This was the road from Indianapolis to the Ohio River via Martinsville, Bloomington, Bedford, and Paoli. The roads shown with dotted lines were Two-Horse Mail Coach Roads. The others were one-horse or sulkey post roads. This is the earliest map showing the main roads through Spring Mill.



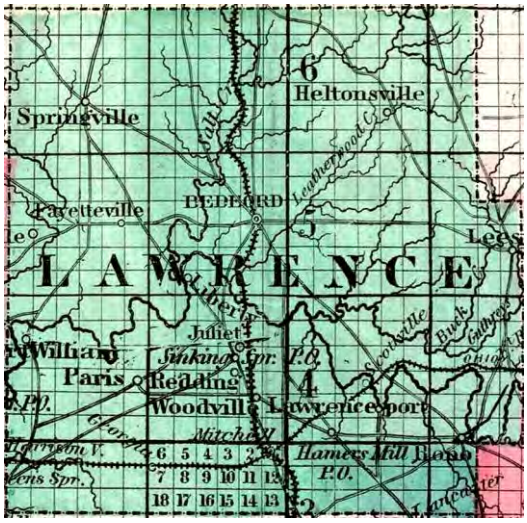
David Rumsey Map Collection

***Indiana*, by Sidney E. Morse and Samuel Breese, in *Morse's North American Atlas*. New York: Harper & Brothers, 1845.**

This is the first Cerographic atlas printed in America. Cerography was a mapmaking process that was easier than engraving on copperplate or steel, though not as aesthetically pleasing. It was especially good for placing text onto maps. This state map has no roads but shows more towns than earlier maps. In Lawrence County these towns appear: Marysville, Springville, Bedford, Liberty, Sinking Spring, Port William, Paris, Lawrenceport, Hamer's Mill (Spring Mill), and Bono. This is one of the earliest maps to show Lawrenceport, which was platted in 1837.

David Rumsey Map Collection

***Colton's Map of the State of Indiana*, by J.H. Colton. New York: G.W. & C.B. Colton & Co., 1869.**



J.H. Colton was a prolific American mapmaker in the nineteenth century. This 1869 edition of his popular map of Indiana nicely shows the grid of townships and square-mile sections. The numbers at the bottom of this map detail illustrate how the sections in each township were numbered. Though not specifically a railroad map, it shows the impact of railroads on town growth. New railroad towns in Lawrence County, founded in the 1850s and 1860s, include Juliet, Redding, Woodville, Scottville, Fort Ritner, and Georgia—and the most important railroad town in the county, Mitchell.

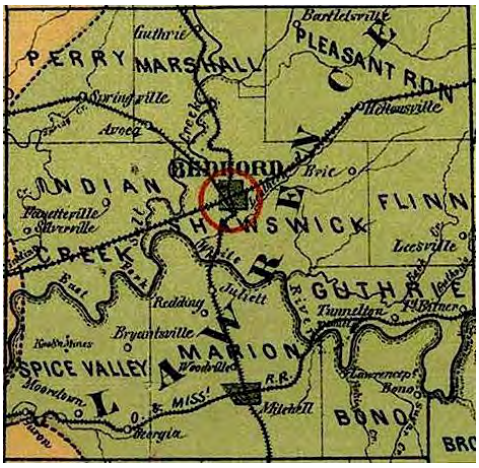
Boston Public Library, Norman B. Leventhal Map Center

***New Topographical Atlas and Gazetteer of Indiana*, by Geo. H. Adams. New York; Indianapolis: Geo. H. Adams & Co., 1871.**

This early Indiana atlas includes ten hand-colored maps, one of Lawrence and nearby counties. It shows towns, creeks, civil townships, sections, railroads, and a few roads. It is also shows Morgiana as a place near Spring Mill village. The post office at Spring Mill closed in 1859. But, briefly, in the early 1870s, Spring Mill's leading entrepreneur Jonathan Turley was appointed postmaster of a new post office called Morgiana. It may have been at his house, which was located just east of Donaldson Cave on the road from Mitchell to Spring Mill to Bono. A widely available reprint edition of this atlas was published in 1975.

IU-Bloomington Libraries, Digital Library

***Geological Map of Indiana: Showing Location of Stone Quarries and Natural Gas and Oil Areas*, by S.S. Gorby, state geologist. Indianapolis: Indiana Department of Geology and Natural History, c.1890.**



Geological maps published by government agencies became more common, more accurate, and more beautiful in the late nineteenth century. This was the era of a natural gas boom in Indiana, so this colorful map focuses on gas fields in the Anderson, Marion, and Kokomo areas. But it also pays attention to the geological industry that was beginning to boom in Lawrence County: stone quarrying and milling. The green shaded area on the map indicates "Sub Carboniferous—Limestone." The red circle indicates a limestone quarry area.

Ball State University, Indiana Natural Resources Maps

***Post Route Map of the State of Indiana, Showing Post Offices*, by A. Von Haake. Washington, D.C.: United States Post Office Department, 1903.**

This map suggests the connection between postal service and rail service by the early 20th century. The map detail here shows the post offices in Lawrence County in 1903. All were either on railroad lines or were reached directly from railroad depots. This map marks distances as well as routes. All the post offices in the county received six-day-a-week service. Many post offices of 1903, in Lawrence County and throughout the state and the country, have disappeared from the landscape and even from public memory. An example of that is Paul, southeast of Mitchell. Paul was a post office between 1899 and 1903. This map codes it as a village. In fact, it was just a store and blacksmith shop. Today, it's gone.

Boston Public Library, Norman B. Leventhal Map Center

Railroad Maps

***Railroad Map of Indiana*, by Thomas A. Morris. New York: Van Norden & Amerman, 1852.**

In the 1850s, railroad mania swept Indiana. The state had barely 100 miles of railroads in 1850; by the end of 1854 some 1,400 miles of rail had been laid. Hoosiers were crazy for railroads and for railroad maps. This 1852 railroad map shows projected lines as well as completed ones, including the New Albany & Salem Railroad, which had reached only as far north as Juliet in Lawrence County by 1852, and the Ohio & Mississippi Railroad, which did not begin construction anywhere in Indiana until 1854. The projected route of the O & M RR through Lawrence County is incorrectly located on this map. But the gist of it is accurate: Lawrence County was to be a rail crossroads.

Library of Congress, Geography and Map Division

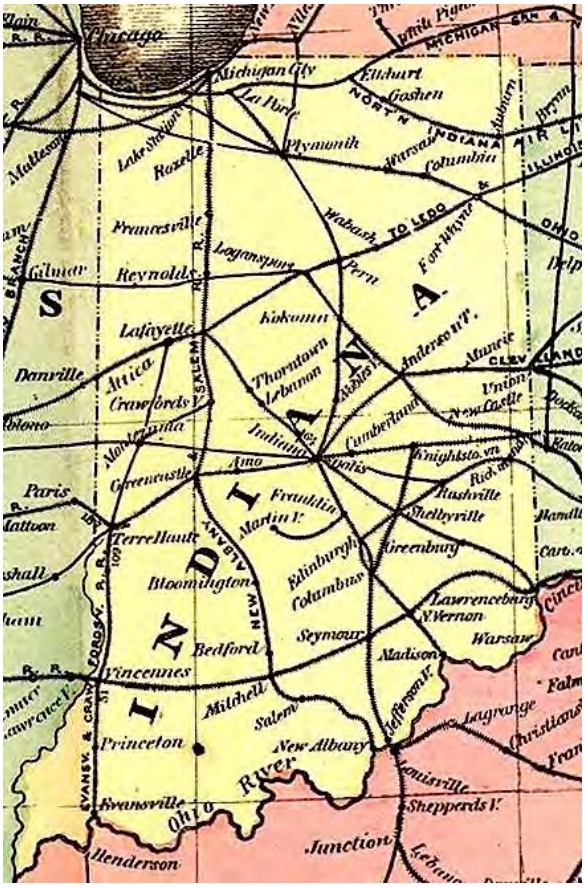
***Gest's Map of Railways Centering at Cincinnati with their Tributary Lines in Adjoining States and Canada West*, by I.T Lewis. Cincinnati: E. Gest, 1853.**

This railroad map of the Midwest in 1853 is a piece of cartographic propaganda. Its aim is to portray Cincinnati, rather than Chicago, as the rail gateway to the West. A key to that claim was the Ohio & Mississippi Railroad between Cincinnati and St. Louis, then just beginning construction. The projected route of the O & M through Lawrence County is incorrect on this map, but it does show roughly the railroad's route via the White River valley. Most important, it shows what the title proclaims—that this line was destined to make southern Indiana tributary to the business interests of Cincinnati.

University of Illinois at Champaign-Urbana, Historical Maps Online

***A New and Complete Rail Road Map of the United States*, by William Perris. New York: Korff Brothers, 1858.**

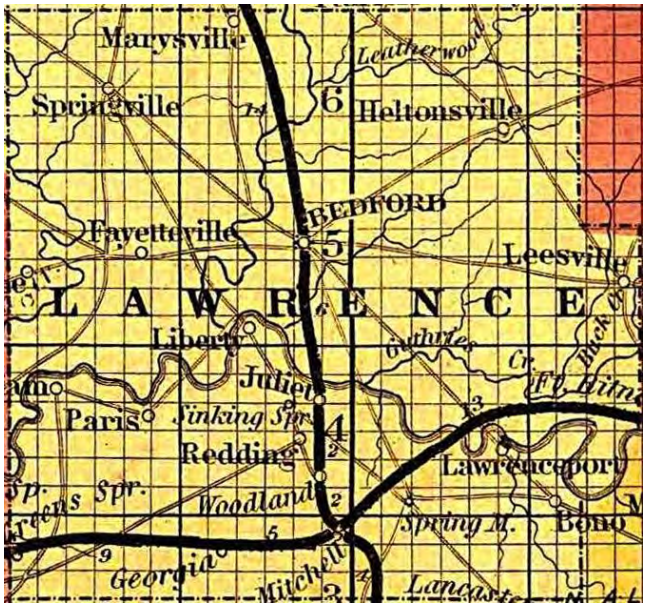
This is a map of the entire eastern half of the United States. The map detail here shows the centrality of Indianapolis as the rail capital of Indiana. It also highlights the Lawrence County intersection of the New Albany & Salem Railroad (linking the Ohio River and Lake Michigan) and the Ohio & Mississippi Railroad (linking Cincinnati and St. Louis), both completed in the 1850s. The most difficult section of the O & M lay in Lawrence County, where two tunnels and several rock cuts were required. The final spike was driven at the Mill Creek cut near Spring Mill in 1857. The New Albany & Salem (later called the Monon) and the O & M (later the B & O) gave birth to new towns in Lawrence County. This map is one of the first to show the most important of those new railroad towns, Mitchell, which quickly grew up at the intersection of the New Albany & Salem and the Ohio & Mississippi railroads.



[David Rumsey Map Collection]

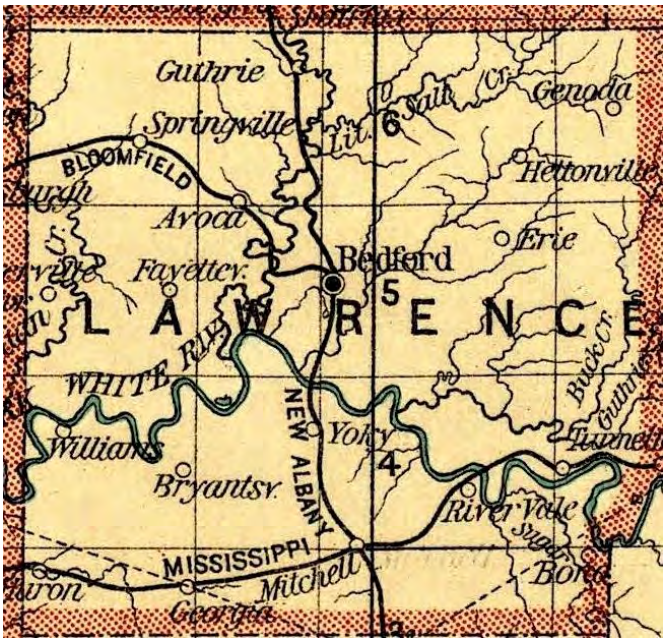
***Johnson's Map of Indiana Showing the Railroads and Townships*, by A.J. Johnson. New York: A.J. Johnson, 1858.**

This popular state railroad map shows, with dominating black lines, the two railroads that were completed through Lawrence County in 1854 and 1857. It also shows some of the new railroad towns in Lawrence County, including Juliet. For a couple of years, Juliet prospered as the northern terminus of the New Albany and Salem Railroad before the White River Bridge was completed. After the bridge was finished, Juliet faded away. County roads also appear on this map, though not very accurately drawn. Spring Mill was still a crossroads in 1858, but it would soon be eclipsed by Mitchell as the main nexus of wagon roads as well as railroads in southern Lawrence County.



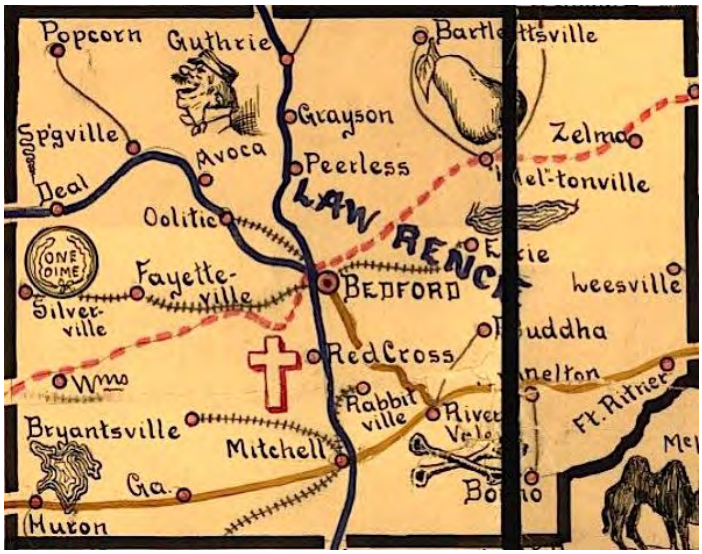
[Library of Congress, Geography and Map Division]

***State of Indiana*, by A.F. Dinsmore and George U. Mayo. [Washington, D.C.]: General Land Office, 1886.**



Boston Public Library, Norman B. Leventhal Map Center

***Galbraith's Railway Mail Service Maps, Indiana*, by Frank H. Galbraith. Chicago: McEwen Map Company, 1897.**



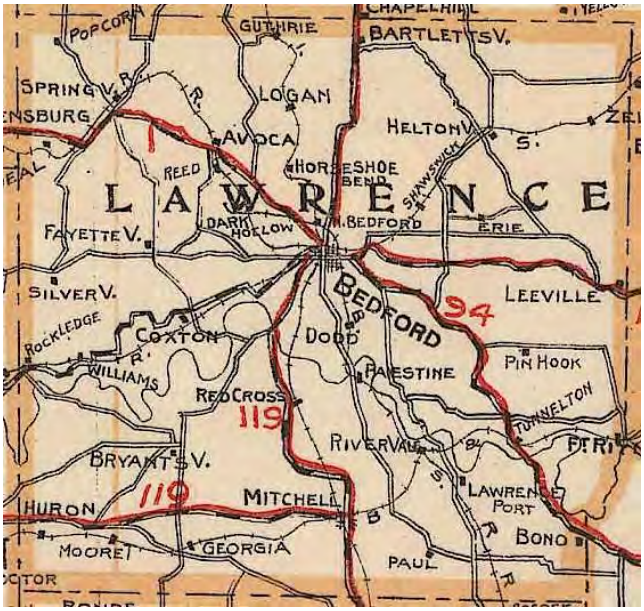
This large-format, illustrated map was designed to help railway mail clerks locate post offices. The map shows the main railroads in Lawrence County in 1897. Besides the New Albany & Salem Railroad (renamed the Chicago, Indianapolis, and Louisville in 1897) and the Ohio & Mississippi Railroad (the Baltimore & Ohio Southwestern after 1893), this map also shows the Bedford & Bloomfield narrow gauge, the Rivervale-Bedford branch of the B & O (an orange line), and the Evansville & Richmond Railroad (a red dotted line), which later became part of the Milwaukee Road. This map marks "Red Cross," which was a post office in Lawrence County from 1893 to 1913. Red Cross was a rural retreat donated to Clara Barton's American Red Cross organization in 1894 by Dr. Joseph Gardner of Bedford.

Library of Congress, Geography and Map Division

Indiana Automobile Motoring Maps

***Mendenhall's Guide and Road Map of Indiana, Showing Main Touring Routes & Good Roads*, by C.S. Mendenhall. Cincinnati: C.S. Mendenhall, 1906.**

Throughout the nineteenth century, publishers issued travelers' guides with fold-out maps. But travel guides became even more popular and important in the age of the automobile. In the early 1900s Indiana emerged as a center for auto manufacturing and auto travel. C.S. Mendenhall published a series of state maps in the first decade of the century. This map from the 1906 Indiana guide depicts "good" auto roads with broken lines and main routes highlighted in red. The red numbers refer to tours that are described in the guidebook.



IUPUI Library, Historic Indiana Maps

***Scarborough's Road Map and Motor Guide of Indiana*, by the Scarborough Company. Indianapolis: Scarborough Company, 1912.**

This is another popular guidebook, similar to Mendenhall's, with trip guides keyed to maps. In 1912 Lawrence County roads were still rough, hilly, winding, and unmarked. Motorists were advised to look for landmarks based on mileage. For example, on the Bedford–to-Bloomington trip, the guide has this entry for Needmore at mile 5.9: "Take right fork, follow telephone poles, winding road, hilly."

IUPUI Library, Historic Indiana Atlases

***Indiana State Highway Maps*, in *Yearbook of the State of Indiana*, by the Legislative Reference Bureau, et al. Indianapolis: Wm. B. Burford, 1917–1950.**

This annual publication included official state highway maps beginning in 1917, continuing through the 1920s and into the 1930s. These are not high quality, but they do show the state's developing highway network. IU-Bloomington Libraries has a resource page with links to online versions of these maps, 1917, 1923–1932.

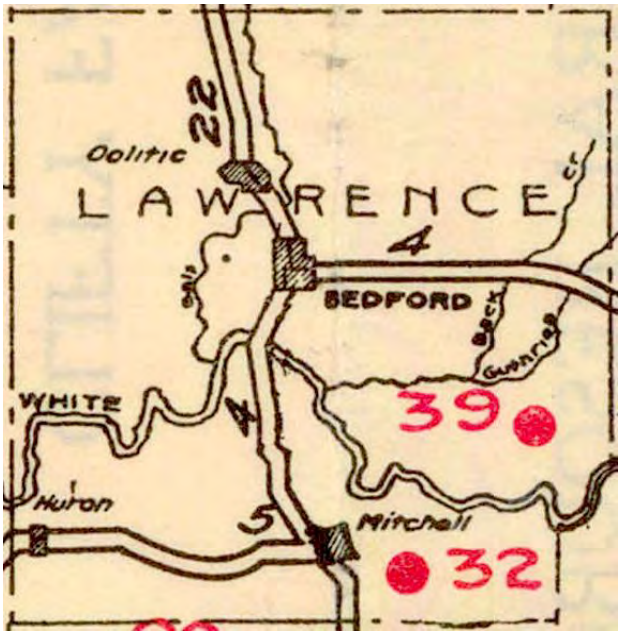
IU-Bloomington Libraries, Indiana State Highway Maps

***Rand McNally Official Auto Trails Map, 1920, Indiana*, by Rand McNally and Co. Chicago: Rand McNally, 1920.**

Rand McNally began publishing maps, railroad guides, and atlases in the 1870s. The company published its first automobile road map in 1904 and soon became a leader in the field. The old nineteenth-century stagecoach road from Indianapolis to Paoli to Fredonia had evolved into the main north-south road in Lawrence County. In 1920 it was not yet numbered as State Highway 37, but it followed that general route. This map labels that road the Dixie Highway (coded #25 on the map detail). The Dixie Highway was a project promoted by Indianapolis businessman Carl Fisher. It ran via several alternate routes from Chicago and northern Michigan to Miami. A section of old Highway 37 in Lawrence County near the piers of the old White River bridge is still called the Dixie Highway. The roads coded #90 and #97 are parts of what this map calls the French Lick Route and the Midland Trail.

Indiana State Library, Digital Collections

***Map of Indiana Showing Points of Interest and State Highways*, by Indiana State Highway Commission. Indianapolis: Indiana Department of Conservation, Richard Lieber, director, 1923.**

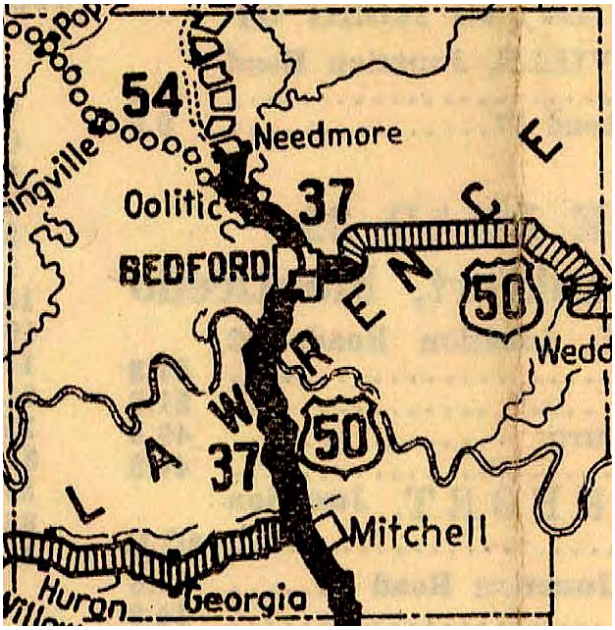


The state began promoting tourism with maps in the 1920s. This highway map includes points of interest, ranging from the Indiana Dunes in the north to Wyandotte Cave in the south. Two points of interest are marked in Lawrence County: (39) Devil's Backbone, the narrow ridge between the White River and Guthrie Creek; and (32) the site of Spring Mill before it became a state park. Here is the (inaccurate) Spring Mill description: "Donaldson Cave, 2 1/8 miles southeast of Mitchell. Accessible by special arrangement only. The ruins of a three-story stone mill lie about one-fourth mile down the creek from the cave."

IUPUI Library, Historic Indiana Maps

***State Highway System of Indiana*, by Indiana State Highway Commission. Indianapolis: Indiana State Highway Commission, 1929.**

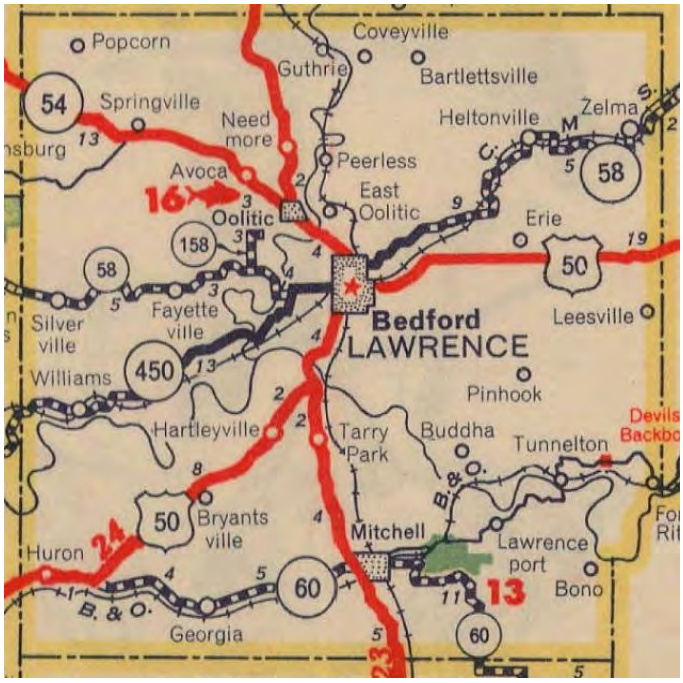
This is an example of an official State Highway Commission map from the late 1920s. It labels numbered state and federal routes, and indicates which roads were paved with earth, gravel or stone, or "pavement," which included macadam as well as concrete, brick, or asphalt. By 1929 in Lawrence County, U.S. Highway 50 and State Highway 37 appear on the map. Highway 50 was largely treated stone; Highway 37 was paved between Paoli and Oolitic, but "under construction" between Oolitic and Bloomington. Until the 1930s, Highway 50 was routed along Highway 37 from Bedford to Mitchell.



Indiana State Library, Digital Collections

***Official State Highway System of Indiana, 1939*, by Indiana State Highway Commission. Indianapolis: Indiana State Highway Commission, 1939.**

In the 1930s, Indiana highways and the maps that traced them took on their modern forms. In Lawrence County, the federal and state roads were routed and numbered pretty much as they are today. The major differences between then and now are the rerouting of Highway 58 in 1941 to make way for the Naval Ammunition Depot at Burns City (later renamed Crane), and the building of Highway 446 in connection with the development of Lake Monroe in Monroe County in the 1960s. This 1939 map still shows the same "points of interest" in Lawrence County as in 1923: the Devil's Backbone and Spring Mill, a state park since 1927.



Indiana State Library, Digital Collections

Part II

Lawrence County Maps

Unlike Part I on state maps, Part II on Lawrence County maps seeks to be fairly comprehensive. It includes all of the maps of the county, published through 1941, that are preserved and catalogued in libraries and online collections or are publicly accessible in government offices. Some of these maps have been digitized, some have been reprinted in modern editions, but many survive only in their original paper form. If they were available online in 2018 when this bibliography was compiled, clickable links are provided.

The maps in Part II include general county maps; plat and property maps; geological and topographic maps; land use and soil maps; stone industry maps; road and railroad maps; and postal maps. Most were engraved or lithographed and professionally published; a couple were hand-drawn by amateurs. All were made by cartographers, whether professional or amateur, who cared about Lawrence County and who left to us a record of the county, preserved graphically and sometimes beautifully in space and time.

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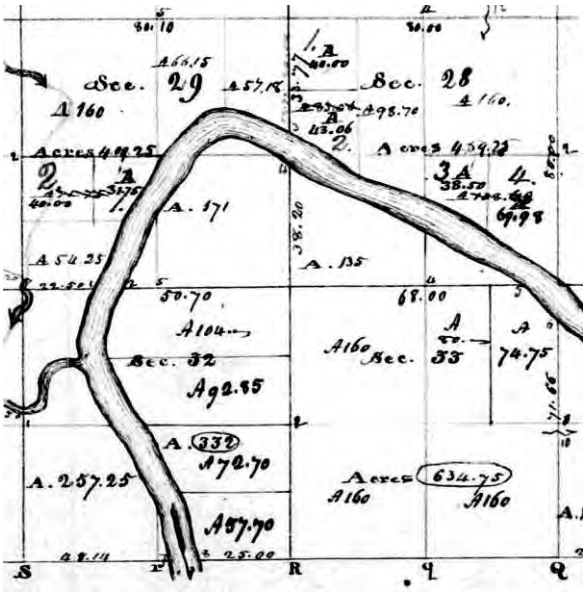
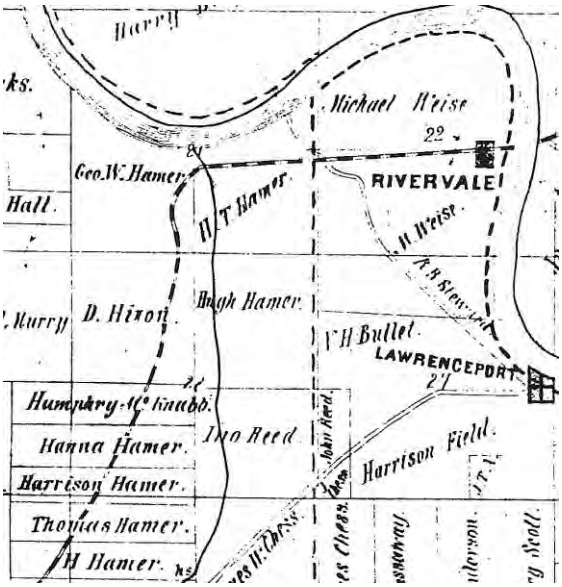
***Plats & Field Notes, Lawrence County*. Cincinnati: United States Surveyor General, 1806–1811.**



The first professional maps of the land that became Lawrence County were drawn shortly after 1805 by U.S. government surveyors. Surveys of Indiana were based on a north-south Principal Meridian and an east-west Base Line drawn in 1805. Those lines intersected at a point six miles south of Paoli. The land was then divided into a uniform grid of townships six-miles square, which were labeled according to their distance north or south of the Base Line and east or west of the Meridian. Each township was then divided into square-mile "sections" numbered 1–36. The surveyors recorded their work in field notes and hand-drawn maps for each township. Those township maps created the property survey system that appears on many of the maps in this bibliography and that still applies today. The detail reproduced here is from a map drawn in 1811 by surveyor Arthur Henrie for township TN5 R1W. That code signifies the township that is five townships north of the Base Line and one township west (called the range) of the Principal Meridian. This is near where Bedford was later located. The map detail shows four sections along the White River (sections # 29, 28, 32, and 33), with Salt Creek flowing into the river from the left. (Cf., 1874 map on page 15.) Those four sections were later subdivided and sold, and those changes were written in on this map. Voluminous records of the General Land Office are maintained at the National Archives and the Indiana State Archives in original volumes and in various reproductions, microfilms, and sometimes digital files. The map shown here comes from a handy online database created by the Monroe County Surveyor's Office for the townships in Indiana that later became Monroe and Lawrence counties when those two counties were organized in 1818. The digital files in this collection were made from microfilms at the Indiana State Archives. This database is available online at the Internet Archive.

Internet Archive

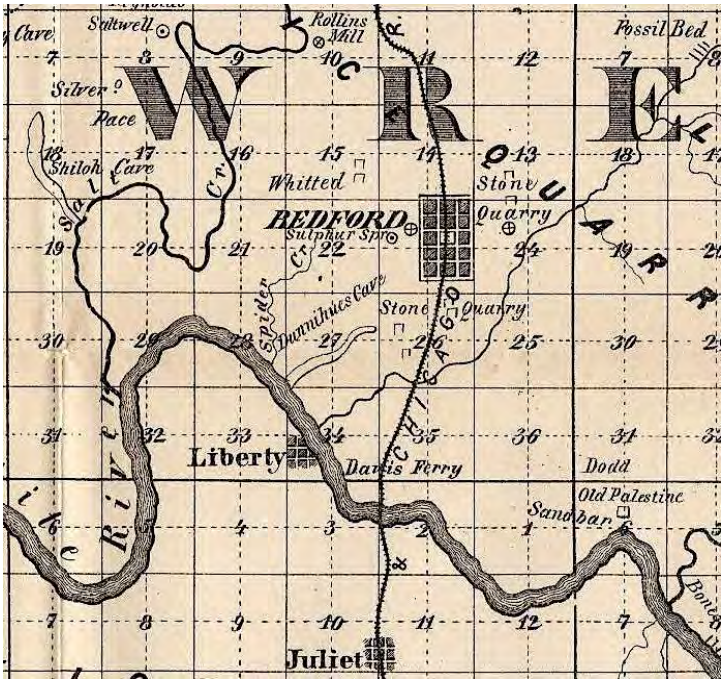
***W.H. Stairs' Map of Lawrence County, Indiana, Compiled from Surveys,* by W.H. Stairs and W.W. Dill. Indianapolis: W. & J. Braden, [186?].**



This is the earliest Lawrence County map catalogued by any library. Earlier printed maps may still exist. As roads were built, local governments organized, and railroad routes surveyed, more maps surely were made and even published. But so far the earliest surviving county map that I have found is this one from the 1860s. And it is good one. It is a large-format property map, showing the landowners throughout the county. It also includes in the margins lists of businesses, probably patrons of the project. It is accurate on the routes of rivers, streams, and railroads; it is fairly accurate on roads. The map detail here shows the property owners in the Rivervale/Lawrenceport area, along the Ohio & Mississippi Railroad. Several are Hamers, the ownership family at Spring Mill, just south of here. George Hamer's property on the White River is the site of Boatyard Bend, where in earlier times the Hamers built flatboats to ship products south by the White, the Ohio, and the Mississippi rivers. The Hutton Library has an original printing of this map, framed and hanging in the hallway. It is quite deteriorated. The State Library has a photostat copy of a different edition, in thirteen sheets, each 18 by 14 inches. The exact date of publication is uncertain. The State Library says between 1860 and 1869. The Hutton Library's photocopy of the State Library's copy has penciled in: between 1866 and 1872. This map is not available online.

Hutton Research Library
Indiana State Library

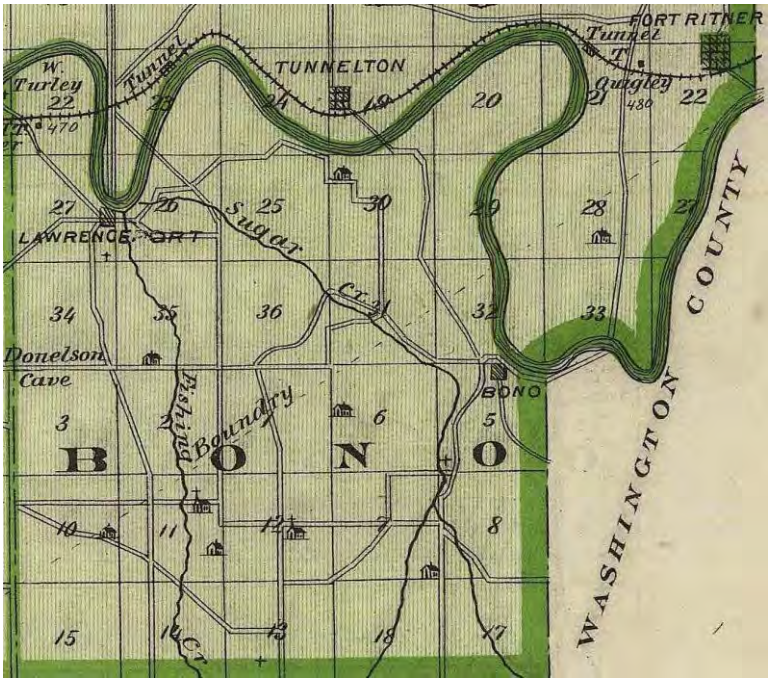
***Map of Lawrence County, Indiana*, by John Collett and E.T. Cox. Indianapolis: Sentinel Company, 1874. Prepared for *Fifth Annual Report* (1873), Indiana Geological Survey, 1874.**



This map has been digitized by several libraries. It marks caves, quarries, and fossil beds, as well as towns, creeks, railroads, and section numbers. No roads appear. The map detail here shows the Bedford area, including Rawlins Mill (misspelled Rollins) on Salt Creek north of Bedford, the most successful flour/grist mill in the county at that time. It also shows three settlements on the path to oblivion by 1873: Liberty, Juliet, and old Palestine. Davis Ferry was an important White River crossing until a new "iron bridge" was built near the site of Liberty in the 1870s. That became the crossing for state Highway 37 in the 20th century.

Indiana Historical Society, Digital Images Collection

***Map of Lawrence County*, in *Illustrated Historical Atlas of the State of Indiana*, by Alfred T. Andreas. Chicago: Baskin, Forster & Co., 1876.**



This atlas is one of many state atlases published in the 1870s. The original edition includes historical, statistical, and illustrative material along with county maps and some city maps, including Bedford and Mitchell. (Those maps appear in the "Town and City Maps" section of this bibliography.) A reprint edition published by the Indiana Historical Society in 1968 features only the county maps, a map of Indianapolis, and a few illustrations. The 1968 edition is still widely available; the Hutton Research Library has a copy. The Lawrence County map in the atlas is simple yet fairly accurate. But in one humorous error, the map mislabels George Donaldson's "Shawnee Cottage" near Spring Mill as a "College." The map detail reproduced here shows Bono Township and part of Guthrie Township in the southeast corner of the county. The Ohio & Mississippi Railroad snakes through the White River Valley. Bono was one of the earliest settlements in the county, but the railroad towns of Fort Ritner and Tunnelton, both located at long-standing White River ferry crossings, eclipsed Bono after the railroad came through in 1857. A bridge over the river was built at Tunnelton in the 1870s. Both of the two Lawrence County railroad tunnels appear on this map: Big Tunnel, west of Fort Ritner, and Little Tunnel, west of Tunnelton. Big Tunnel is still in service; Little Tunnel was "daylighted" in 1899. That's railroad jargon for blasting the top off a tunnel to make a deep cut. An excellent image of the Lawrence County map is available at the David Rumsey Map Collection online. Parts of the original edition can be viewed online at the Indiana Historical Society. The entire volume can be downloaded from the Internet Archive.

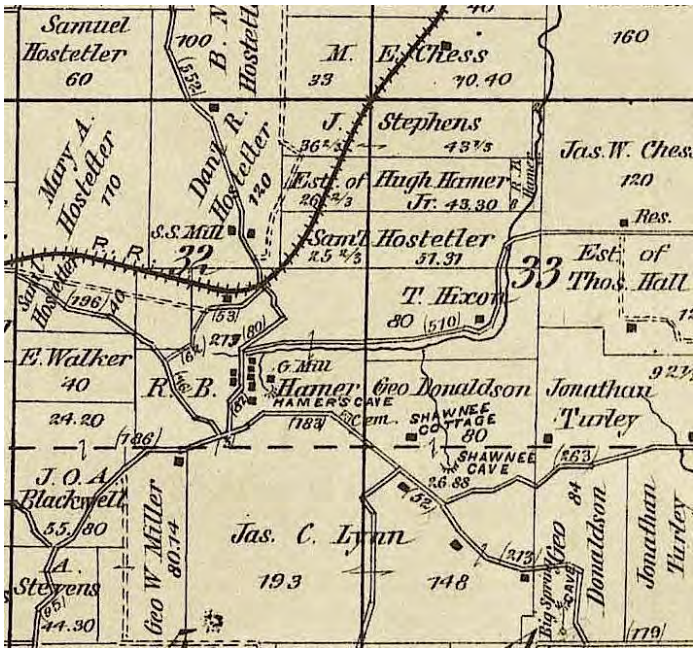
David Rumsey Map Collection
Indiana Historical Society, Digital Images Collection
Internet Archive

***Map of the White River from Its Mouth to Bedford, Ind., on the East Fork and to Gosport, Ind., on the West Fork*, drawn under the direction of Major Jared A. Smith. [Washington, D.C.: War Department, Corps of Engineers, 1878].**

This is a set of thirteen large-format nautical charts of the White River, including a stretch of the river in Lawrence County. These maps are not available online, and I have found only two libraries that have copies: the Library of Congress and the Wisconsin Historical Society.

Library of Congress
Wisconsin Historical Society

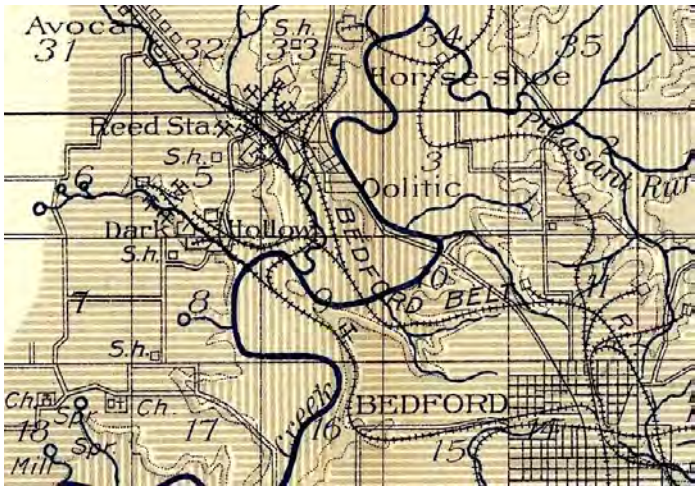
***An Atlas of Lawrence County, Indiana*, by B.N. Griffing. Philadelphia: D.J. Lake & Co., 1879.**



This atlas is the best set of maps of Lawrence County published in the 19th century. (See page 54.) In addition to a general map of the county, the atlas includes property maps of townships and inset maps of cities, towns, and villages. The atlas also includes pictures of county officials and the county courthouse, population statistics, and lists of the patrons of the atlas in each of the townships. The detail from the Marion Township map reproduced here shows the Spring Mill area, including Hamer's mill, the Hamer Cemetery, George Donaldson's house (Shawnee Cottage), and the caves that still today attract visitors to the area. Several of the county roads on this map are park roads today. The Ohio & Mississippi Railroad bends through the area just north of the village. This atlas was published in a facsimile edition in 1979 by Unigraphic, Inc., of Evansville. The Hutton Library, the Bedford Public Library, and many other libraries have copies of that edition. An excellent online version of the original 1879 edition is available at the State Library.

Indiana State Library, Digital Collections

***Geological Map of the Bedford Oolitic Limestone Region (Bedford Sheet), Indiana*, by T.C. Hopkins and C.E. Siebenthal, originally in *21st Annual Report (1896).* Indianapolis: Indiana Department of Geology and Natural Resources, 1897.**



This is one of two detailed maps of the Indiana limestone region, stretching from Owen County to Orange County. The "Bedford Sheet" covers all of Lawrence County and includes towns, creeks, roads, quarries, and stone mills. The map is especially good on the network of railroads in the Bedford area in 1896, all of which have now been abandoned. The map detail reproduced here shows some of the developing quarry areas such as Dark Hollow and Reed Station. This map may be the first to show Oolitic, which became the name of the quarry town Limestone when a post office was established there in 1896. (There are several Oolitic entries in the "Town and City Maps" section of this bibliography.) Indiana University provides online access to the maps and, separately, to the State Geologist's report.

IU-Bloomington Libraries, Indiana Historic Maps
IU-Bloomington, IU Scholar Works, Indiana Geological Survey

***Map of Lawrence County, Indiana / Compiled and Drawn from Surveys and Official Records*, by G.C. Houston. n.p. [Indiana?], 1899.**

This large property map of Lawrence County was designed mainly to delineate properties and list owners, but it is an excellent map in other ways as well. It shows rivers and creeks, roads and railroads. The roads are coded either "gravel" or "dirt." This may be the first county map that labels main roads by their common names at the time. For example, the gravel road from Bedford to Bloomington is labeled both the "Bono – Lafayette State Road" and the "Bedford – Bloomington Turnpike." The detail here shows a stretch of that road (later Highway 37) north of Needmore. The map is held by the Indiana State Library; it is not posted online. (Cf., revised version on page 24.)

Indiana State Library

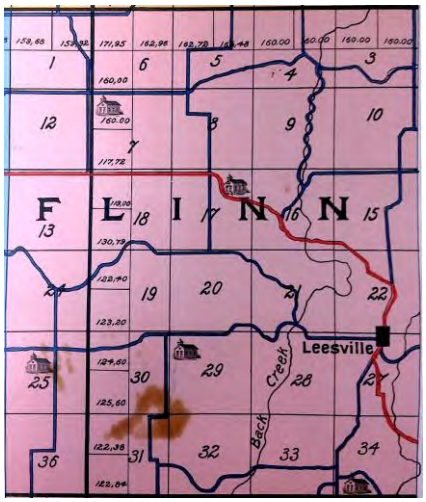
***Lawrence Co. [Indiana].* n.p., [c.1900].**

This curious little map (14 x 13 inches) is a blueprint map of Lawrence County. It has no identification or date printed on it, but the State Library has pegged it to c.1900. It is pretty crude and sometimes inaccurate. It shows quarries, roads, and railroads. This must have been a working copy of the map. Added by hand are several places not on the printed map, including Coxton, Rabbitville, Buddha, Rivervale, Stonington, Paul, and Shawswick. The small detail reproduced here shows the village of Erie with Shawswick penciled in. Shawswick, a station along the railroad between Bedford and Heltonville, had a post office from 1891 to 1896 . This map is not posted online.

Indiana State Library

***Map of Lawrence County, Indiana, Ordered by the Board of Education of Lawrence Co. for the Use of the Schools of the County*, by W.W. Thompson. Indianapolis: Wm. B. Burford, [c.1900].**

This large-format, multicolored, pull-down schoolroom map shows townships, sections, roads and railroads, rivers and creeks, cities and towns, post offices, schools, and some quarries. It is undated but seems to have been published around 1900. The Hutton Library has a well-preserved copy. The map detail here shows Flinn Township, with five schoolhouses. In response to a political dispute in the township, the county commissioners dissolved Flinn in 1911, and it was absorbed by surrounding townships. This map is not posted online.



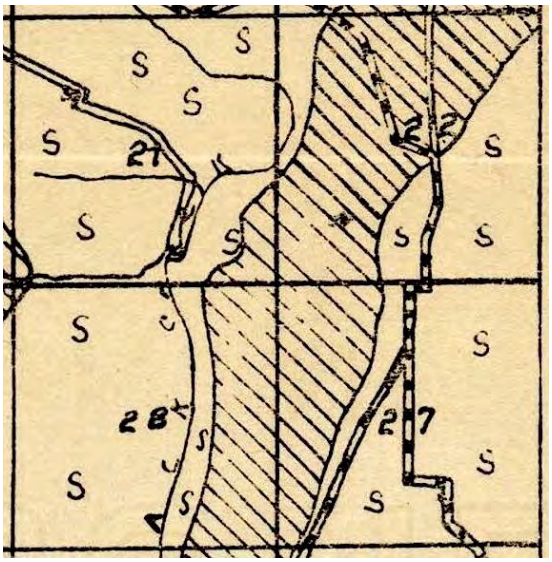
Hutton Research Library

***Enumeration District Maps for Lawrence County, Indiana*, in Enumeration District and Related Maps, 1880–1990, Records of the Bureau of the Census. Washington: National Archives, 1900–1940.**

These maps were used by the Census Bureau in conducting the Decennial Census. For Lawrence County, there are maps for 1900, 1920, 1930, and 1940. Only the 1940 map for Lawrence County is posted online. It is a crude digital copy of the ***General Highway and Transportation Map, Lawrence County, Indiana***, 1937, which is held by IU-Bloomington and appears in this bibliography on page 30.

U.S. National Archives

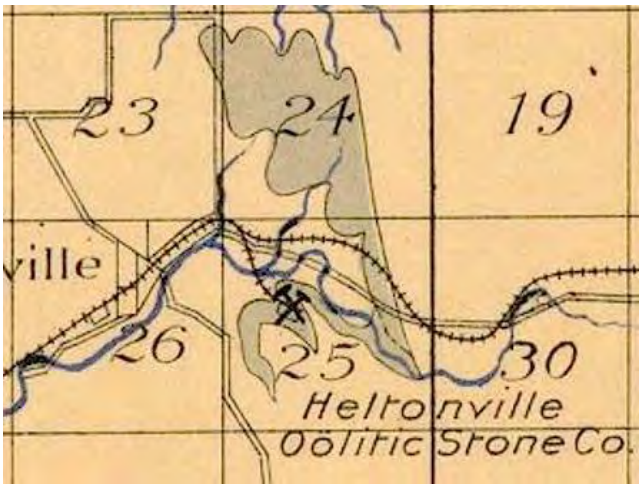
***Soil Map, Lawrence County, Indiana*, by C.W. Shannon and L.C. Snider, originally in *32nd Annual Report (1907)*. Indianapolis: Indiana Department of Geology and Natural Resources, 1908.**



In 1908 the Indiana Department of Geology and Natural Resources published soil surveys and maps of seventeen southern Indiana counties, including Lawrence. The map identifies the various types of soils in the county. In addition to the usual listings of towns, creeks, roads, and railroads, this map also indicates which roads were "improved" and which were still "earth" in 1907. The map detail shown here covers four sections (square miles) in the Back Creek-Leesville area at the eastern edge of the county, where Knobstone soils (S) meet Harrodsburg soils (\\\\). The 32nd Annual Report and the map, separately, are available online through IU.

IU-Bloomington Libraries, Indiana Historic Maps
IU-Bloomington, IU Scholar Works, Indiana Geological Survey

***Geological Map of the Bedford Oolitic Limestone Region (Bedford Sheet)*, by C.E. Siebenthal, originally in *32nd Annual Report (1907)*. Indianapolis: Indiana Department of Geology and Natural Resources, 1908.**



This map is like the one in the 1896 report. It delineates the region of Bedford oolitic limestone, showing areas of working quarries and abandoned quarries. The busiest quarry areas in Lawrence County in 1908 lay in the heart of the limestone belt in areas north and west of Bedford, but there were a few outlying areas as well with accessible limestone. The map detail here shows the Heltonville area. This part of what was known as the Heltonville Limestone Strip is shown in gray. The numbers are section numbers. The Heltonville Oolitic Limestone Company operated a quarry there between 1890 and 1897. The 32nd Annual Report and the map, separately, are available online through IU.

IU-Bloomington Libraries, Indiana Historic Maps
IU-Bloomington, IU Scholar Works, Indiana Geological Survey

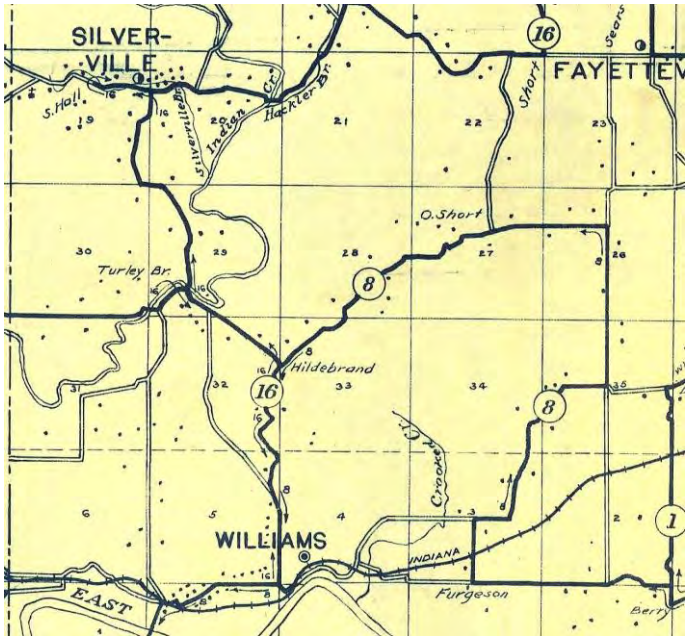
***Lawrence Co., Indiana*. Chicago: Rand McNally, c.1908.**

This color map is about 14 inches square. It shows rivers and creeks, roads, railroads, schools, churches, and cemeteries. Only one copy has been preserved and catalogued by a library: Regenstein Library, University of Chicago. It is not available online.

University of Chicago, Regenstein Library, Map Collection

***Map of Lawrence County, Indiana, Showing Rural Delivery Service*, by C.W.K. [Washington, D.C.]: U.S. Post Office Department, 1909.**

This official postal map shows towns, creeks, roads, and railroads, as well as post offices and rural postal routes. It also shows schools, churches, and houses. There are a couple of misidentifications of towns. For example, Lawrenceport is mislabeled Rivervale, a curious error for a postal map. But for the most part this is a detailed and accurate county road map. The detail reproduced here shows the Silverville, Fayetteville, Williams area. The dark lines (numbered 8 and 16) are postal routes originating in Williams. The icons for Silverville and Fayetteville indicate discontinued post offices. Silverville's closed in 1906; Fayetteville's in 1907.



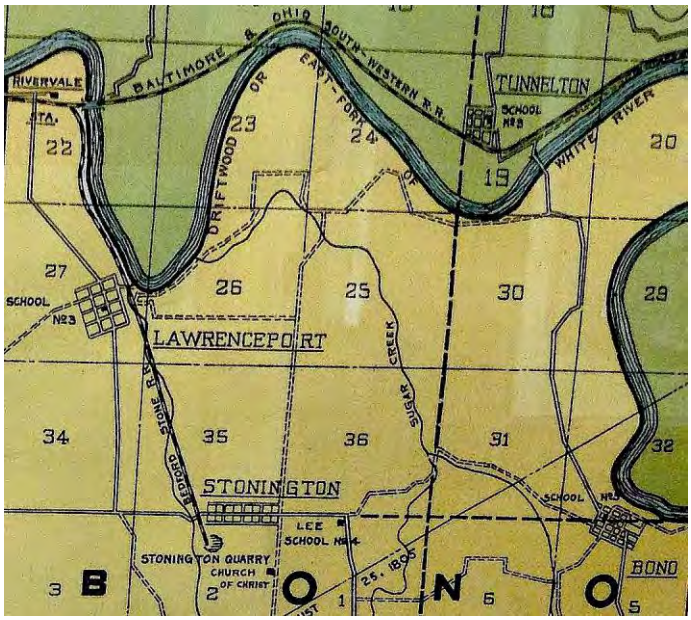
Indiana State Library, Digital Collections

***Railroad Valuation Maps*, ICC Bureau of Valuation, Engineering Section. [Washington, D.C.]: U.S. Interstate Commerce Commission, c.1915–c.1920.**

Between 1915 and 1920, the Interstate Commerce Commission collected vast troves of data on American railroads to be used to assess the value of corporate property for setting freight and passenger rates. Included in this ocean of information were nearly 125,000 maps of railroad properties: mainline rights-of-way, spurs, sidings, yards, stations, buildings, bridges, and adjoining roads and structures. The maps were annotated with construction and engineering details. These maps are large blueprints (most are 24 x 56 inches); each covers half a mile to four miles of track. The maps are filed in the records of the ICC (Record Group 134) at the U.S. National Archives. Though some have been scanned, most remain available in paper form only. The National Archives holds maps for these railroads operating in Lawrence County in the 1910s: the Baltimore & Ohio; the Chicago, Indianapolis, & Louisville (Monon); the Bedford & Wallner; and the Chicago, Terre Haute & Southeastern (Milwaukee Road). The Lawrence County maps are available to the public at the National Archives but are not posted online.

U.S. National Archives

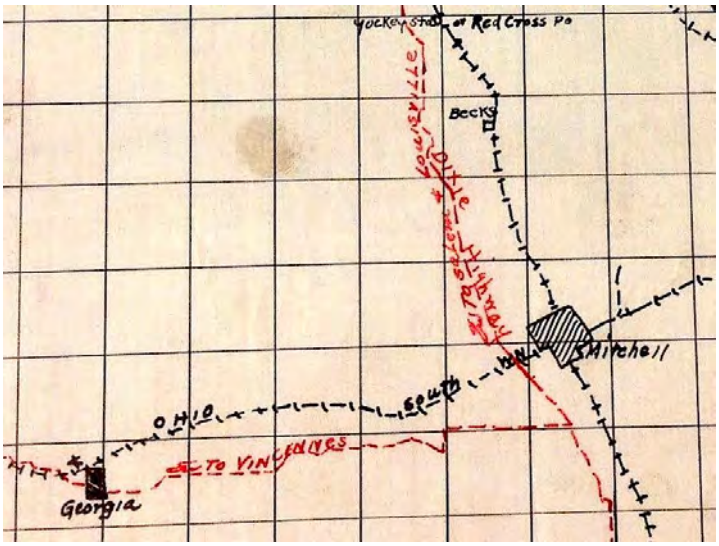
***Map of Lawrence County*. Indianapolis: J.D. Adams & Co., 1915.**



This is an excellent—and rare—county map. The only library that seems to have a copy is the Hutton Research Library. Hutton has two copies, slightly different printings. A large, color copy is framed and hangs in the hallway. The provenance of the map is unknown. J.D. Adams & Co. of Indianapolis appears on the map as publisher, but J.D. Adams was a manufacturer of road-building equipment, not a publisher of maps. In addition to towns, roads, and railroads, the map shows schools and churches. The detail here shows the Bono, Lawrenceport, Tunnelton, Stonington area. Between 1901 and 1914, a stone mill operated at Stonington, linked to Bedford via the Bedford Stone Railroad and the Bedford branch of the B & O, both of which intersected the mainline B & O Southwestern at Rivervale. The Stonington mill was closed and the Bedford Stone Railroad abandoned in 1917. This map is not posted online.

Hutton Research Library

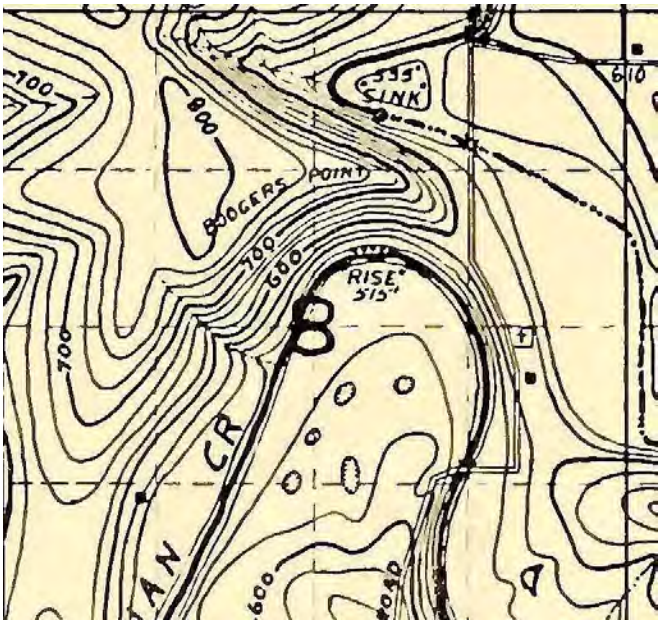
***Lawrence County, Indiana*, by William Duncan. n.p.: c.1917.**



This spare but well-made map was hand-drawn on graph paper with the squares representing mile-square sections. Its purpose was simply to show, with red-inked lines, the best roads through the county. The best north-south route was the Dixie Highway through Oolitic, Bedford, and Mitchell, soon to be State Highway 37. The best east-west route was through Leesville to Bedford, down to Mitchell, and then west through Georgia and Huron. This was the early route of U.S. Highway 50, until a more direct connection between Bedford and Huron was constructed in the 1930s. The detail reproduced here shows the Mitchell intersection of these roads. Someone, probably not the mapmaker, scrawled in pencil at the bottom of the map that these roads are in "excellent condition." This map is not available online.

Indiana State Library

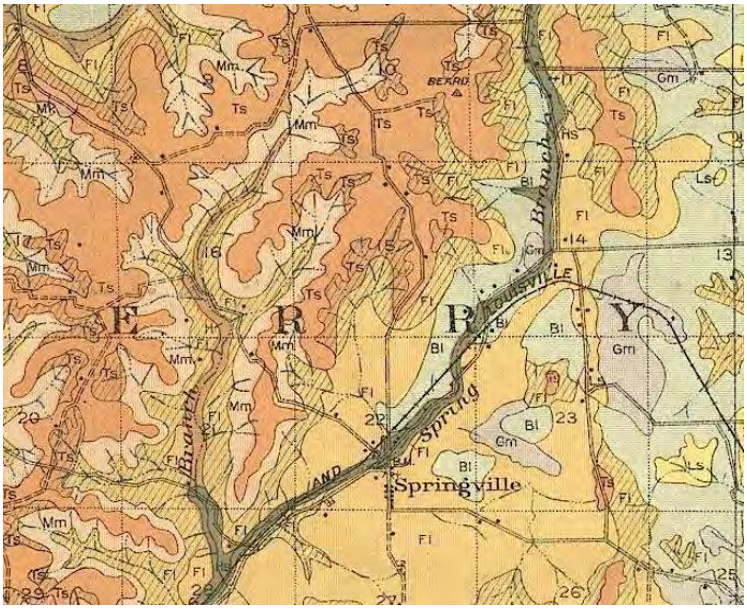
***Topographic Sketch of a Small Area in Western Lawrence Co., Ind.*, by Clyde A. Malott, in Clyde A. Malott, "A Subterranean Cut-Off and Other Subterranean Phenomena Along Indian Creek, Lawrence County, Indiana." *Proceedings of the Indiana Academy of Science*, 31 (1921): 203–210 (map on page 204).**



This small map was created by one of the best early twentieth-century geologists of southern Indiana. It shows an interesting example of karst hydrology in Lawrence County: the "sink" and "rise" that carried part of the flow of Indian Creek under the 200-foot bluff of Boogers Point (sometimes called Boggers, sometimes Buggers) in Indian Creek Township. The map also shows how the old 19th-century Rockport Road, which is labeled on the map, snaked its way through the area on its way from Bloomington to the Ohio River at Rockport. The map detail here zooms in on the area of the sink and rise. This journal is accessible online through IU Libraries as well as other online collections such as Google Books. The Indiana Academy of Science also has posted its full archive of the *Proceedings* online in very good scans.

Indiana Academy of Science, Proceedings

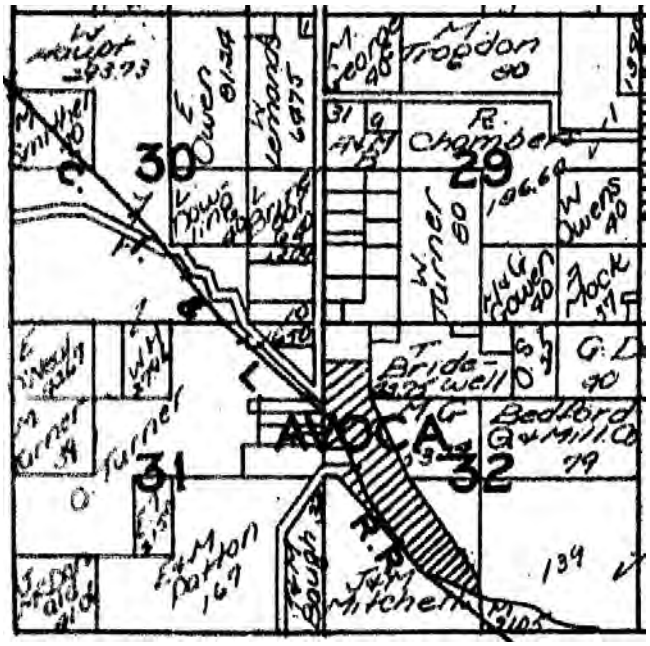
***Soil Map, Indiana, Lawrence County Sheet*, by W.E. Tharp. Washington, D.C.: Bureau of Soils, U.S. Department of Agriculture, 1922.**



The U.S. Department of Agriculture began conducting systematic soil surveys of Indiana counties in 1902. The Lawrence County survey was completed in 1922, and this large, full-color, highly detailed, beautiful map was the chief product. In addition to systematically demarcating the varied soils in the county, the map shows roads and railroads, towns and villages, quarries and mills, churches and schools. The map detail reproduced here shows the wide variety of soils in the Springville area in Perry Township. Springville was one of the oldest settlements in that corner of the country. A post office opened there in 1827. In the 1870s Springville became a station on the Bedford & Bloomfield Railroad. In the 1880s that railroad was acquired by the Louisville, New Albany & Chicago Railroad, which by the 1920s had been renamed the Chicago, Indianapolis & Louisville (a.k.a. Monon).

IU-Bloomington Libraries, Indiana Historic Maps

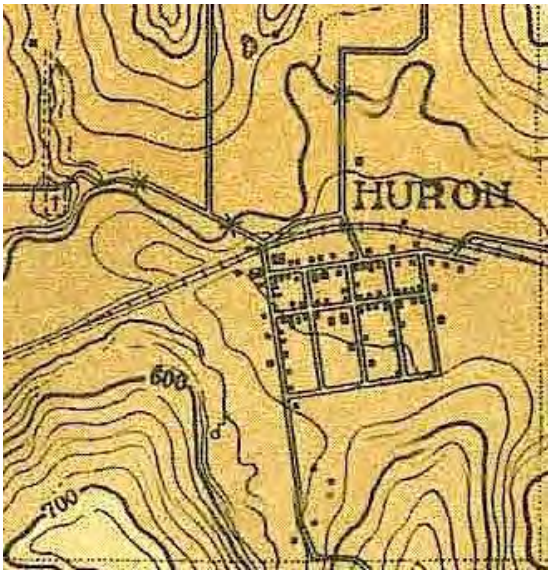
***Plat Book of Lawrence County, Indiana*, by W.W. Hixon. Rockford, Ill.: W.W. Hixson & Co., 192?.**



W.W. Hixson & Co. published plat books (property maps) for all Indiana counties between approximately 1925 and 1941. The books are atlases of township maps, showing property lines and owners. The Lawrence County plat book—an original of which is in the IU-Bloomington rare maps collection—appeared sometime in the 1920s. Copies are held by other libraries, including the Hutton Library, the Bedford Public Library, and the Monroe County Public Library. All extant plat books in this series have been scanned and posted online by the IUPUI Library. In that collection, Lawrence County is in Volume 3, pages 280–296. The detail reproduced here shows four sections (four square miles) in the Avoca area in Marshall Township. Avoca was an early mill-site settlement in the county and later a station on the Bedford & Bloomfield Railroad, here shown as the Chicago, Indianapolis & Louisville Railway. From the 1920s until 2016, the state operated a fish hatchery at Avoca, fed by water from a hillside spring.

IUPUI Library, Historic Indiana Plat Books

***Topographic Map of Part of Lawrence County*, in *Handbook of Indiana Geology*, Indiana Department of Conservation, Publication No. 21, by W.N. Logan et al. Indianapolis: Wm. B. Burford, 1922.**



This fold-out topographic map is tipped into a Department of Conservation report between pages 742 and 743. It shows the western half of the county. Other small Lawrence County maps appear on pages 224, 740, and 931. This handbook is a major state report that covers many aspects of geology, topography, and hydrology, with detailed attention to "Economic Geology," that is, to minerals and ores, oil and gas, oil shale, stone and road material, coal, lime and limestone, clays and sands, and so on. The map detail here is the Huron area in the southwest corner of the county. Huron was founded as a railroad town during the building of the Ohio & Mississippi Railroad in 1857. West of Huron the railroad (the Baltimore & Ohio by 1922) descends from the Mitchell Plain, down the Beaver Creek valley, to reunite with the White River at Shoals. The link included here is to the fold-out topographic map within a scan of the full report.

IU-Bloomington Libraries, Digital Library

***Lawrence County Archaeologic Map and Plates*, by E.Y. Guernsey. Indianapolis: n.p., 1924. Illustrative material prepared for "Archaeological Survey of Lawrence County," by E.Y. Guernsey, *Indiana History Bulletin*, Indiana Historical Commission, extra number, July 1924.**

This map marks sites of prehistoric native American habitation and activity in Lawrence County. The map shows village sites, quarries, cemeteries, workshops, caches or pits, burial mounds, Indian springs, pottery, shell heaps, rock shelters, petroglyphs, and caves. Guernsey, a Bedford resident, was a Lawrence County historian, archeologist, and state legislator. He was also a founder of Spring Mill State Park. The map detail here shows the Williams–Bryantsville area in Spice Valley Township. The codes mark the sites of villages, workshops, pottery, burial mounds, etc. The Indiana State Library holds the original map and the drawings of Indian artifacts that appear in the article. The *Indiana History Bulletin,* published by the Indiana Historical Commission, is available in many Indiana public and university libraries, including IU-Bloomington. It also is accessible online at Hathi Trust Digital Library. This "extra number" of the *Indiana History Bulletin* is bound into volume 1, 1923–1924.

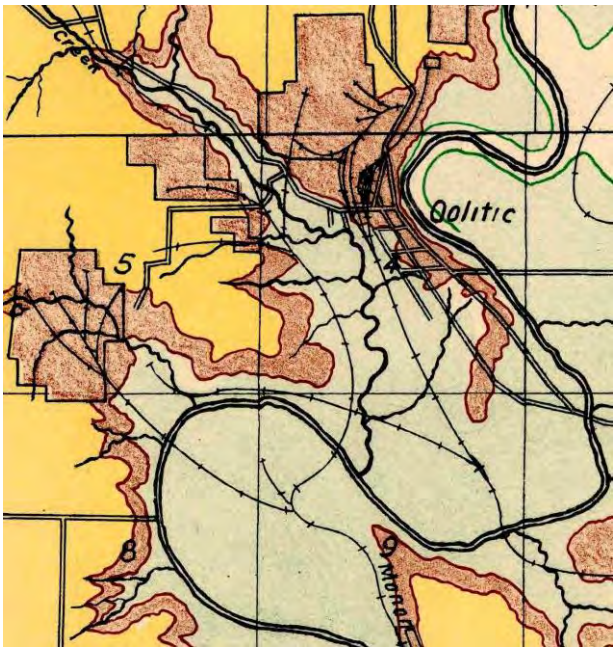
Indiana State Library
Hathi Trust Digital Library

***Map of Lawrence County, Indiana / Compiled and Drawn from Surveys and Official Records*, by G.C. Houston; revised by J.W. Malott. n.p. [Indiana?], 1928.**

This map is described in its title as a revision, but it is essentially a corrected reproduction of the original 1899 Houston map, which appears in this bibliography on page 18. It was redrawn and relettered, and a few substantive changes were made—but very few. In this detail from the Bono area in the southeastern corner of the county, all the properties and property owners are identical with 1899. That's typical throughout the map. Bono, the first important settlement in the county, had dreams of growth, with river access, a state road authorized, and fantasies of a railroad. But those dreams never materialized. Most of the town lots shown here were never developed and long ago reverted to farm land. The Indiana Historical Society holds a blueprint copy of this map. The Hutton Library has a large photocopy and an excellent original copy that has been digitized. It is not available online.

Indiana Historical Society Library
Hutton Research Library

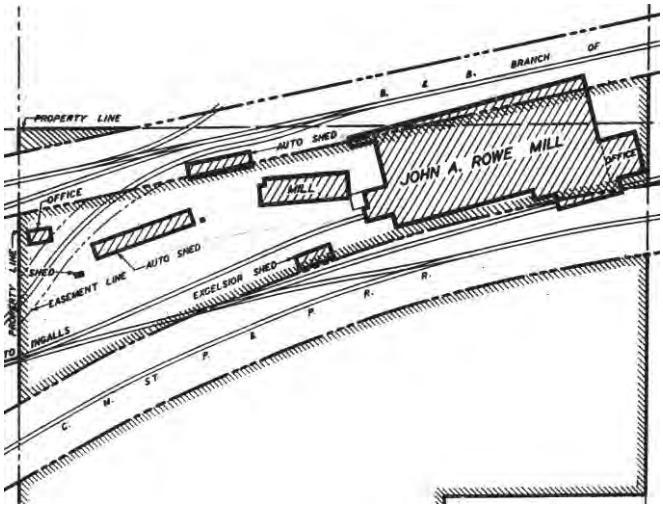
***Map of the Lawrence County Region of the Indiana Oolitic (Salem) Limestone, Showing Its Areal Outcrop and Quarries*, by W. N. Logan and Ralph Esarey. Indianapolis: Indiana Department of Conservation, Division of Geology, 1928.**



In 1928 the state Division of Geology produced two beautiful large-scale maps of the Indiana Limestone region. One map covers Owen and Monroe counties; the other covers Lawrence County. The maps are especially good at showing how the Salem limestone layer is revealed in outcroppings along the bluffs and ridges of rivers and streams. The map detail here shows the area around the town of Oolitic, which sits on the ridge between the valleys of Salt Creek and Goose Creek. The outcrops of the Salem stone layer appear in red. The squared off red areas are the quarry districts of Dark Hollow, Reed Station, and Oolitic. The map also shows the network of railroads that had been built in this area by the 1920s. This map and the Owen-Monroe map are held by IU-Bloomington and the State Library. They have not been posted online.

IU-Bloomington Libraries, Map Collection
Indiana State Library

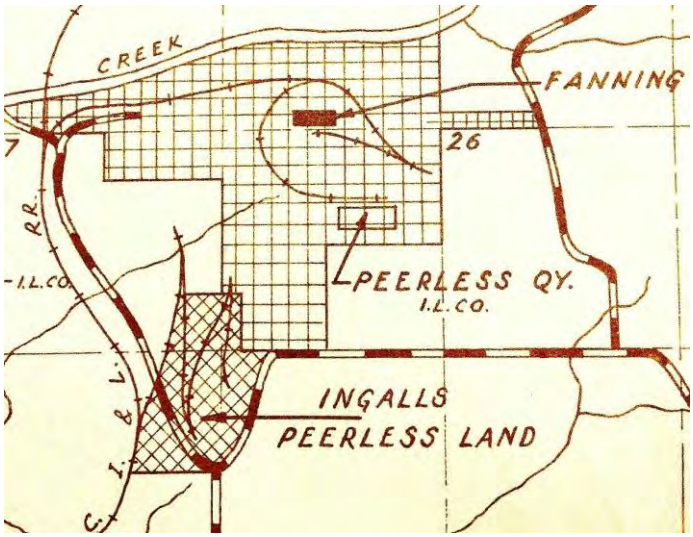
***Property Survey of the Quarry and Mill Properties of the Indiana Limestone Company, Bedford, Indiana, in Lawrence and Monroe Counties, 1928–1929*, created by J.L. Mann, chief engineer, *et al.* n.p.: [Indiana Limestone Company, 1929].**



The 1920s were boom times for the limestone industry in Lawrence and Monroe counties. This volume is an atlas of plat maps of dozens of quarry and stone mill properties owned by the Indiana Limestone Company (ILCO), which had been formed in 1926 in a grand merger of 24 of the 42 companies then in business in the stone district. The maps show buildings, roads, railroads, quarry openings, and other features. The detail reproduced here is the property that before the merger had been the John A. Rowe Cut Stone Company in Bedford. It lay between the rail lines of the Milwaukee Road on the south and the Bedford & Bloomfield branch of the Monon on the north along Garvey Lane, now John Williams Boulevard. The Rowe mill building is still in use, though not as a stone mill. The original survey volume is in the archives of the Indiana Limestone Company. The Lawrence County Surveyor's Office has a photocopy, which has been digitally scanned and is available to the public. The Monroe County History Center in Bloomington has a scanned copy, too. Neither of these scanned copies is posted online.

Lawrence County Surveyor's Office
Monroe County History Center

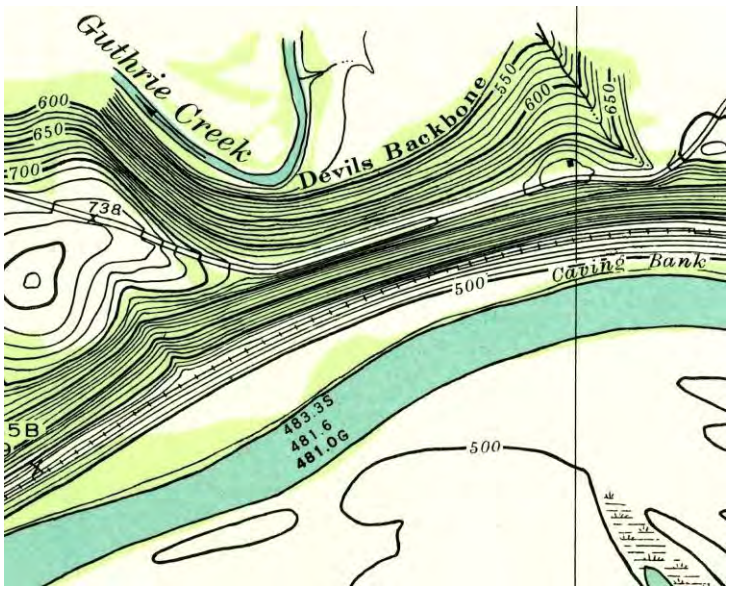
***Map of Indiana Oolitic Limestone District, Monroe County, Lawrence County and Owen County, Indiana*, by the Building Stone Association of Indiana. Bloomington, Ind.: Building Stone Association, Inc., [1931].**



This very large map (nearly eight feet long) was produced by the stone industry. The map shows all the quarry lands and stone mills of 1931, stretching from Stinesville on the north to Bedford on the south. The map includes large inset maps of Bloomington and Bedford, showing the concentration of mills in those cities. (See entry on page 43.) The map is large enough to reveal in detail the quarries, mill buildings, and rail lines throughout the entire Indiana limestone district. The map detail reproduced here zooms in on the Peerless area, north of Bedford. It shows the use of railroad switchbacks in quarry operations, which were designed to change the elevation of a railway within a tight space. The Indiana Geological Survey and the State Library have copies of this map, but it is not available online.

Indiana State Library

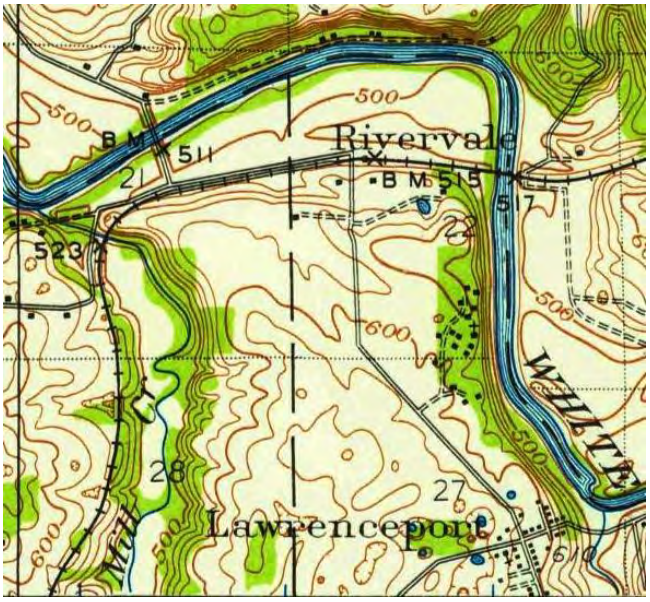
***East Fork White River: Shoals, Indiana, to Sparksville, Indiana: Chart 13 to Chart 19 Inclusive*, by the United States Engineer Office. Louisville, Ky.: United States Engineer Office, 1931.**



In 1929 the Army Corps of Engineers conducted an intensive survey of the East Fork of the White River from its mouth to Columbus. The maps (charts) published by the Louisville office are large, detailed, and beautiful. Charts 13 through 19, which are held by IU-Bloomington, cover the entire course of the river through Lawrence County. The charts include river elevations at different stages, as well as topographic details of the river banks and bluffs, with contours and spot elevations. The charts are large enough to shows not only details of shorelines but details of river towns, down to the level of houses. The detail from Chart 19 reproduced here is a tiny snippet of that large map of the White River on the eastern edge of Lawrence County. It shows the B & O Railroad as well as the county's famous Devil's Backbone, the narrow ridge between the White River and Guthrie Creek. The chart's elevation markings show the road running some 250 feet above the river. The charts are posted online at IU-Bloomington.

IU-Bloomington Libraries, Indiana Historic Maps

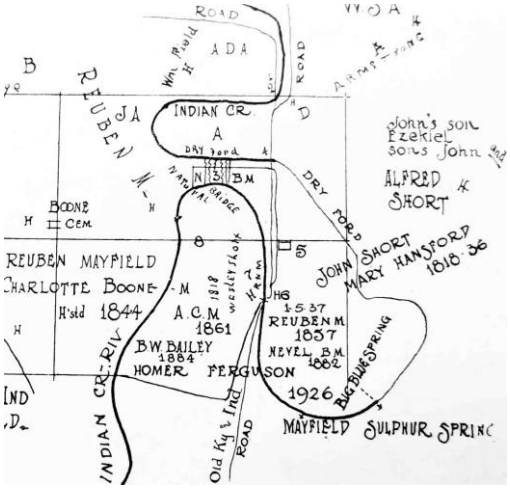
Indiana, Bedford Quadrangle, Topographic Map, 1934. **Washington, D.C.: U.S. Geological Survey, 1934, republished 1958.**



The U.S. Geological Survey began publishing topographic maps in 1884. The map listed here is the earliest detailed USGS topographic map of Lawrence County (Bedford Quadrangle), covering most of the eastern half of the county. Another Bedford Quadrangle map was published in 1937. Topo maps were designed chiefly to show elevations via contour lines, but they also show roads and railroads, rivers and streams, towns, schools, quarries, even houses. The map detail reproduced here focuses on the area around Rivervale, where the B & O Railroad crossed the White River, then turned south to follow the Mill Creek Valley, rising up some 150 feet onto the Mitchell Plain. Today that rail line is owned by CSX Corporation, the only railroad still in operation in Lawrence County. High-quality scans of historic USGS maps are available at a number of sites online, including IU-Bloomington Libraries. Excellent scans can be downloaded directly from the USGS, which has several helpful finding aids, including the Historical Topographic Map Explorer.

USGS Historical Topographic Map Explorer
IU-Bloomington Libraries, Topographic Maps

***Where Indian Creek Runs Under Buggers Point It Forms a Natural Bridge and the Dry Ford*, by R. N. Mayfield. [Seattle, Wash.: n.p., c.1934].**



This little map of the Indian Creek sink and rise in Indian Creek Township was created by a Seattle doctor for a history of the Boone-Mayfield families. It shows property owners as well as the geological features that appear in Clyde Malott's 1921 map of the same site (listed on page 22 of this bibliography). This map was handmade and privately published. The citation here is from the catalogue entry at the Wisconsin Historical Society Library. The map is also held by the University of Virginia Library and the California State Library. It is not available online.

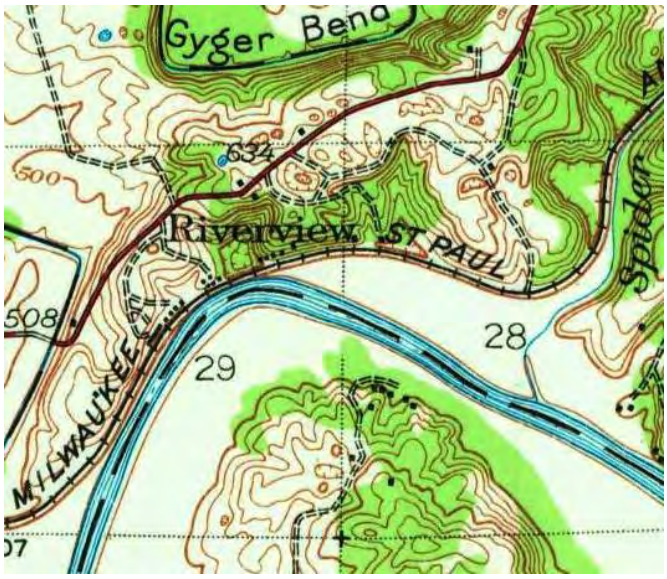
Wisconsin Historical Society Library

***Leatherwood Creek Watershed, Lawrence County, Indiana*, by R.W.W. [Washington, D.C.]: Department of Agriculture, Soil Conservation Service, 1935.**

This is a preliminary map prepared for a federal soil conservation project that is described in the entry for the final set of maps on page 32 of this bibliography. The Regenstein Library at the University of Chicago seems to be the only library that has this map. It is not posted online.

University of Chicago, Regenstein Library, Map Collection

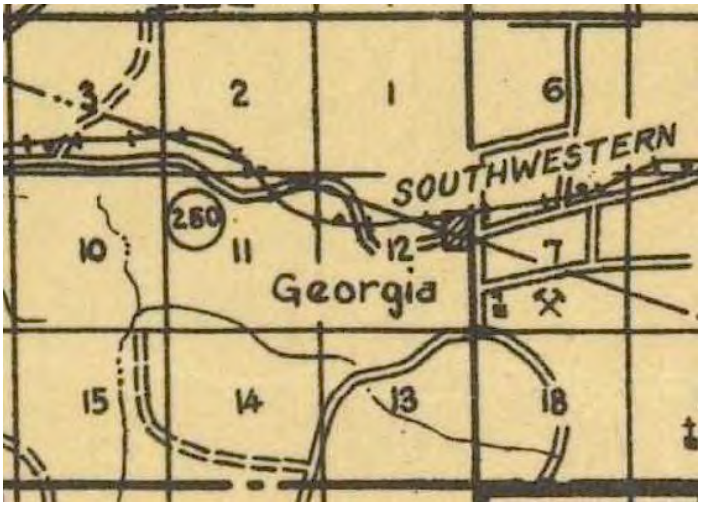
***Indiana, Oolitic Quadrangle, Topographic Map, 1935.* Washington, D.C.: U.S. Geological Survey, 1935, republished 1968.**



This map is the earliest USGS topographic map of the Oolitic Quadrangle, i.e., the western part of Lawrence County. Like the Bedford Quad map, this map shows contour lines as well as roads and railroads, rivers and streams, towns, schools, quarries, etc. The map detail here is a view of the bluff along the White River where the Milwaukee Road Railroad came into Bedford, skirting the river and then rising up the Spider Creek valley. This rail grade is now part of the Milwaukee Trail. Scans of historic USGS maps are available through many libraries, including IU-Bloomington., and can be downloaded directly from the USGS.

USGS Historical Topographic Map Explorer
IU-Bloomington Libraries, Topographic Maps

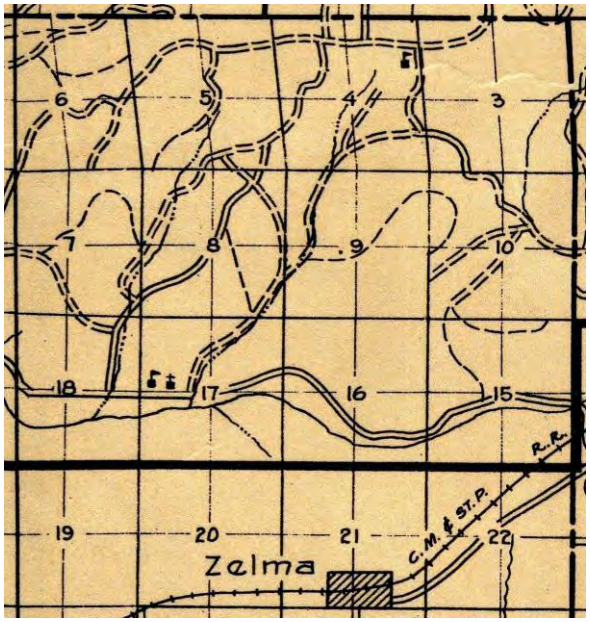
***Lost River, Patoka, and Lafayette Purchase Units, Indiana*, by U.S. Forest Service. Milwaukee, Wisc.: U.S. Department of Agriculture, Forest Service, Regional Office, 1936.**



In 1911 Congress authorized the establishment of national forests east of the Mississippi River. Land acquisition accelerated during the Great Depression, when the Forest Service began to purchase eroded and degraded farm and forest land for reclamation. Indiana passed an enabling act in 1935 to allow for the creation of a national forest in the southern part of the state. This was the beginning of the Hoosier National Forest. The Forest Service first defined purchase areas, then began the slow and oft-interrupted process of buying properties. This map delineates three of the four "purchase units" that were established in Indiana in 1935. Part of the Lost River Purchase Unit lay in Spice Valley Township in the southwestern corner of Lawrence County. In addition to marking the purchase area boundaries, this map shows roads ("good motor roads" and "poor motor roads"), railroads, utility lines, quarries, mills, and other features. The detail reproduced here includes twelve sections of the purchase unit near Georgia, where tracts were acquired and are now part of the Hoosier National Forest. Grodey Ridge is in Sections 10 and 15; Gobblers Knob is in Section 13. The B & O Southwestern Railroad (now CSX) runs through the area. Several libraries have this map, including the State Library, the National Archives, and IU-Bloomington. It is posted online at IU-Bloomington.

IU-Bloomington Libraries, Indiana Historic Maps

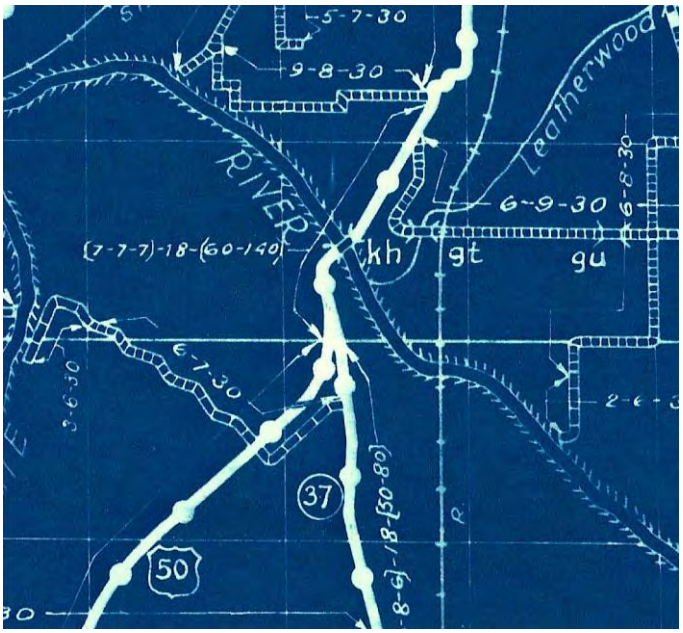
***Pleasant Run Purchase Unit, Indiana*, by C.E. Riemenschneider, U.S. Forest Service. Milwaukee, Wisc.: U.S. Department of Agriculture, Forest Service, 1936.**



Like the previous entry, this map outlines the origin of the Hoosier National Forest. The Pleasant Run Purchase Unit, authorized in 1935, included then—and still includes today—the heart of the northern section of the Hoosier National Forest in Monroe, Brown, Jackson, and Lawrence counties. Lawrence County's portion of the Pleasant Run Purchase Unit lies in Pleasant Run Township in the northeast corner of the county. Today this area includes part of the Hickory Ridge sector of the Hoosier National Forest. The detail reproduced here shows twelve sections in the purchase area north of Zelma and of the Chicago, Milwaukee & St. Paul Railroad (Milwaukee Road). The numbers are section numbers. In addition to marking the purchase area boundaries (dark black lines), the map shows roads ("good motor roads" and "poor motor roads"), railroads, quarries, mills, and other features. Several of the "poor motor roads" (broken lines) have been turned into national forest hiking, mountain biking, and horse trails. Several libraries have this map, including the State Library, the National Archives, and IU-Bloomington. It is not available online.

Indiana State Library
IU-Bloomington Libraries, Map Collection

***Map of Lawrence County, Road*, by Indiana Highway Survey Commission. [Indianapolis]: n.p., 1936.**



In the mid-1930s, the State of Indiana produced large-format blueprint maps of a number of Indiana counties based on new surveys of roads and road conditions. This is the main Lawrence County map. It is the first road map of the county created by the State Highway Commission. Besides showing highway routes and route numbers, this map indicates road quality, road width, right-of-way width, how the roads were paved, and with what. It is an in-depth highway survey. The map detail reproduced here shows the intersection of Highway 50 and Highway 37 at the White River Bridge southwest of Bedford, near the site of the early nineteenth-century Davis ferry and the first "iron bridge" built in the 1870s. The piers of that bridge still stand in the river between the current bridge and the old Monon Railroad trestle, which is also shown on this map. The map is posted online at the Indiana State Library.

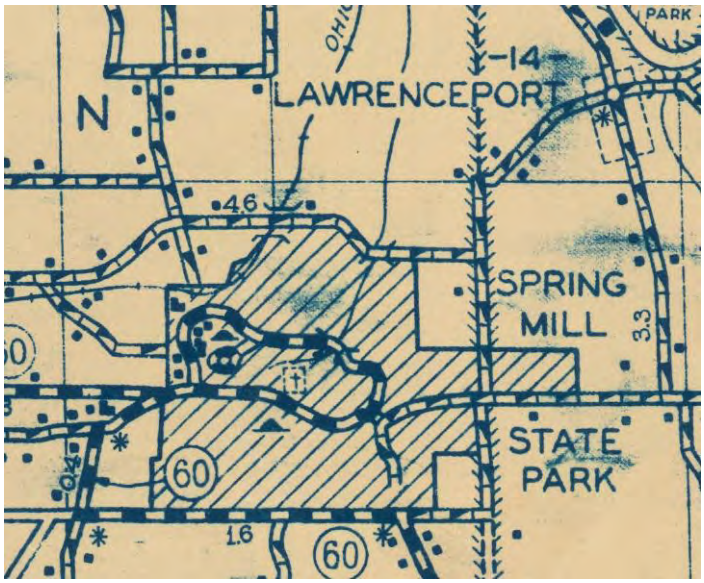
Indiana State Library, Digital Collections

***Map of Lawrence County, Cultural*, by Indiana Highway Survey Commission. [Indianapolis]: n.p., 1936.**

This blueprint map is a companion to the 1936 road map, both created by the Indiana Highway Survey Commission. It shows the same roads but also shows postal routes, school bus routes, houses, schools, parks, churches, cemeteries, factories, mills, quarries, commercial buildings, and other cultural institutions. The map detail here shows the roads, railroads, houses, and businesses in the Avoca, Needmore, Peerless area. The map is online at the Indiana State Library.

Indiana State Library, Digital Collections

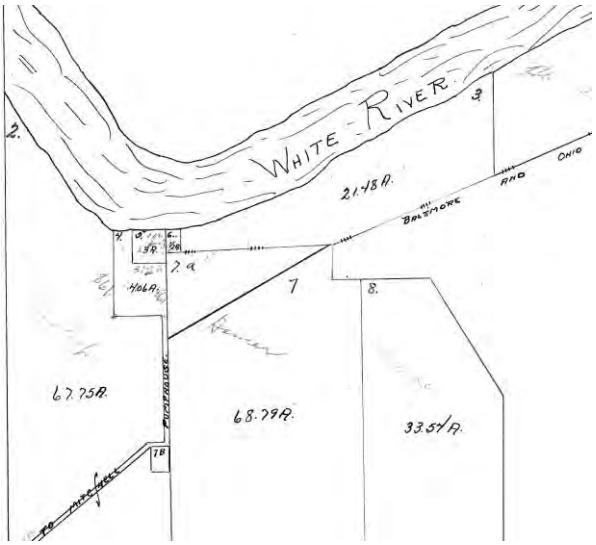
***General Highway and Transportation Map, Lawrence County, Indiana*, by the State Highway Commission of Indiana. [Indianapolis]: State Highway Commission, 1937.**



The highway surveys that the state conducted and printed as blueprints in 1936 were turned into large-format county road maps. This road map of Lawrence County, published in 1937, brings together into a well-designed, readable format the information on roads and cultural features collected by the two 1936 surveys. The map detail here shows the area around Spring Mill State Park, which opened in 1930. In 1937 the entrance to the park was on the west side, reached by Highway 60, which at that time followed what is today called Grissom Road. Highway 60 and the main park road were so-called "bituminous surfaced roads," which means gravel coated with bitumen (tar), then topped with something like pea gravel and rolled. The other area roads were all gravel surfaced. At this time the only roads in the county that were paved with concrete or asphalt were Highways 37, 50, 54, and a short stretch of 450. IU-Bloomington holds a copy of this map, but it is not posted online. There is an online copy at the National Archives, but that scan is nearly illegible. (See page 19 of this bibliography.)

IU-Bloomington Libraries, Map Collection
U.S. National Archives

***Lawrence County, Indiana, 1937–1938, Assessor's Plat-Books*. Bedford: Lawrence County Surveyor, 1937–38.**



The Lawrence County Surveyor's Office holds plat books from 1937–38 that contain detailed property maps and lists of property owners for the entire county, including many pages for Bedford and Mitchell. They are the only pre-1941 plat books in the Surveyor's Office. These plat maps and owner lists have been scanned and are accessible to the public at the courthouse, although they are not posted online. The detail reproduced here is from one of the Marion Township maps. It shows properties along the White River where Mill Creek, just north of Spring Mill State Park, flows into the river. This is Boatyard Bend, the site where flatboats were built in the early 19th century to ship flour, whiskey, and other goods from Spring Mill village. (Cf., 1860s map on page 15.) The map detail here indicates that the City of Mitchell owned the small parcels 4, 5, & 6 for their public water plant. Several of the parcels mapped here (7 & 8) were still owned by Ralph Hamer, grandson of Hugh Hamer, Spring Mill's long-time proprietor. In the late 1930s Norman Evans was buying parts of Hamer's property with plans to create a lake and vacation resort in Mill Creek valley. Though Evans did build a dam at the mouth of Mill Creek, the project was abandoned in the 1950s. Mystic Lake was developed instead, in a smaller valley just west of the Mitchell waterworks.

Lawrence County Surveyor's Office

***Indiana, Bedford Quadrangle, Topographic Map, 1937.* Washington, D.C.: U.S. Geological Survey, 1937.**

This is another pre-1941 topographic map of the Bedford Quadrangle (eastern half of Lawrence County). It is little different from the 1934 edition listed above. Scans of historic USGS maps are available online at IU-Bloomington Libraries. Excellent quality scans can be downloaded directly from the USGS, which has several user-friendly finding aids such as the Historical Topographic Map Explorer.

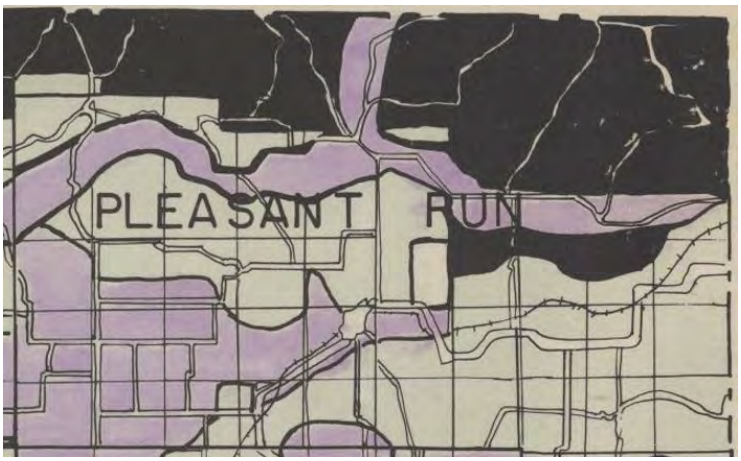
USGS Historical Topographic Map Explorer
IU-Bloomington Libraries, Topographic Maps

***Rural Delivery Routes, Lawrence County, Ind.* [Washington, D.C.]: U.S. Post Office Department, [c.1940].**

This large-format postal map shows rural delivery routes in Lawrence County in the 1940s. The Indiana State Library has a badly faded Photostat copy that is just barely legible. It is not posted online.

Indiana State Library

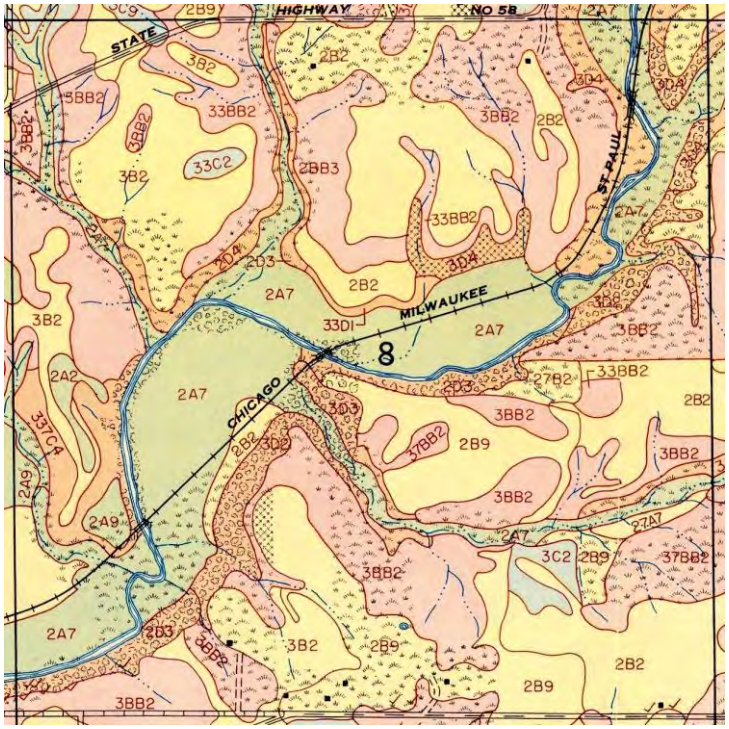
***Lawrence County Land Use Map – Preliminary*, by the Lawrence County Land Use Planning Committee. [Bedford, Ind.?]: Land Use Planning Committee, [c.1941].**



The purpose of this map and the project that produced it was to classify the land of the county into five categories of recommended use: general farming land; light farming land; overflow land (flood plains); state park and quarry land; and forest land not suited to agriculture. In 1940 about 80 percent of the county's land was thought to be suited to agriculture in some form. About 14 percent was recommended for forestry, especially in the northeast and the southwest corners of the county, which were already included in National Forest Purchase Units. The map detail here shows Pleasant Run Township. Much of the land in Pleasant Run had always been considered "but poorly adapted to tillage," as an 1884 county history put it. On the map, the color black marks the area thought suited only to forestry. Today much of that land is part of the Hickory Ridge sector of the Hoosier National Forest. (Cf., map on page 29.) This map is held by several libraries and is available online at IU-Bloomington.

IU-Bloomington Libraries, Indiana Historic Maps

***Indiana Erosion and Land-Use Conditions: Leatherwood Creek Project, Lawrence County*, by Soil Conservation Service. [Washington, D.C.]: U.S. Department of Agriculture, Soil Conservation Service, [c.1941]. One map, on seven sheets, plus an index sheet.**



In 1935 the U.S. Soil Conservation Service began an erosion-control project in the drainage basin of Leatherwood Creek. Soil in many parts of the Midwest, including Lawrence County, had been damaged by more than a century of intensive farming. The Leatherwood Creek Project was designed to describe the current condition of soils in the watershed and to suggest improved farming practices. This project produced several publications, including this detailed and colorful map, printed on seven large sheets. The map detail here is one section (one square mile) from one sheet. It shows a portion of the creek between Highways 58 and 50, just east of the today's Bedford North Lawrence High School. The map patterns show land use. The colors show recommended farming practices. The code numbers, such as 2A7, denote extent of erosion, slope, and soil type. This map is held by IU-Bloomington and the State Library. It is not posted online.

IU-Bloomington Libraries, Map Collection
Indiana State Library

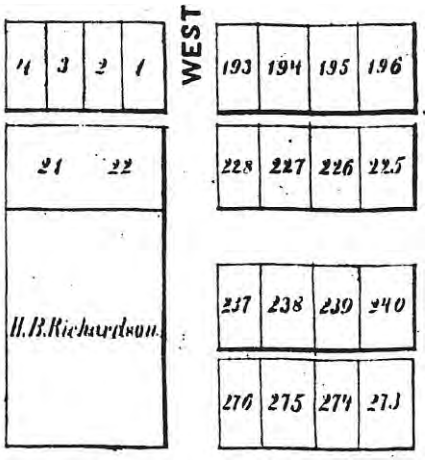
Part III

City and Town Maps

Only two 19th-century Lawrence County towns grew into cities: Bedford and Mitchell. They never became large cities, although in the mid-twentieth century they were nearly as large as they are today. In 1940 Bedford had a population of 12,500; Mitchell about 3,400. Not surprisingly, nearly all of the pre-1941 maps of Lawrence County towns are maps of Bedford and Mitchell. But not quite all. Several good plat maps of Oolitic have survived, and the *Atlas of Lawrence County, Indiana* (1879) includes more than a dozen inset maps of small towns and villages.

* * * * * * * * * * * * * *

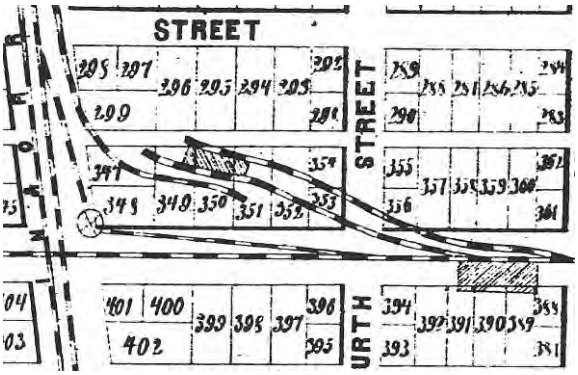
***Map of Bedford, Indiana*, in *W.H. Stairs' Map of Lawrence County, Indiana, Compiled from Surveys,* by W.H. Stairs and W.W. Dill. Indianapolis: W. & J. Braden, [186?].**



This inset in *Stairs' Map of Lawrence County* may be the first published map of Bedford. It is a simple plat map, showing lots and lot numbers. Very few property owners appear by name. One who does is H.B. Richardson, an important Bedford merchant and civic leader who operated a thriving grocery/provisions business. He owned several properties, including the large lot that appears in the map detail here. This block was part of an addition originally called West Bedford. It's at 17th Street between N and M (today's street names). This map is not available online.

Hutton Research Library
Indiana State Library

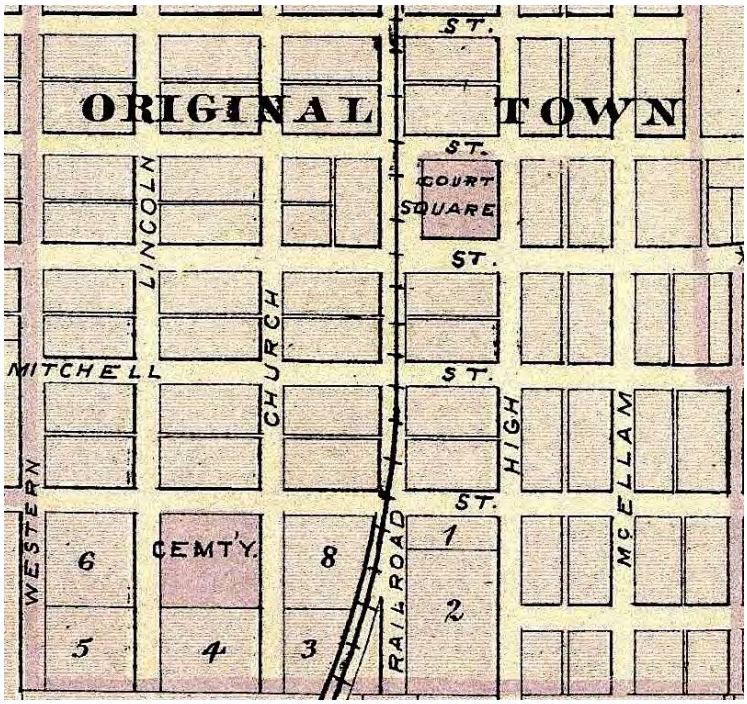
***Map of Mitchell, Indiana*, in *W.H. Stairs' Map of Lawrence County, Indiana, Compiled from Surveys,* by W.H. Stairs and W.W. Dill. Indianapolis: W. & J. Braden, [186?].**



Like the Bedford map, this map of Mitchell is an inset in *Stairs' Map of Lawrence County*. It's a simple plat map, showing lots and lot numbers. Unlike the Bedford map, it has no property owners listed. Mitchell began life at the spot where the two long-distance railroads in Lawrence County intersected in 1857. This map detail shows that crossing at the heart of the town. The north-south line is the New Albany & Salem Railroad, renamed the Louisville, New Albany & Chicago in 1859. The east-west line is the Ohio & Mississippi Railroad. The O & M's freight depot is on the left; the passenger depot is on the right. This map is not available online.

Hutton Research Library
Indiana State Library

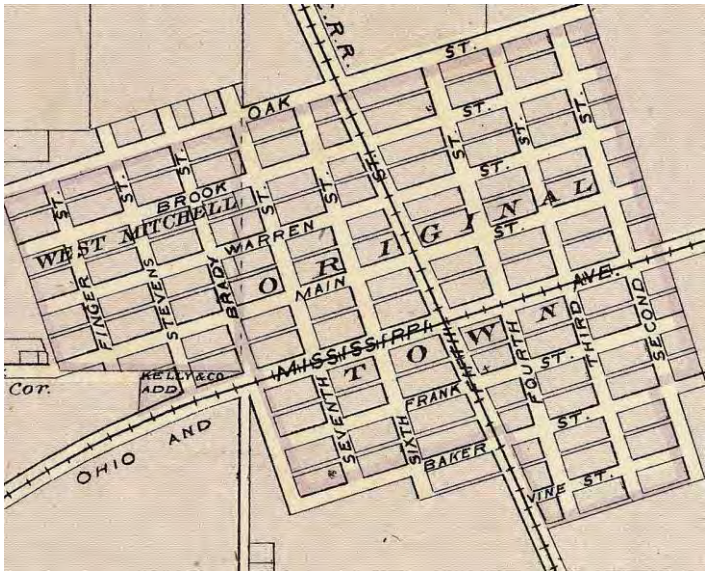
***Plan of Bedford, Lawrence Co*, in *Illustrated Historical Atlas of the State of Indiana*, by Alfred T. Andreas. Chicago: Baskin, Forster & Co., 1876.**



This small map of Bedford includes the original town plat of 1825, the pre-1876 additions, and some fringe outlots. It shows streets with the names they had in that era. The map detail reproduced here is the downtown area, including the tracks of the Louisville, New Albany & Chicago Railroad (later Monon) running on Railroad Street right past the courthouse. The cemetery lot shown here is now the Old Cemetery section of Green Hill Cemetery. A high-resolution image of this map can be downloaded from the Rumsey Map Collection online. The entire original edition of the atlas can be downloaded from the Internet Archive. The Bedford map is not in the 1968 reprint edition.

David Rumsey Map Collection
Internet Archive

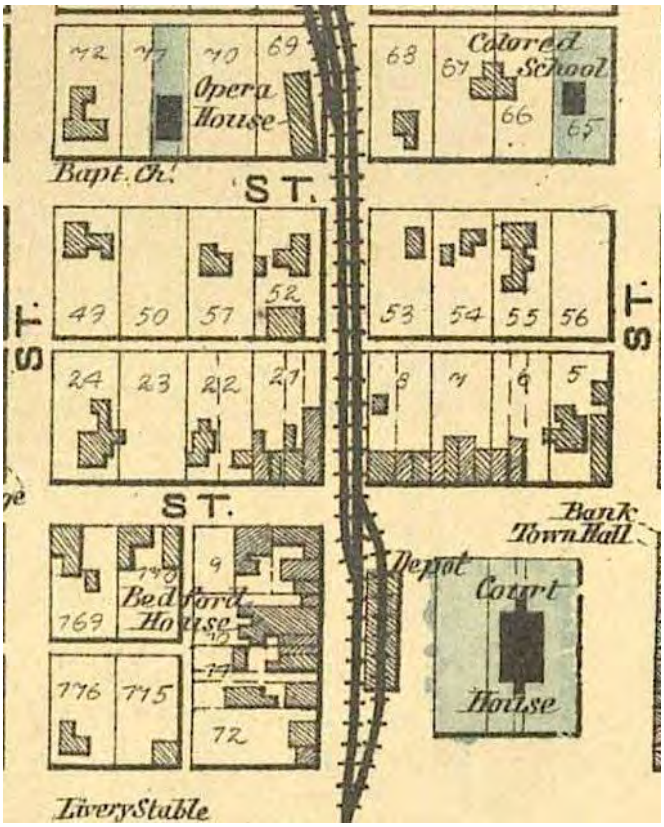
***Plan of Mitchell, Lawrence Co*, in *Illustrated Historical Atlas of the State of Indiana*, by Alfred T. Andreas. Chicago: Baskin, Forster & Co., 1876.**



Mitchell was founded in 1857 at the intersection of the two long-distance railroads that passed through Lawrence County. Because the town was platted by O.M. Mitchel, the chief engineer of the Ohio & Mississippi Railroad, the streets were laid out, not east-west and north-south, but parallel and perpendicular to the O & M RR track, as this map shows. Only Fifth Street, the route of the Louisville, New Albany & Chicago Railroad, was out of alignment, as it still is today. The map detail here shows almost all of the town in 1876. A high-resolution image of this map can be downloaded from the Rumsey Map Collection online. The entire original edition of the atlas can be downloaded from the Internet Archive. The Mitchell map is not in the 1968 reprint edition.

David Rumsey Map Collection
Internet Archive

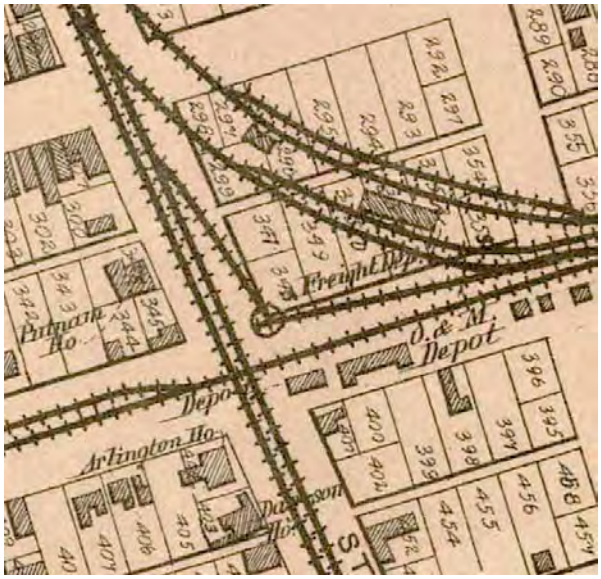
***Bedford,* in *An Atlas of Lawrence County, Indiana*, by B.N. Griffing. Philadelphia: D.J. Lake & Co., 1879.**



This is a full-page, very detailed, hand-colored map of the city of Bedford, showing railroads, streets, lot numbers, schools, churches, public institutions, and some commercial businesses. In the margins are annotated lists of Bedford businessmen and professional men. The map detail here shows several downtown blocks bounded by Broadway (now 16th), Church Street (now K), Locust Street (now 14th), and High Street (now I). The map shows the railroad depot on the courthouse square, the Bedford Hotel across from the depot on Railroad Street, and the Opera House and Colored School on Locust Street. (Lawrence County had a population of 335 African Americans at this time, according to the census of 1880.) This atlas was published in a facsimile edition in 1979 by Unigraphic, Inc., of Evansville, Indiana. The Hutton Library, the Bedford Public Library, and other Indiana libraries have copies of that edition. Several libraries have copies of the original 1879 edition. An excellent scan of the 1879 edition is available online at the Indiana State Library.

Indiana State Library, Digital Collections

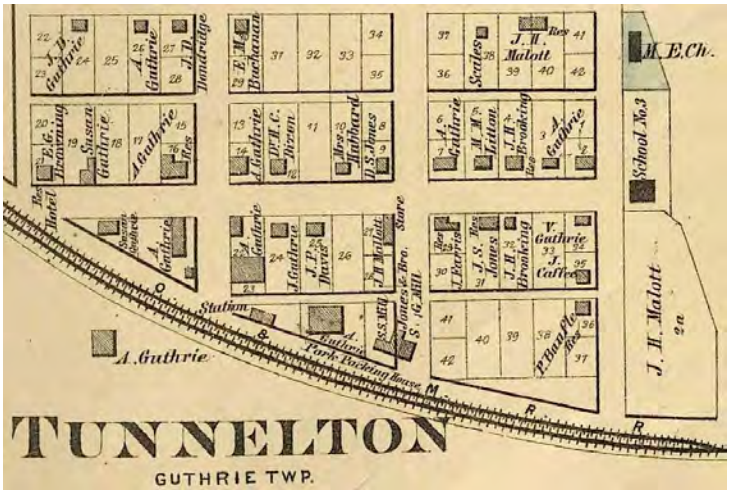
***Mitchell,* in *An Atlas of Lawrence County, Indiana*, by B.N. Griffing. Philadelphia: D.J. Lake & Co., 1879.**



This is another city map from the 1879 county atlas. Like the Bedford map, this map of Mitchell shows railroads, streets, lot numbers, schools, churches, public institutions, and some commercial businesses. In the margins, businesses and professional offices are listed. The map detail here shows the dominance of railroads in the heart the town. Besides railroad depots, three hotels appear on nearby blocks. This atlas was published in a facsimile edition in 1979 by Unigraphic, Inc., of Evansville, Indiana. The Hutton Library, the Bedford Public Library, and other Indiana libraries have copies of that edition. An excellent scan of the original 1879 edition is available online at the State Library.

Indiana State Library, Digital Collections

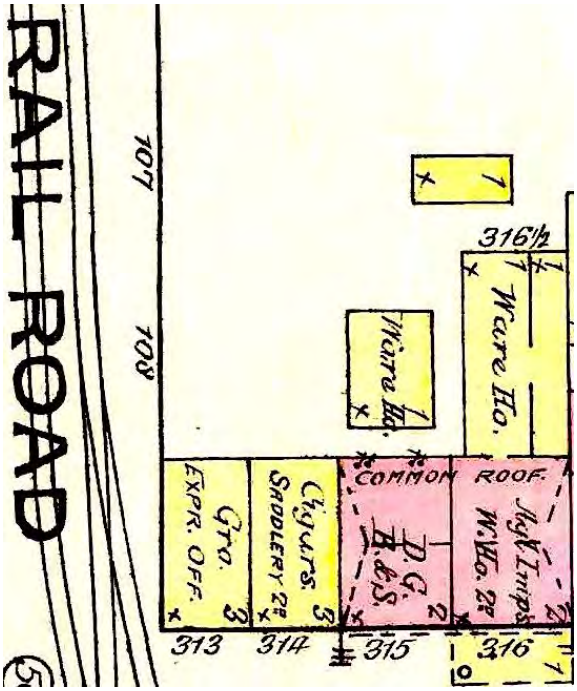
Other Towns and Villages, in *An Atlas of Lawrence County, Indiana*, by B.N. Griffing. Philadelphia: D.J. Lake & Co., 1879.



The 1879 county atlas includes inset maps of SIXTEEN small towns and villages in Lawrence County. They are: Bartlettsville, Bono, Bryantsville, Erie, Fayetteville, Fort Ritner, Georgia, Guthrie, Heltonville, Huron, Lawrenceport, Leesville, Silverville, Springville, Tunnelton, and Woodville. These communities range from fading river towns like Bono to thriving railroad towns like Tunnelton to speculative railroad towns like Woodville, which existed mainly in the imaginations of would-be real estate tycoons. (In 1879 Woodville had 58 lots platted but only four houses.) The map shown here is Tunnelton, which was platted in 1859. The town's leading man was Alfred Guthrie, who operated several businesses, made a good deal of money, and in 1879 built a magnificent house that is still the wonder of Tunnelton.

Indiana State Library, Digital Collections

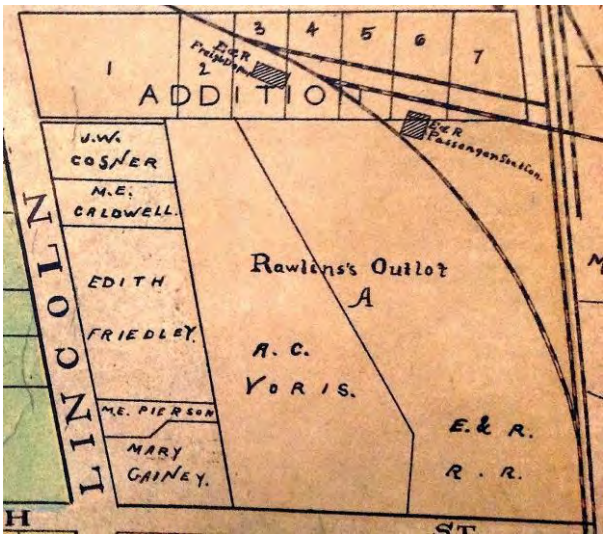
***Bedford, Ind.*, Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1886–1922, at Union List of Sanborn Maps, Indiana University-Bloomington Libraries.**



In 1867 D.A. Sanborn launched one of the most important cartographic enterprises in American history. For more than a century, the Sanborn Map Publishing Company produced thousands of maps covering every community in the United States with a population of more than 2,000. These maps were created for insurance companies to use as records of the location and construction of buildings. They are still the best historical maps available for most American cities and towns in the late nineteenth and early twentieth-centuries. The maps include names of streets and businesses, details of construction materials of houses and buildings, and many other nuggets of information. The pre-1923 Sanborn maps for Indiana cities and towns, including Bedford, are freely available in high-quality, full-color digital scans through IU-Bloomington. This online resource has six sets of maps for Bedford: 1886 (2 sheets), 1892 (4 sheets), 1898 (10 sheets), 1904 (16 sheets), 1910 (22 sheets), and 1922 (29 sheets). The map detail reproduced here is from the first Bedford Sanborn map of 1886. It shows the buildings at the northeast corner of Sycamore and Railroad Streets (today's 15th and J streets). Brick buildings are shown in red; frame in yellow. The red buildings are at the site, though not the current building, of the Lawrence County Museum of History.

IU-Bloomington Libraries, Union List of Sanborn Maps

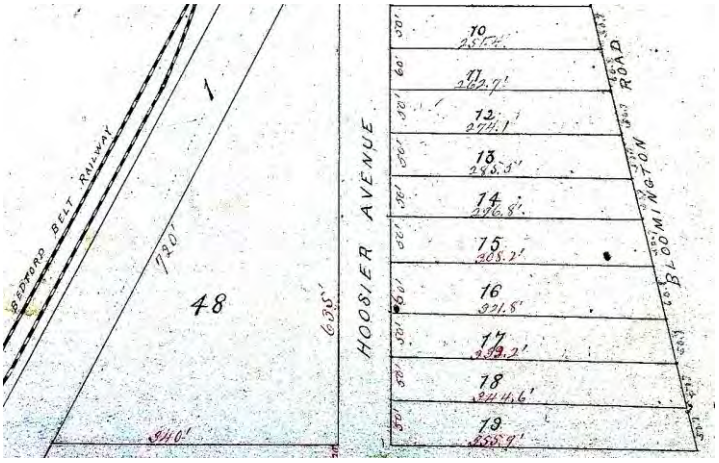
***Map of Bedford, Indiana*, compiled and surveyed by G.C. Houston. [Bedford, Ind.], 1893.**



This excellent color map was made at a prosperous moment in Bedford history, just before the economic crash of 1893. It shows new railroads, stone mills, and major businesses, as well as streets, city wards, additions, numbered lots, and prominent property owners. It is the first city map based on Bedford's modern street naming system (numbers and letters replacing names), an innovation adopted at this time. The mapmaker, G.C. "Gus" Houston, was Bedford's city engineer and a skilled cartographer. (See the entry on his 1899 county map, page 18.) The detail reproduced here shows the Rawlins Outlot north of downtown and east of Lincoln Avenue. The labels E & R Freight Depot and the E & R Passenger Station that appear at the top refer to the Evansville & Richmond Railroad, a railroad through Bedford that reached neither Evansville nor Richmond. Later, renamed the Southern Indiana Railroad, it connected Bedford with Terre Haute and points north, west, and east. In the 20th century, this line became part of the Milwaukee Road system. It is now Bedford's Milwaukee Trail. The Hutton Library has a copy of this map, which hangs in the hallway. It is not posted online.

Hutton Research Library

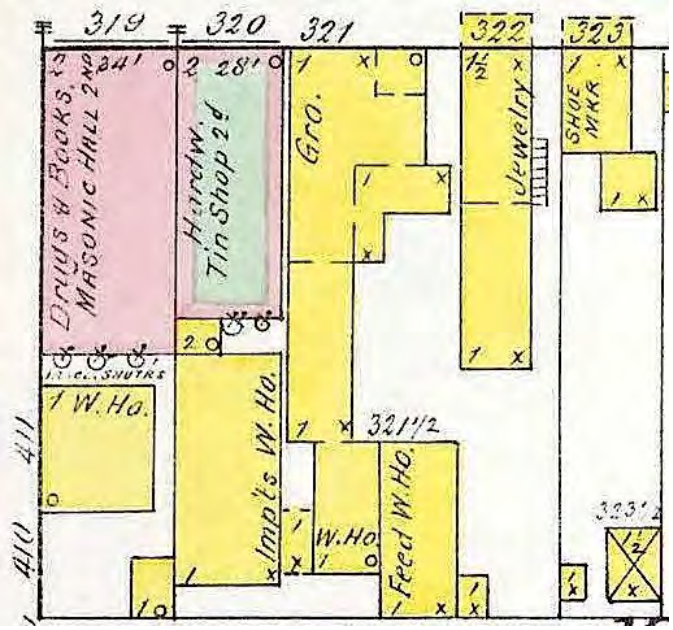
***Plat Book 1*. Bedford: Lawrence County Recorder [1893–1920s].**



Plat Book 1 is one of two large-format volumes with pre-1941 plat maps housed in the Recorder's Office in the Lawrence County Courthouse. Like all county records, it is accessible to the public, but it is not in a public library or posted online. Nearly all of the maps depict additions to the cities of Bedford and Mitchell, many drawn by G.C. Houston. The only original platting of a new town is the map of Oolitic on pages 26–27 in this volume. Oolitic was not exactly a new town in 1896; a village called Limestone was founded there in 1888 as a community for stone workers. But in 1896 the area north of Main Street was platted by the Bedford Quarries Company and was named Oolitic. This map, dated March 23, 1896, includes 48 numbered lots, all located north of Main Street and squeezed into a triangle between the Bedford Belt Railway running to the quarries and the Bedford–Bloomington State Road along the Salt Creek bluff. The detail reproduced here shows some of the lots along Hoosier Avenue, which later became the state highway route before the building of new Highway 37 west of town.

Lawrence County Recorder's Office

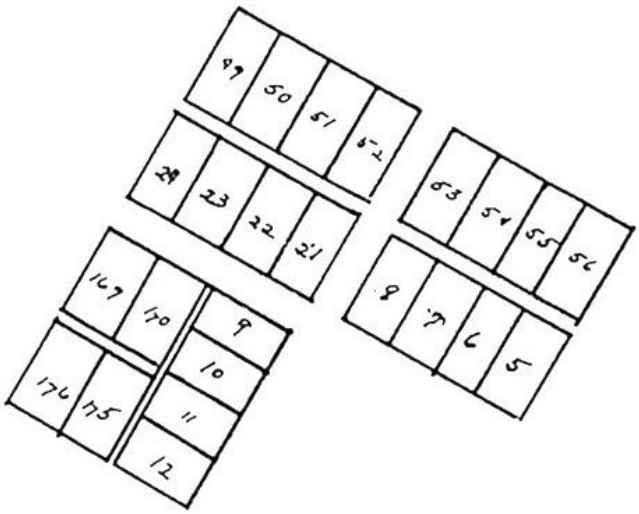
***Mitchell, Ind.*, Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1894–1918, at Union List of Sanborn Maps, Indiana University-Bloomington Libraries.**



The Sanborn Company also produced maps for Mitchell. Like the Bedford maps, they include names of streets and businesses, details of construction materials of buildings, and other information. The pre-1923 Sanborn maps for Indiana cities and towns, including Mitchell, are available to anyone in high-resolution, full-color digital scans through IU-Bloomington. This online resource has four sets of maps for Mitchell: 1894 (2 sheets), 1899 (3 sheets), 1909 (7 sheets), and 1918 (10 sheets). The map detail reproduced here is from the Mitchell Sanborn map of 1894. It shows the buildings at the southeast corner of Main and 6th streets. Red indicates brick construction; yellow is frame; green is "special." As one example of the Sanborn maps' attention to detail, the straight lines in front of the buildings at #319 and #320 indicate metal cornices.

IU-Bloomington Libraries, Union List of Sanborn Maps

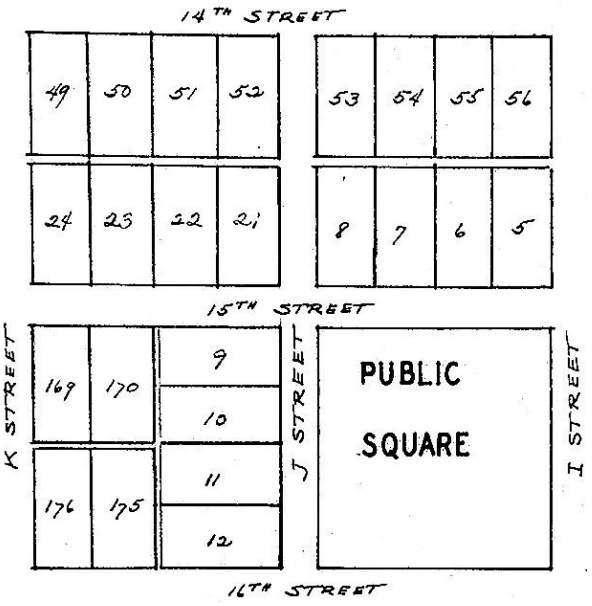
***Map of Ye Towne of Palestine, Indiana, 1818*, by G.C. Houston, in *City Engineer's Plat Book, 1818–1952.* Bedford: City Engineer's Office, [1901].**



Palestine was the first county seat of Lawrence County from 1818 to 1825. Sited on a hill overlooking the White River near the center of the county, it appeared to be ideally located. But after a lingering spell of fever—malaria perhaps—the county seat was moved to a new site, Bedford, in 1825. Palestine was then largely deserted. No original map of Palestine exists. A reconstruction of the 1818 plat map of the town was drawn in 1901 by Bedford City Engineer G.C. Houston, who based his drawing on documentary records and on the template of Bedford's layout, which was designed to be nearly identical to Palestine's. The detail here is simply the four central blocks of Houston's plat map; the blank block is the public square. Streets were laid out parallel and perpendicular to the river, rather than north-south/east-west. The map appears in a large plat book assembled in the early 1950s by City Engineer Harold Howell. It is held by the Hutton Library. It is not posted online.

Hutton Research Library

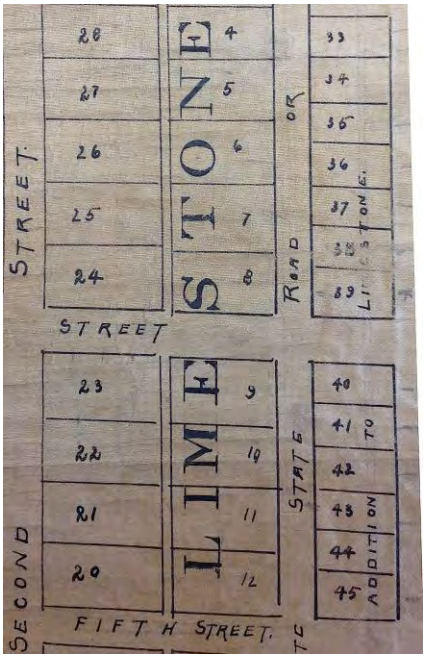
***Original Plat of Bedford, Indiana*, by G.C. Houston, in *City Engineer's Plat Book, 1818–1952.* Bedford: City Engineer's Office, [1901].**



This map is the most accurate version of Bedford's 1825 plat, but it is not original. Bedford City Engineer G.C. Houston drew it in 1901. An excellent reproduction of Houston's map appears in an official city engineer's book assembled by Harold Howell in 1952. After the first county seat at Palestine was abandoned, a new town was platted three miles north, far from the river and on higher ground. Arrangements were made for property owners in Palestine to exchange their lots for comparable lots on an identical grid. The new town was named Bedford. The detail reproduced here shows the central four blocks, with streets running north-south/east-west. In this 1901 reproduction, Houston assigned streets their modern names, which date from the 1890s. The map appears in a large plat book assembled in the early 1950s by City Engineer Harold Howell. It is held by the Hutton Library. It is not posted online.

Hutton Research Library

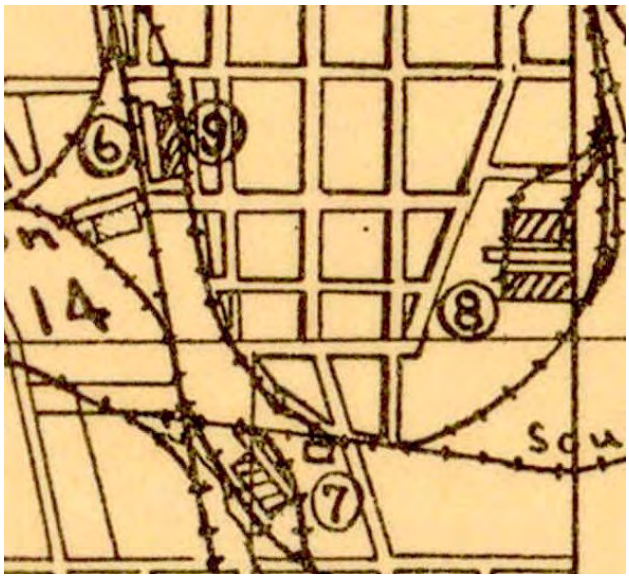
***Oolitic*, plat map, 1906. n.p: 1906.**



The town of Oolitic, like the limestone industry that gave it birth, was growing rapidly in 1906. This map shows both the northern part of the town, which was platted as Oolitic in 1896, and the blocks south of Main Street, which were platted in 1888 as Limestone. The whole town became Oolitic in 1896, though the old town was still often called Limestone into the early 20th century. Several additions had been made to Limestone in the 1890s, and they appear on this 1906 map. The detail reproduced here shows part of the original plat of Limestone along the Bedford–Bloomington Road, which was also called the Bono-Lafayette State Road. The latter name lives on in the street's current name: Lafayette Avenue. Second Street on this map is now Hoosier Avenue, and Fifth Street is now Fourth. Streets were renamed in 1937. (See entry on page 45.) This map is held by the Hutton Research Library. It is not available online.

Hutton Research Library

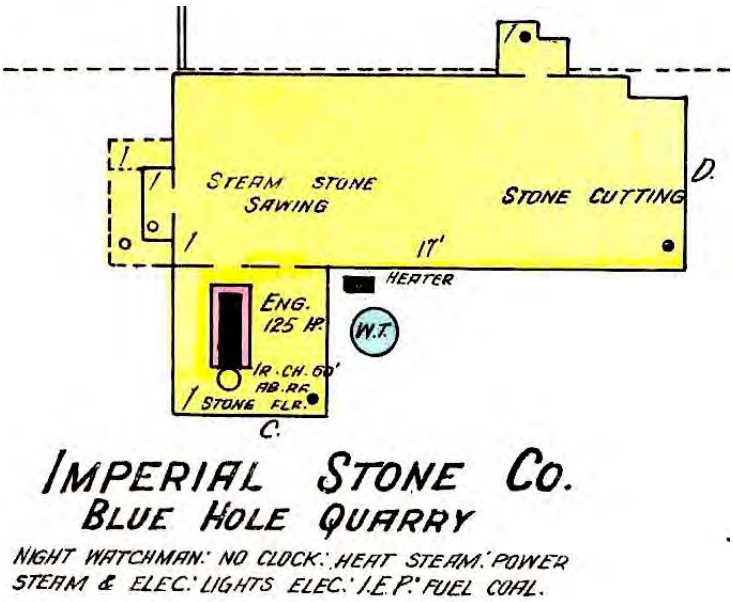
***Bedford and Vicinity*, in Raymond S. Blatchley, "Oolitic Limestone Industry in 1907," in *32nd Annual Report (1907)*. Indianapolis: Indiana Department of Geology and Natural Resources, 1908.**



This foldout map of Bedford shows quarries and stone mills in the city and on the city's fringes. It also shows streets and railroads. This map is one of a dozen or so that appear in Blatchley's in-depth article on the limestone industry in 1907. For the Bedford region, there are maps of the Peerless District, the P.M. & B. Quarry, Hoosier Quarry, Reed Station District, and Dark Hollow. The Bedford map is especially good on locating mills within the city in 1907. The map detail here identifies with numbers the four mills near the intersection of the Monon and the Southern Indiana (later Milwaukee Road) railroads, a few blocks north of downtown. The mills are: (6) George Doyle & Co., (7) Brooks-Curtis Stone Co., (8) Wm. Bradley & Son, and (9) the Bedford Steam Stone Works. This map is accessible as a separate map online at IU-Bloomington's Indiana Historic Maps as well as IUPUI's Historic Indiana Maps. The Blatchley article and the entire *32nd Annual Report* are available for downloading at IU-Bloomington's IU Scholar Works.

IU-Bloomington Libraries, Indiana Historic Maps
IU-Bloomington, IU Scholar Works, Indiana Geological Survey

***Bedford–1910*, photocopy of several Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1910.**

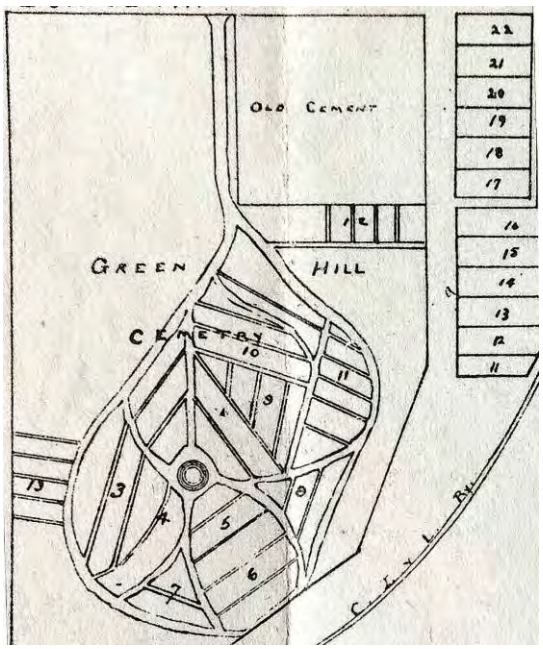


This large composite map is at the Hutton Research Library, on top of the map cabinet. It is made up of several sheets of the 1910 Sanborn map of Bedford. That 1910 map (and other pre-1923 Sanborn maps) are now available in high-quality, full-color digital files through IU-Bloomington. This online resource has six sets of maps for Bedford: 1886 (2 sheets), 1892 (4 sheets), 1898 (10 sheets), 1904 (16 sheets), 1910 (22 sheets), and 1922 (29 sheets). The map detail reproduced here is from one of the 1910 sheets (Sheet #1). It suggests how the Sanborn Company handled the detailed mapping of individual factories and firms. This detail shows the Imperial Stone Co. mill at Blue Hole Quarry, east of downtown Bedford. Many of the factory inset maps are much more detailed that this.

Hutton Research Library
IU-Bloomington Libraries, Union List of Sanborn Maps

***Map of Bedford Indiana*, compiled and surveyed by J.W. Malott, in *Bedford City Lawrence County Directory*, vol. 5, 1922–1923, The Hoosier Series. Fort Wayne: Wm. A. Didlier & Co., [1922].**

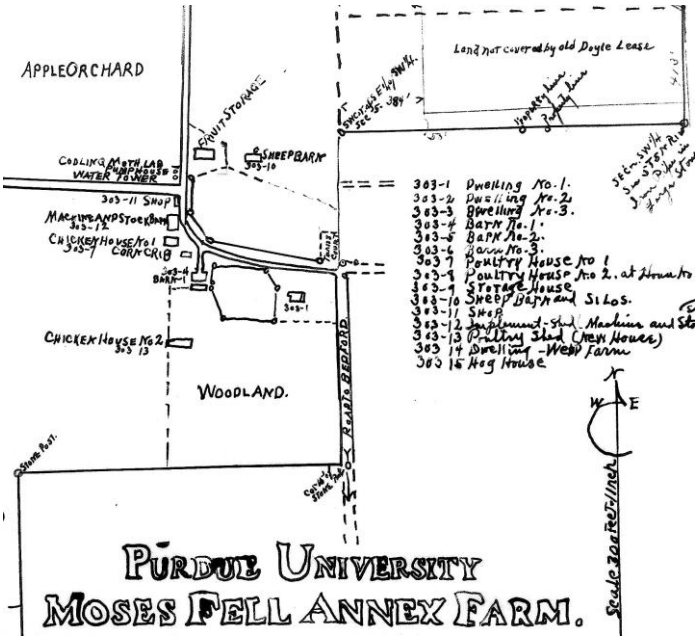
City directories have been published for large American cities since the 18th century; they became popular for even small cities in the early 20th century, before the age of the free telephone book. The Indiana State Library has microfilms of many Indiana city directories, including several from Bedford. The Hutton Library has quite a few Bedford directories from the 1920s and later. The 1922–1923 edition may be the only Bedford directory from the pre-1941 period that has a city map. The map shows streets and railroads and lot numbers. It is not very well printed, but it is legible. Though smaller in size, it is the same map as Malott's 1928 *Map of Bedford*, which is listed on page 42 of this bibliography. The detail reproduced here is the Green Hill Cemetery, with the old town cemetery in the upper right hand corner. This map is not online. Hutton Library has a copy.



Hutton Research Library

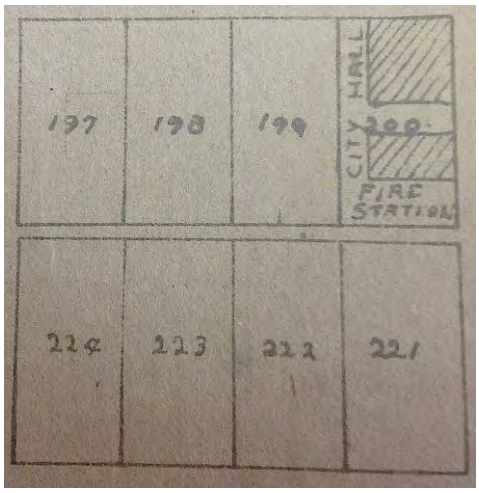
***Plat Book 2*. Bedford: Lawrence County Recorder [1925–1950s].**

Plat Book 2 is one of two large-format volumes with pre-1941 plat maps housed in the Recorder's Office in the Lawrence County Courthouse. Like all county records, it is accessible to the public, but it is not in a public library or posted online. Most of the plat maps depict additions to Bedford and Mitchell. One unusual map in this volume is a sketch of plans for the development of the Purdue University Moses Fell Annex Farm, west of Bedford, recorded in August 1929. Now called the Feldun-Purdue Agricultural Center, the core property of this experimental farm was donated to Purdue in 1914 by Moses Fell Dunn, grandson of early Lawrence County settler Moses Fell. The detail here shows roads, sheds, and barns as well as one of Dunn's favorite agricultural passions: an apple orchard.



Lawrence County Recorder's Office

***Map of Bedford, Indiana*, compiled and surveyed by J.W. Malott. n. p.: 1928.**



J. Walter Malott was the city engineer of Bedford and an active mapmaker. In addition to his excellent 1928 edition of Houston's 1899 county map, he also prepared the Bedford city map for the 1922 Bedford city directory, which is listed on page 41 of the bibliography. The 1922 fold-out map and this 1928 wall map are identical except in size: this one is much larger (40 x 57 inches). These are accurate maps, though not especially artistic. They are the best property maps of the whole city (that is, maps that show numbered lots, but not owners) for the decades between the G.C. Houston Bedford map of 1893 and the P.D. Jackson & Henry E. Pearson map of 1933/35. The detail here shows a block just southwest of the courthouse square, bounded by 16th and 17th streets, and L and K streets. The Bedford City Hall and fire station appear on lot #200. City Hall was then and is still today located in one of the oldest houses in Bedford, built as a private residence in 1850 for Michael A. Malott, a Bedford merchant and banker. Malott's son-in-law, Dr. Joseph Gardner, sold the house to the city in 1901. The Hutton Library holds a copy of this map. It is dark, faded, and water-damaged, but legible. It is not available online.

Hutton Research Library

***Bedford, Ind.*, Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1929–1947, at Digital Sanborn Maps, 1867-1970, ProQuest.**

Sanborn maps that are still under copyright (post-1923) are available in microfilm at various libraries, including IU-Bloomington, and also available online through the academic aggregator ProQuest. ProQuest's Digital Sanborn Maps were created from microfilm and therefore are in black-and-white. Access to ProQuest is available only to students, faculty, and staff of subscribing institutions, such as IU-Bloomington. There are two Bedford map sets for the years 1923–1941. They are 1929 (33 sheets) and 1929–1947 (33 sheets).

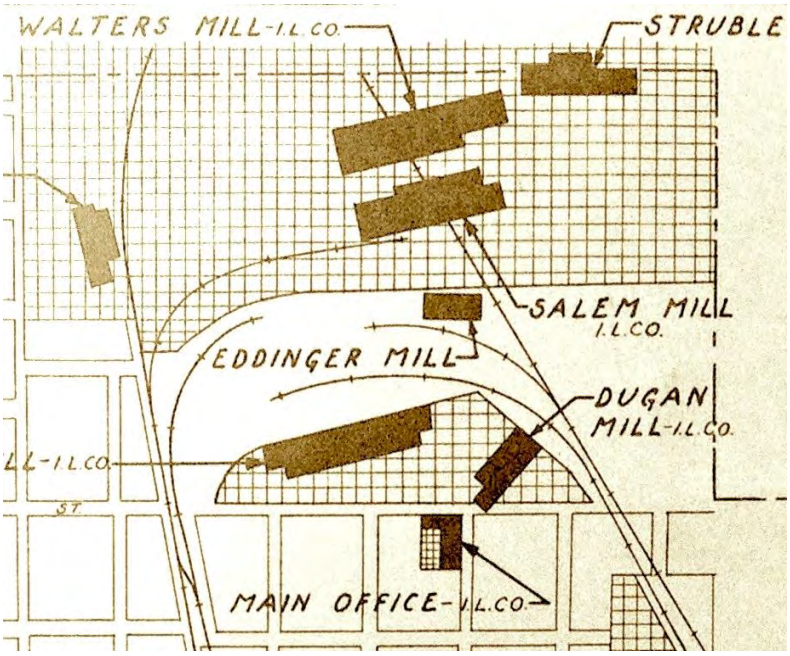
ProQuest, Digital Sanborn Maps, home page
ProQuest, Digital Sanborn Maps, access through IU-Bloomington

***Mitchell, Ind.*, Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1931, at Digital Sanborn Maps, 1867-1970, ProQuest.**

Sanborn maps still under copyright (post-1923) are available in microfilm at various libraries, including IU-Bloomington, and also available online through the academic aggregator ProQuest. Access to ProQuest is available only to students, faculty, and staff of subscribing institutions, such as IU-B. There is one Mitchell map set for the years 1923–1941. It is 1931 (12 sheets).

ProQuest, Digital Sanborn Maps, home page
ProQuest, Digital Sanborn Maps, access through IU-Bloomington

***Map of Bedford, Indiana,* in *Map of Indiana Oolitic Limestone District, Monroe County, Lawrence County and Owen County, Indiana*, by the Building Stone Association of Indiana. Bloomington, Ind.: Building Stone Association, Inc., [1931].**

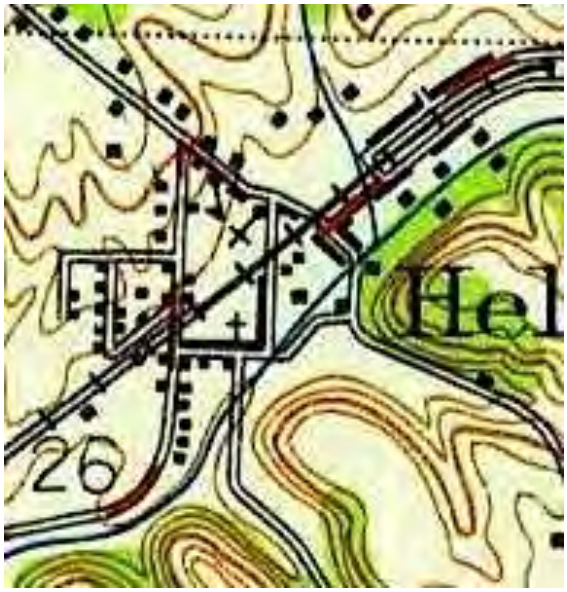


This Bedford map is an inset in a large map that shows all the quarry lands and stone mills of 1931, stretching from Stinesville on the north to Bedford on the south. (See entry on page 26.) The Bedford map shows the concentration of stone mills and railroads in the city. The detail from the Bedford map here is the mill district on the north side of town, north of Fourth Street and east of M Street. Most of the mills here were properties of the Indiana Limestone Company (ILCO), which had been formed in 1926 in a massive merger of stone companies. ILCO's impressive new headquarters building, built in 1927, is shown here at the corner of I Street and Fourth Street. That historic building is still in use but not as the headquarters of the ILCO. The Indiana Geological Survey and the State Library hold copies of the map. It is not posted online.

Indiana State Library

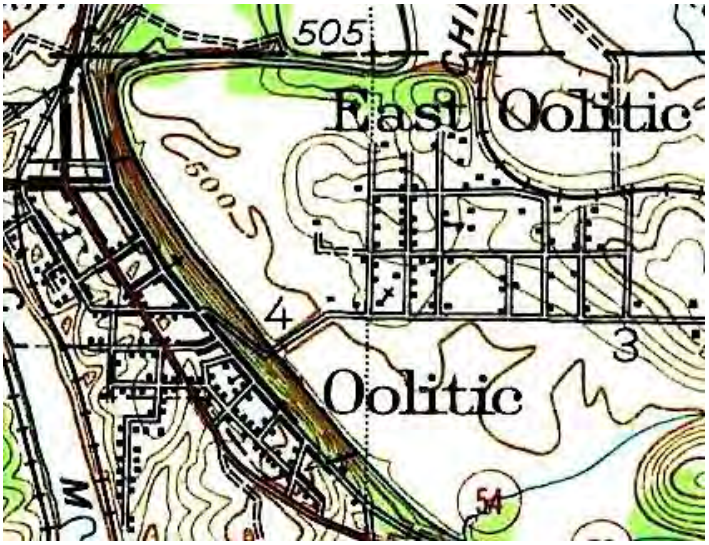
Bedford and other towns, *Bedford Quadrangle, Topographic Map, 1934.* Washington, D.C.: U.S. Geological Survey, 1934, republished 1958.

The USGS topographic maps do not have inset maps, but they are large and detailed enough to show some aspects of cities and towns. The *Bedford Quad Map, 1934,* for example, is not clear on a densely developed town such as Bedford, but it is pretty good on small towns such as Fort Ritner and Leesville, and even Erie and Zelma, for which few old maps are available. The map detail reproduced here is Heltonville. Scans of historic USGS maps are available at a number of places online, including IU-Bloomington Libraries. Excellent quality scans can be downloaded directly from the USGS, which has several user-friendly finding aids such as the Historical Topographic Map Explorer.



USGS Historical Topographic Map Explorer
IU-Bloomington Libraries, Topographic Maps

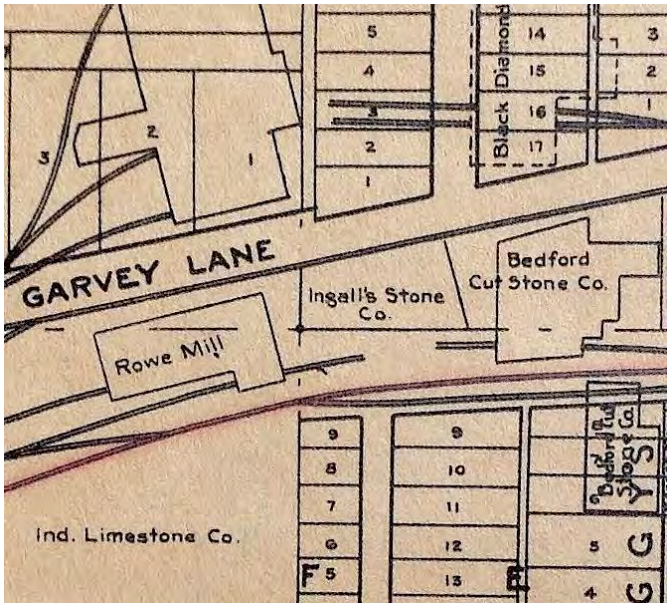
Oolitic and other towns, *Oolitic Quadrangle, Topographic Map, 1935.* Washington, D.C.: U.S. Geological Survey, 1935, republished 1968.



The USGS topographic maps do not have inset maps, but they are large and detailed enough to show some aspects of cities and towns, especially small towns, for which few old maps are available. The *Oolitic Quad Map, 1935*, for example, shows streets and houses in Avoca, Springville, Silverville, Williams, and other places. The map detail reproduced here is Oolitic and East Oolitic. East Oolitic, down the Salt Creek bluff from Oolitic, was platted in 1900. Scans of historic USGS maps are available at a number of places online, including IU-Bloomington Libraries. Excellent quality scans can be downloaded directly from the USGS, which has several user-friendly finding aids such as the Historical Topographic Map Explorer.

USGS Historical Topographic Map Explorer
IU-Bloomington Libraries, Topographic Maps

***Bedford, Indiana, Property Map*, by P.D. Jackson and Henry E. Pearson. n.p.: 1933, revised 1935.**



This excellent map of the city of Bedford shows streets, lots, lot numbers, and additions. Quite a few property owners are listed by name. It's nicely printed and readable. The Hutton Library has an original printing and two good-quality copies. The map is also held by a couple of academic libraries, including the University of Chicago. But other than Hutton, no library in Indiana seems to have it. The stone-mill districts and railroad yards are clearly delineated. The map detail here is part of the Garvey Lane mill district on the northwest side of town. The dark lines on this map are railroads and railroad spurs. No library has posted this map online. It is online at the National Archives, but in a rather poor-quality scan. The U.S. Census Bureau used it as an Enumeration District Map for the 1940 Decennial Census. (See entry on page 46 of this bibliography.)

Hutton Research Library
University of Chicago, Regenstein Library, Map Collection
U.S. National Archives

***Plat of Oolitic, Indiana*, measured and drawn by Lawrence County Project of National Youth Administration. Bedford: 1937.**

This large blueprint plat map shows property owners as well as numbered lots. It lists dates for additions to the town, including the 1923 Hackney Addition along Smith Avenue on the southwest side. The map also traces the right-of-way between Walnut Street and Smith Avenue for the rerouting of Highway 37, now the extension of Hoosier Avenue south to the Oolitic Road and to Lincoln Avenue in Bedford. Many of the street names in Oolitic were changed in 1937, and this map lists those changes. The map detail reproduced here shows part of the downtown at the corner of Main Street and Lafayette Avenue, with City Hall on the north side of Main. The lots south of Main are in the original 1880s town of Limestone; the lots north of Main are in the 1896 plat of Oolitic. The Hutton Library has a copy of this map, though it is in deteriorated condition. It is not posted online.

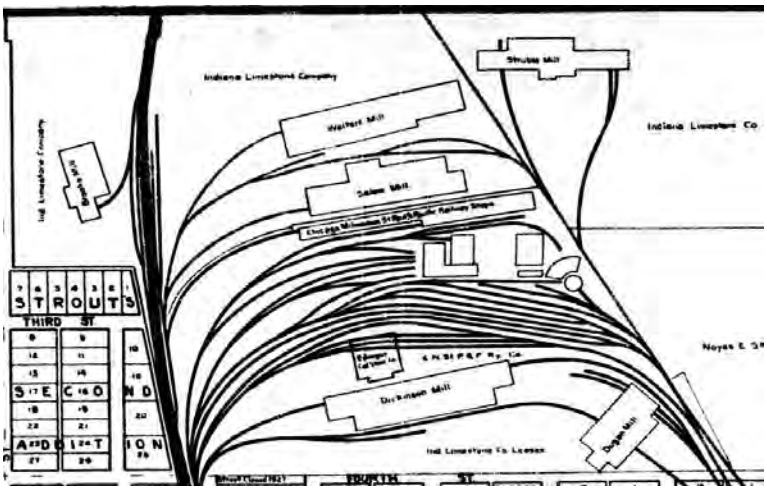
Hutton Research Library

***Bedford, Mitchell,* and *Oolitic* volumes in *Lawrence County, Indiana, 1937–1938, Assessor's Plat-Books*. Bedford: Lawrence County Surveyor, 1937–38.**

The Lawrence County Surveyor's Office holds plat books created in 1937–38 that contain property maps and lists of property owners for the entire county, including many pages for Bedford, Mitchell, and Oolitic. (See entry on page 31.) They are the only pre-1941 plat books in the Surveyor's Office. They are exquisitely detailed. Each of the Bedford and Mitchell maps often covers just a single block. These maps, along with separate lists of owners, have been scanned and are accessible to the public at the courthouse, though they are not posted online. The detail reproduced here is from the Mitchell volume, which includes 170 pages of plat maps for the city. This page has the map for one downtown block: the block northwest of the crossing of the Monon and the B & O railroads. The blue handwriting records property transfers.

Lawrence County Surveyor's Office

***1940 Census Enumeration District Maps – Indiana – Lawrence County – Bedford*, in Enumeration District and Related Maps, 1880–1990, Records of the Bureau of the Census. Washington: National Archives, 1940.**



This map of Bedford was used by the Census Bureau in conducting the 1940 Decennial Census. For Lawrence County, there are maps in the Records of the Census Bureau for 1900, 1920, 1930, and 1940. This map, however, is the only pre-1941 Bedford map catalogued. It is posted online. The map is a copy of the ***Bedford, Indiana, Property Map*, by P.D. Jackson and Henry E. Pearson. n.p.: 1933, revised 1935**, which is listed in this bibliography on page 44. It is a low-resolution scan, barely legible, but it is the only online source for that particular map. The detail reproduced here shows the concentration of stone mills and railroads on the north side of the city, east of L Street and north of Fourth. (See entries on pages 25–26 and 43 in this bibliography.) Most of the buildings are mill properties of the Indiana Limestone Company. Between them are the yards and shops of the Chicago, Milwaukee, St. Paul & Pacific Railroad, a.k.a., the Milwaukee Road.

U.S. National Archives

***1940 Census Enumeration District Maps – Indiana – Lawrence County – Mitchell*, in Enumeration District and Related Maps, 1880–1990, Records of the Bureau of the Census. Washington: National Archives, 1940.**

This map of Mitchell was used by the U.S. Census Bureau as an Enumeration District Map for the 1940 Decennial Census. The National Archives has Lawrence County maps for 1900, 1920, 1930, and 1940. This map, however, is the only pre-1941 Mitchell map catalogued by the Archives. It is not identified and does not appear in other collections. It is a simple street map. Although posted online, the scan is barely legible. The map detail reproduced here shows the South Side Public School lot at Sixth Street and Vine, where the Mitchell Municipal Building and the Gus Grissom Rocket Memorial are today. Before this was a public school lot, it was the location of the Southern Indiana Normal College, which burned in 1900 and was never reopened.

U.S. National Archives

Part IV

Spring Mill State Park Maps

In the 19th century Spring Mill (sometimes called Hamer's Mill) was a successful mill village and an important crossroads in Lawrence County. By the early 20th century, the mill was abandoned and the roads deserted. The village, in ruins, became a tourist attraction for local people interested in the caves and springs and the century-old stone mill building. The water from Hamer Cave, which once powered the mill, was still in the manufacturing business, however. It had been diverted to Mitchell to supply water to the growing Lehigh Cement plant. Then in 1927 the State of Indiana purchased the property for a state park and began restoring the mill and recreating the village. The park opened in 1930, and by 1941 it had taken on pretty much the configuration that it has today. The maps in this section document the development process in the crucial decade of the 1930s.

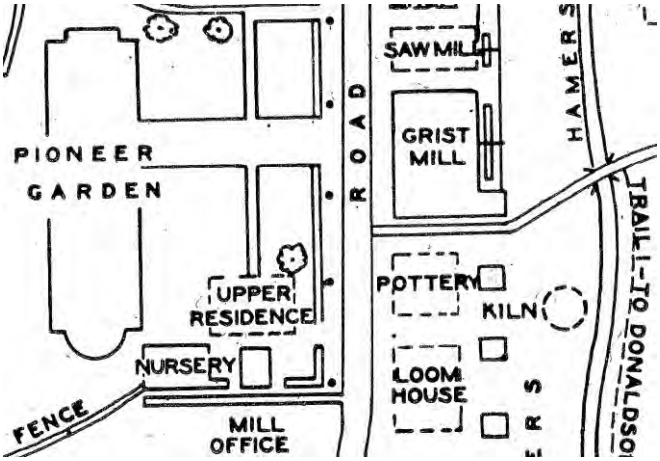
* * * * * * * * * * * * * *

***Plan of Village as It Will Be Reconstructed*, in "Indiana Will Rebuild Spring Mill, Quaint Village of 75 Years Ago, in State Park Near Mitchell," *Indianapolis Star*, Nov. 18, 1928.**

This is one of the first publications of a map of the Spring Mill restoration project. It is similar to later village plans that appear in E.Y. Guernsey's booklet of 1931 and the early park maps. It projects several more buildings, somewhat differently located. It is legible in microfilm editions of the *Indianapolis Star*, but just barely. Microfilm runs of the *Indianapolis Star* are available at some academic and public libraries, including Indiana University. The *Star* also offers online access to its archives to subscribers.

IU-Bloomington Libraries, Microform Guide: Newspapers: Indiana

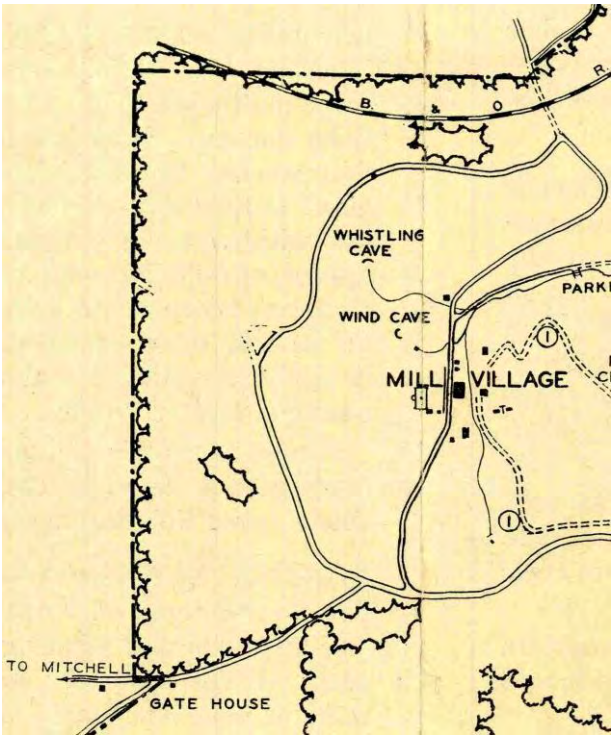
***Development Plan, Spring Mill Village*, in *Spring Mill State Park: A History and Description*, by E.Y.Guernsey. Indianapolis: Indiana Department of Conservation, Division of Lands and Waters, [1931].**



E.Y. Guernsey, a Bedford businessman, historian, archeologist, and state legislator, was a major force in the development of Spring Mill State Park. He was also the park's first superintendent. This booklet had two maps: a Village development map and a folded park map, identical to the 1932 park trail map. The 1931 park map is often missing from library copies of the booklet, though one of the State Library's copies has it. The booklet is available in several Indiana libraries and is accessible online at the Hathi Trust Digital Library. The village development plan on page 38 provides an excellent illustration of the park founders' ambitious plans. In 1930 visitors drove their cars through the Village, past the mill, and parked in a lot near where the concession building is today. The map detail here is the heart of the Village. Solid lines show buildings restored; broken lines show buildings unrestored or merely planned.

Indiana State Library
Hathi Trust Digital Library

***Trail Map, Spring Mill State Park*, prepared by Department of Conservation, State of Indiana, Division of Engineering. Indianapolis: Department of Conservation, Division of State Parks and Lands and Waters, [1932].**



This map shows park hiking trails and points of interest, many of which still exist today. It also includes a detailed inset map of the Village. When Spring Mill State Park was first opened, the park roads were essentially the old 19th-century roads. (See entry on page 17.) The entrance to the park was on the west side via the old Orleans-Palestine-Bedford road, i.e., the Indianapolis–Fredonia stagecoach road. (See page 6 of this bibliography.) This remained the main park road running through the heart of the Village to the parking lot. A section of this road is now called the Stagecoach Trail. Some roads, however, were closed in order to make the park more of an isolated nature preserve. The map detail here shows how the old road to Palestine and Bedford still came through the Village and up the northern bluff, but was stubbed off at the B & O railroad track. There it connected with the old road that skirted around the western rim of the valley. This 1932 map is held by the State Library and IU-Bloomington. An identical trail map from 1933 is held by the State Library and the Indiana Historical Society. Neither is accessible online.

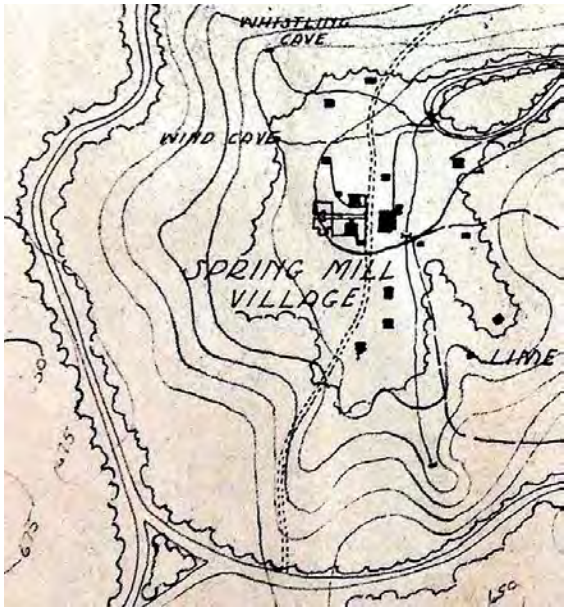
Indiana State Library
IU-Bloomington Libraries, Map Collection

***Spring Mill S.P., no. 1*, by Department of Interior, National Park Service, and State of Indiana, Department of Conservation, cooperating. Indianapolis: Department of Conservation, [1937].**

This map is a planning document that lays out major changes at the park in the 1930s: the closing of the road through the Village; the building of a bridge over Mill Creek and a new road to the Village from the east; the damming of Mill Creek and creation of a lake in the northern section of the park; and the development of the campground on the bluff between Hamer Cave and Donaldson Cave, where the Donaldson Shelter and picnic area are today. The map is quite faded but still legible. The detail here shows the new parking lot and picnic area near the Village, now reached by car from the east, rather than by driving through the village. Indiana University has a copy. It is not posted online.

IU-Bloomington Libraries, Map Collection

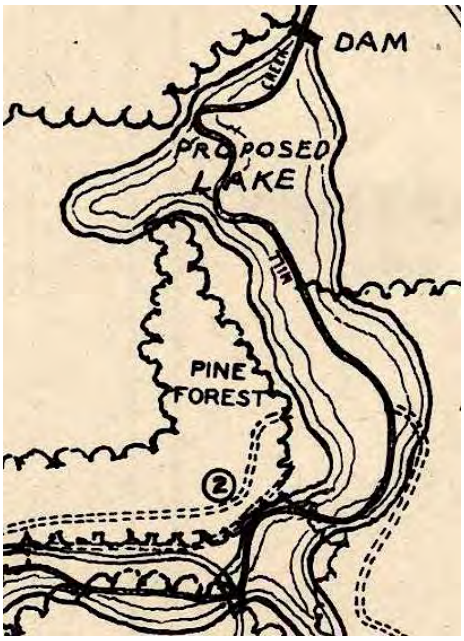
***Spring Mill State Park Foot Trails*, drawn by WEH, approved by Denzil Doggett, assistant state engineer. Indianapolis: Department of Conservation, 1939.**



Denzil Doggett was a major figure in the design and construction of Spring Mill State Park, including the restoration of the mill building and the reconstruction of the waterwheel. This map is a plan prepared mainly to relocate hiking trails after the building of the inn and lake at the park in the late 1930s. The trails laid out here appear on the 1941 printed visitors' map. (See entry on page 50.) The trail routes are fairly close to the trails today, though not identical, and two more trails were added over the years. The map also shows park roads, buildings, picnic and camping areas, and elevation contour lines. The map detail reproduced here shows the contour lines surrounding the pioneer village, which lies more than a hundred feet below the rim of the valley. The paired dotted lines mark the old main road that once ran through the heart of the village but was closed to auto traffic in the late 1930s. The Indiana State Library has a copy of this map. It is not available online.

Indiana State Library

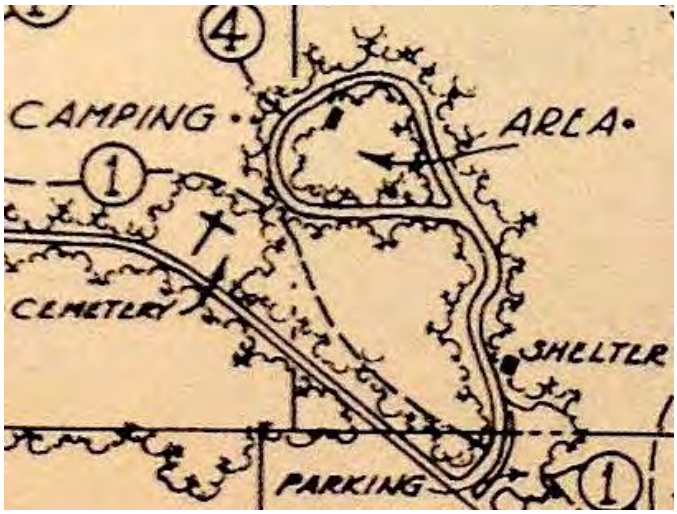
***Spring Mill State Park, Established 1927, Area 1,014 Acres*, prepared by Department of Conservation, State of Indiana, Division of Engineering. Indianapolis: Department of Conservation, Division of State Parks and Lands and Waters, c.1940.**



The Indiana Historical Society dates this map as circa 1940. In fact, it must have been created several years earlier. It is essentially the 1932 trail map amended to show some of the new roads in the 1937 plan and to show the "proposed lake." (The dam and lake were completed in 1937.) The text describing the trails is the same as the 1932 trail map. The detail here shows the area of the "proposed lake" and dam superimposed on the 1932 trail map, with Trail #2 now seemingly under the waters of the new lake. This is the only Spring Mill map from the 1930s available online. It is in the Digital Images collection of the Indiana Historical Society.

Indiana Historical Society, Digital Images Collection

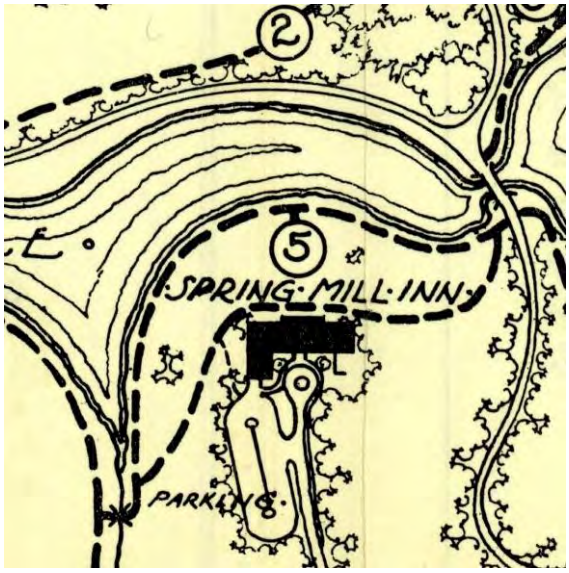
***Spring Mill State Park, Established—1927, Area—1,197.9 Acres*, prepared by Department of Conservation, State of Indiana, Division of Engineering. Indianapolis: Department of Conservation, Division of State Parks and Lands and Waters, [1940?].**



This is a small road-and-trail map that was also used as a receipt for visitors to the park. It is similar to the map that was published in larger format about this same time. (See next entry for the park map c.1941.) Because this map is smaller, it is simplified for legibility. For example, it labels the Spring Mill Inn as simply "Hotel." Some changes introduce errors. The descriptions of trails #2 and #5 have been left out, even though the trails and their numbers appear on the map. Like other park maps, it includes an inset map of the Village. The detail reproduced here shows the Hamer Cemetery and the campground, which is now the location of the Donaldson Shelter and picnic area. The Indiana State Library has a copy of this map. It is not posted online.

Indiana State Library

***Spring Mill State Park, Established in 1927, 1384 Acres*, prepared by Department of Conservation, State of Indiana, Division of Engineering. Indianapolis: Department of Conservation, Division of State Parks and Lands and Waters, [1941?].**



This map shows the park with all the major 1930s developments in place: the new road arrangement; the dam and lake; a beach and bathhouse (where the Lakeview Activity Center is today); new parking areas; and a new entrance on the south side, which is still the park entrance today. It also shows the most significant development of the late 1930s: Spring Mill Inn. The Inn was completed in 1939. The map detail here shows the Inn perched on the bluff overlooking the western part of the new lake below. This map is held by the State Library and IU-Bloomington. Neither is available online.

Indiana State Library
IU-Bloomington, Map Collection

Part V

Index

Note: This index includes references that appear in the titles of the maps, in the publication details, and in the annotations, but not on the maps themselves. Nearly every map includes scores of references to rivers and creeks, towns and villages, roads and railroads, and many other physical, political, and cultural features.

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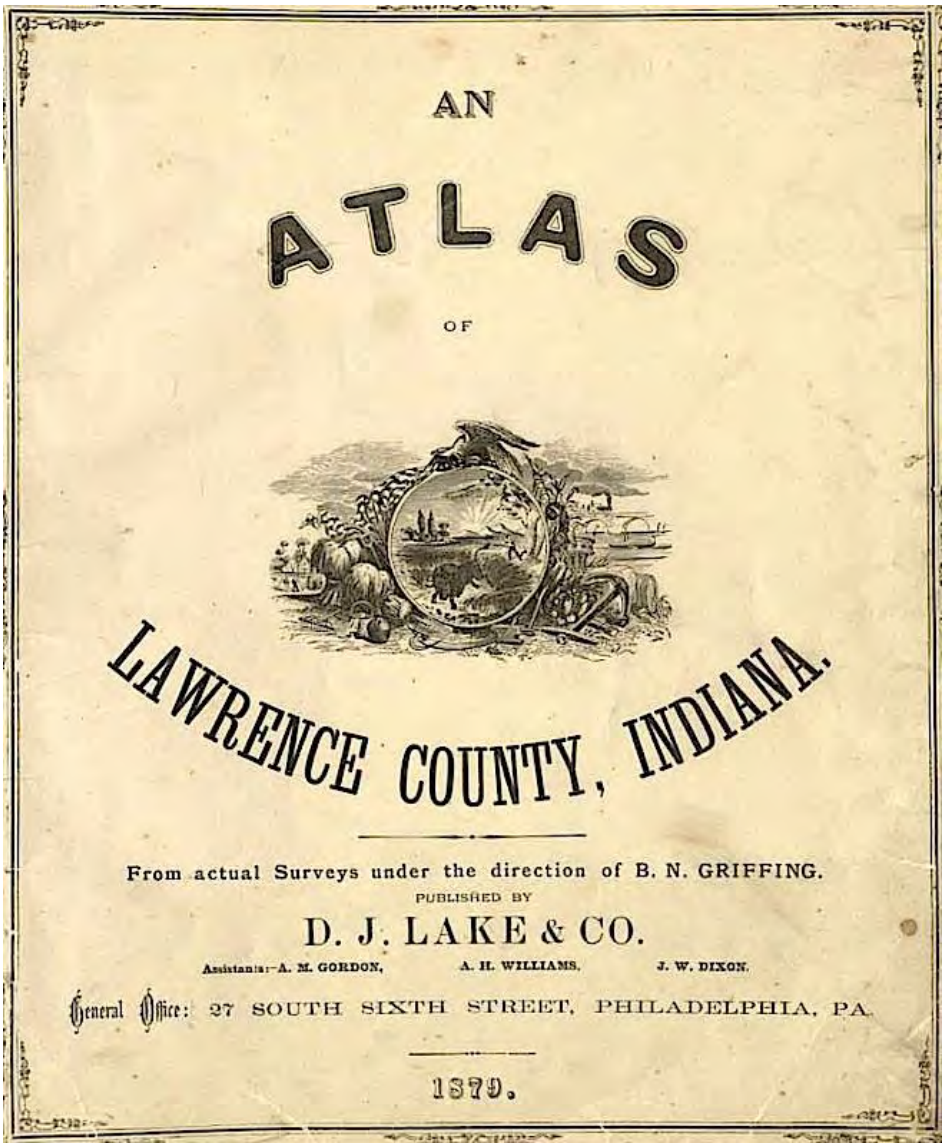
AN

ATLAS

OF

LAWRENCE COUNTY, INDIANA.

From actual Surveys under the direction of B. N. GRIFFING.

PUBLISHED BY

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