

The Newcomer

Volume 18, Issue One
Winter 2012 \$3.00

A publication of the Newton County Historical Society, Inc.
Newton County: Indiana's Youngest County

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The Draining of Newton County

By David Truby

Let's picture Newton County at the time of its birth. The date is December 8, 1859. James Buchanan is President of the United States and the Indiana State Legislature has created Newton County by dividing Jasper County. Railroads are being built at a rapid rate throughout the nation. The Logansport, Peoria and Burlington Railroad is being built westward and has been extended to the town of Effner, on the Indiana state line, just this year. Telegraph is well established by this time and keeps us informed of events of the day and Indiana has already been a state for 43 years. Our nation is on the brink of a Civil War and indeed, the first shots of that war are fired only 13 months later upon Fort Sumter in Charleston Harbor, South Carolina.

The region of the newly formed Newton County is sparsely inhabited with only 2,360 people being registered in the 1860 census. Because we are an agricultural society the swamp lands of the 92nd, and final, Indiana county offer little encouragement to the farmer wishing to grow crops.

Newton County has an area of 403.44 square miles. In 1859, Beaver Lake the dominant landscape feature, occupied some 56 square miles (14%) of this total. In addition to the lake itself, there was the swampy margins around it as well as seasonally flooded areas throughout the county. It is obvious that if we were going to make this region of Indiana into an area of commercial importance we were going to have to drain this "hunter's paradise" and put it under the plow.

Let the Draining Begin

The first efforts to begin drainage were marked by scandal, as documented in "The Counties of Warren, Benton, Jasper and Newton, Indiana, 1916."

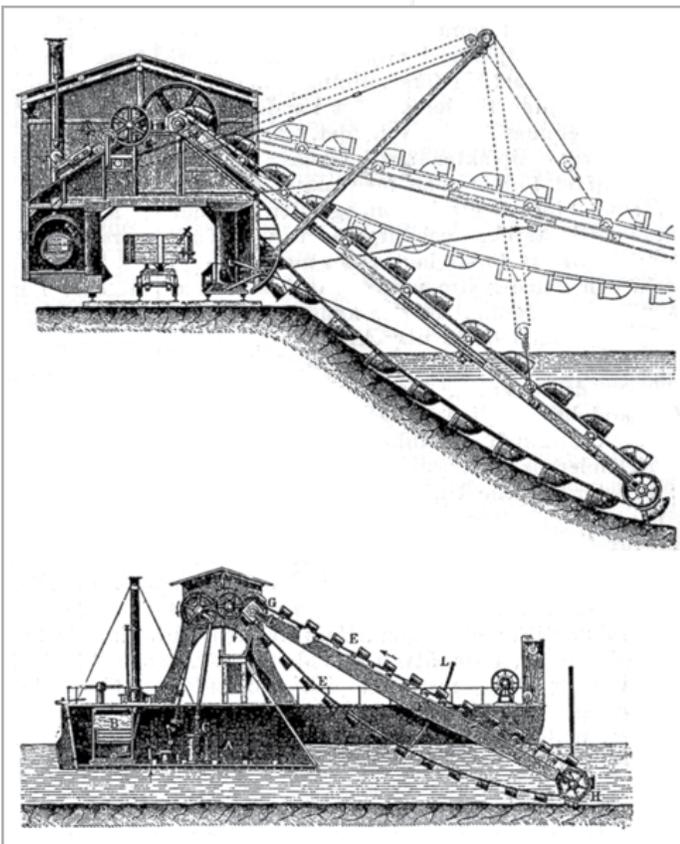
By a congressional act of September 20, 1850, the swamp lands belonging to the United States were granted to the State of Indiana, upon condition that they should be drained and made fit for agricultural purposes. A second act passed in March, 1855, added various tracts located by holders of military land warrants, making the total amount thus turned over to the state by the general government, 1,252,000 acres.

To carry out the provisions of the Swamp Land Act, the governor appointed various swamp land commissioners who had the handling of the funds to be expended for ditching and other improvements, but which, as subsequent transactions and investigations proved, were diverted from the legitimate purposes into the pockets of such officials.

In the report of the legislative committee appointed to investigate these frauds in 1859, appears the following regarding the peculations charged to Jasper County: "In the county of Jasper our investigations have satisfied us that the officials of the county have not only aided others in the commission of great frauds upon the swamp land funds, but have also been participants in the profits arising therefrom. In this charge we make no reference to the present treasurer and auditor of the county.

"The commissioner, at a letting of a large amount of ditching under the law of 1852, let almost the entire work to one man for the sum of twenty cents the cubic yard, although at this letting were other good and responsible bids for the same work at fourteen cents the cubic yard, and one as low as ten cents. The ditching contracted for at this letting has never been finished according to the plans and specifications, and

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Early dredging equipment.

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some of the ditches are useless. The entire estimate of this work, amounting to \$39,451, has been paid to the contractor.

"According to the testimony before us, this one transaction has resulted in great loss to the Swamp Land fund, and loss to the value of real estate in the vicinity of the work.

"In the year 1856, without the color of law and in violation of all rights, the then Auditor of the State, Hiram E. Talbot, directed the Auditor of Jasper County to withdraw from sale a large amount of swamp lands designated by him. The committee are compelled to conclude that this order was prompted with a view to personal and private speculation.

This, no doubt, was the commencement of a system of frauds unheard of heretofore. A spirit of speculation in these lands was engendered and in a short time there were formed four separate companies who selected, as they termed it, and actually obtained, by the complicity of the swamp land commissioners, deeds for about 124,000 acres of the best of the lands vacant in the county. The deeds to these lands were procured without the shadow of law from the officers of the State."

Surface Drainage

There are two categories of drainage, surface (ditches) and subsoil (tile). First we will address surface draining of Newton County.

Beaver Lake, with a maximum depth of only about 15 feet, was drained in stages with its lowest point being Sections 13 and 14 in McClellan Township. At first only a shallow ditch was dug, using walk behind scoops, (mule scoops), shovels and wheelbarrows. Later steam power and gasoline engines were utilized by tractors of various types.

The natural outflow from Beaver Lake was into Beaver Creek which flowed West to Southwest into the Iroquois River at a point about four miles west of Papineau, Illinois. But the drainage waterway for Beaver Lake,

named the Beaver Lake Ditch, flows nearly straight North to the Kankakee River, a distance of approximately 7 miles, from the center of the lake bed, with a change in elevation of approximately 35 feet. Channelizing of the Kankakee River itself was contemplated as early as 1858 when a group of interested persons formed The Kankakee Valley Draining Association. It was not until 1884 that the first steam dredge appeared on the river. The straightening of the Kankakee impacted even county lines with the rivers center designated as the county line and the course of the river being changed by dredging, one day you might live in Newton county and next year be in Lake county, depending upon which ox-bow you lived on.

At the close of the Civil War, there was an abundance of inexpensive labor as soldiers returned home to a depressed economy and ditching was pursued in earnest throughout the county. Today we have 140 ditches, named (Adams through Zoborosky) and regulated surface drainage ditches with a total length of over 298 miles that are maintained by the Newton County government and paid for with property tax assessment monies collected from landowners whose lands benefit from such ditches.

Of course there were natural surface drainages throughout the county since the beginning of time, but an 1873 Newton County map shows some of those minor drainages as squigley lines that tend to meander. Another county map dated 1900, just 27 years later, shows these natural flows had been straightened, (no more squiggles), to facilitate a more rapid flow of water. Even with all of these miles of ditches for drainage of surface water, there were still large areas where shallow water would accumulate and profitable crop growing was a gamble, dependent upon the amount of rainfall that particular growing season. The key to increased production was going to be subsoil drainage.

Subsoil Drainage

Indulge me for a bit while I share some of my research on the topic of subsoil drainage. Subsoil drainage has a long history in Europe and at first was done by digging a deep trench, placing a layer of coarse aggregate or seashells or sometimes even brush or straw in the bottom, and then covering with soil. This worked well but didn't last long as dirt flowed into the void area at the bottom of the trench. Some call this technique a "French Drain." The next innovation was to dig a narrow rectangular trench at the bottom of the ditch and place a flat roof tile, (baked clay), over the top



"U" shaped tiles used as field tile.

before backfilling with soil. This was an improvement but was soon replaced when some innovative person had their roof tiles formed into a "U" shape and laid them end to end, open side down of course, before covering. This idea of using roof tile, yielded a much longer useful life and gave this technique the name that continues today as "tile drain."

In 1835, an immigrant from Scotland, employed the first recorded use of tile drainage in the United States. This immigrant's name was John Johnston and he had purchased, over a period of time, 320 acres of land in Seneca County, New York. Much of this land had underground springs that kept subsoil moisture higher than desired. Although imperceptible on the surface, the excessive water tended to damage crops over the growing season. Mr. Johnston, as the story is told, sent to Scotland for two pattern tile, which he took to a local maker of crockery for duplication. In due time the crockery maker produced 3,000 tiles which Mr. Johnston installed in 1838. Results were dramatic with wheat yields sometimes doubling to 40 bushels per acre. In 1843, in England, a machine was invented for the purpose of extruding clay into tubular form. Mr. Johnston had a neighbor John Delafield, a banker from New York City, that purchased one of these machines and imported it to the



Typical 1920s steam ditcher, the likes of which were used in Newton County.

nearby town of Waterloo where production of drainage tile began. In 1849 it was recorded that 840,000 tiles were produced from this one factory alone. Improving soil by use of tile drainage became so popular that by 1882 there were 1142 factories for its production in the United States including one in the town of Brook in Iroquois township. See The Newton County Historical Society newsletter, *The Newcomer*, Summer 2003, for more information.

In Newton County it was evident that subsoil drainage, just as with surface drainage, was too large a project for individual land owners but that all would mutually benefit if they would empower county government to build and maintain major lines. Individual land owners that benefit pay an assessment for installation and maintenance of these lines. Today there are 173 separate regulated subsoil drainage tile with a length of over 150 miles in Newton County. It is not possible to even estimate additional drainage conducted by and maintained by land owners for their benefit alone.

Summary

In 150 years of history, our county has witnessed the transformation of the land from a wilderness of prairie grasses and marsh dotted with a few groves of trees to productive farmland and pasture. In 1996 an international organization known as The Nature Conservancy purchased 7200 acres of land that roughly corresponds to the bed of old Beaver Lake. Gradually, as financial resources and nature have allowed over the past fifteen (15) years, this group has been successful in restoring a part of this region to a condition that approximates that of 150 years ago. These 7200 acres plus adjoining preserves of Conrad Savanna, Beaver Lake Prairie Chicken Refuge and Willow Slough Wildlife Area provide sanctuary for over 600 local native wildflowers and grasses as well as several species of birds that are again becoming more common as their numbers increase each year. Today you can get a glimpse of their efforts these past 15 years along Highway 41 between county roads 225N and 725N. The public is welcome to visit Kankakee Sands any time to enjoy hiking, bird watching and enjoyment of our great outdoors. Visitor services are limited, but there are marked trails and an informational booth in the parking lot located at 3294 N US Highway 41, Morocco, IN. www.nature.org/kankakeesands

President's Thoughts

By Bernie Murphy

2011 In Review: as we begin the New Year, I would like to look back on the past year to highlight some events of note. Your officers and volunteers were quite busy last year with many projects.

The Yostie project is moving right along with copies of most of his articles collected and typed, now on to the next phase, proofing and picture placement.

"The Mt. Ayr, Jackson and Colfax History" book committee have been meeting the fourth Monday of each month as part of the Family History Division meetings, and are having a spectacular time sharing memories and compiling history.

The Goodland history book committee, headed by Anne Myer and Karen Schuette is well under way—they both have been into the center researching and reading microfilm. They are publishing this tome on their own, and we urge you to contact them with your history contributions soon, and ordering your copy!

The Society celebrated a wonderful picnic this past summer at Sig Boezeman's farm in northern Newton County—along with great food, fishing, scenery and camaraderie and general enjoyment.

Next was the Punkin' Vine Fair where we again had a booth displaying our offerings at the society to the general public. During the year we had several tours including the Boy Scouts and the Lake Village Elementary third grade students. The Daughters of the American Revolution held their 100th birthday party at our Resource Center with out of town guests and frivolity.

Finally we held our annual Christmas Open House with beautifully decorated window displays depicting "Winter in Newton County" highlighting ice harvesting.

We concluded the year on a good note, and are ready to take on more projects in the upcoming current year. I would like to thank the officers for their true dedication and, most importantly, the many volunteers who allow the Society to continue its rich past and the promise of future contributions that guarantee the survival of our collections of Newton County history. Please come by and visit us and share in our rich past!



The Funk's "Hoosier-Crost" Hybrid Corn display at the 1937 Indiana State Fair, created by Edward J. Funk and Sons, Kentland. It includes a cornucopia with corn spilling out, bags of corn, a map of the state, and a diagram explaining the hybrid corn breeding process. Source: Indiana Historical Society Digital Image Collection.

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Brook's Historic Bandstand

By Beth Bassett



Built in 1907, Brook's bandstand is still utilized for community functions. Photo by Beth Bassett.

The history of the Brook bandstand located in McKinley Park, begins in 1895 when it became necessary for the citizens of Brook to replace the old frame building that had served them since 1865 as their schoolhouse, a church, public hall and election room. It was located where the Brook, Iroquois and Washington Township Public Library stands today.

The Messrs. Lyons and Esson, who were platting the Lyons and Esson addition to the town of Brook, offered to donate the new land for the school, provided that the old school ground be made into a public park. The terms were accepted and the old structure was sold and moved onto the property of J. D. Rich on North Street.

The old school ground was planted with trees, sown to grass and walks of crushed stone were made. A concrete archway stood at the southwest entrance, capped by a horizontal beam on which, in raised letters, appeared the name of the park, in honor of the United States President, William McKinley in 1896.

In a May 11, 1906 edition of the *Brook Reporter*, a mention of the Cemetery Association's vow to keep the grass mowed, weeds pulled and keep each grave in good shape, we also find this reference to the park:

"What about our beautiful McKinley Park? Improvements are needed in the park and now is the time to do the work. It would be no more than right if the town board would take the matter up and make an appropriation for the filling in and leveling off of this beautiful park. Public improvements are one of the things that visitors in town notices and rates the town accordingly, and it is an inducement to the citizens to keep their property in good shape."

It wasn't until July 5, 1907, that another reference was found.

"McKinley Park is getting the finishing touches on its improvements. And by the way, the park will be able to boast of the finest band stand in Newton county, and for that matter we doubt if there is a finer

band stand in the state. The lower part of the stand is made of concrete stone blocks and the supports for the roof are fluted concrete stone pillars, which certainly make a fine and lasting improvement. The walks running through the park and the grading is also finished, and we believe that Brook can now boast of one of the finest little parks in this section of the state, in fact we know of no other one that compares with it. The work of beautifying the park was done by Cunningham Brothers."

Bandstands played important roles in the history of our communities, as did the bands for which they were built. The history of the bands over the years, and remains so today, is one of open air concerts, large audiences, and strong patriotism. The recurrence of popularity of band music began in the early 1900s and lasted through the 1930s. The bands were made up of local citizens that performed for community functions and usually on a Saturday night or Sunday afternoon during the summer.

One hundred and three years after its construction, the Brook bandstand has held many generations of musicians, speakers and children at play. In 2006, it was used as a pulpit for Rev. Ken Marsh, dressed as a pistol toting circuit rider, as he gave his sermon at the Sunday Church Service of Brook's Sesquicentennial celebration.

If only those fluted concrete pillars could talk.



Do You Know Your County of Newton?

by Janet Miller

1. When did Newton County first have a Superior Court? Who was appointed the first judge?
2. What township in Newton County was home to "Molasses Street?"
3. When the track was laid for the Indiana Harbor Railroad in 1905/1906, two towns were created. Can you name them?
4. Did you know that a State Police Post was once located in Newton County? Do you know where it was located and how long it was open?
5. In the early 1800's there were two Indian trading posts in our area. One was along the Iroquois River and the other along the Kankakee River. These posts were owned by a long-time fur trader who by 1827 made his home in what is now Chicago. Do you know where these trading posts were located? Do you know the name of their owner?

Answers can be found on page 25

Question About A Chizum Farm . . .

Member John Denson had a question regarding a photo of a Chizum farm. A barn in the photograph had the farm name painted on the side, but the first half of the name is covered by another building. The letters exposed were llywood. He is aware of the Oakwood and Maple Grove farms, but curious about this one. Can anyone help? email John at jjden@aol.com.

Kentland/Jefferson Township Public Library Celebrates 100th Birthday

By Jennie Washburn

The Kentland/Jefferson Township Public Library is celebrating its 100th Birthday the entire year of 2012, and invites you to come celebrate.

In 1905 Warren T. McCray began correspondence with the Andrew Carnegie Corporation as to the possibility of a grant of money to build a library building for Kentland. Mr. Carnegie laid down certain requirements before money could be granted. The town had to be of sufficient size, and the value of real estate must be high enough to support a library by taxation. There was to be a nucleus of a book collection started, and a library board duly appointed and operating under the existing state library laws. A lot must be provided upon which to build. He refused to consider the proposition on the grounds that the town was not large enough to support a library. Kentland's population at the time was 1006; Jefferson Township had 810, making a grand total of 1816.

In 1909 the growth of the community made it seem feasible to try again. Mr. McCray wrote, "During the past four years our little city has enjoyed an era of prosperity which we believe would entirely overcome the last named obstacle. Within that time there has been a new railroad built across our entire township, thereby adding several thousand dollars to the assessed evaluation, besides the increase to our population." He also wrote, "We are located in the middle of a highly intelligent and prosperous community, being surrounded by as fertile agricultural region as can be found any place in the United States. Our people are all well-to-do and of such intelligence they would certainly appreciate the advantages arising from a well constructed public library."

In view of a favorable reaction from Mr. Carnegie, steps were taken to meet all his requirements. The Kentland Woman's Club took as their project, the collection of books from donations and the establishing of a library, first in the Knights of Pythias Lodge cloakroom and then in the basement of the courthouse. Club members maintained service to the public by keeping the library open one day a week. They also helped collect and raise money for the new building. On January 19, 1910, "pursuant to call duly made, the following citizens assembled themselves at the



Public Library, Kentland, Ind.



Kentland Public Library, Kentland, Ind.

These postcards may be the earliest images of the Kentland/Jefferson Twp. Public Library. Newton County Historical Society Collection.

law office of William Darroch; T.B. Cunningham, Samuel Cunningham, Jacob H. White, Charles M. Davis, T.H. Dixon, Will H. Ade, Will K. McCray, Hume L. Sammons and William Darroch. The following seven directors to take care of legal procedures involved in organizing a library were chosen by ballot; Will Ade, Hume Sammons, Warren McCray, T. B. Cunningham, Jacob White, T. H. Dixon and William Darroch." On February 5, 1910 this voluntary board of directors turned the custody of the library over to the first library trustees appointed, under the current library law, by Judge of Newton Circuit Court, the Town Board, and the School Board. They

were Adah Bush, William Darroch, Warren T. McCray, Will Ade, Lavanche Morrison, Hume Sammons, Patricia Allen, and Mrs. Oscar Phelps. Mrs. Eliza McCray graciously donated the lot upon which to build the new library.

On December 2, 1909 the Carnegie corporation granted \$10,000.00 for the new building. The Architects at Patton and Miller in Chicago designed a very distinct and unusual choice for the newest Carnegie Library. The Kentland Public Library was to follow the new Arts and Crafts design; it would also differ from most Carnegie libraries in that the

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auditorium would be on the second floor, with no designated basement, only a furnace room. This made it easy to access from the street without having a long flight of stairs. Fred Friedline of Kentland was awarded the contract and construction began.

At 2:00 p.m. on January 26, 1912 the Kentland Public Library was opened to residents of Kentland and Jefferson Township. At that time the book collection numbered 1615 volumes, 484 borrowers were registered and that year 7912 books were circulated.

In 1965 the Epsilon Iota Chapter of Kappa Kappa Kappa very generously gave the library their first microfilm reader.

Upon her death in February 1966 Sadie Johnston, left her estate to the Kentland Library, she had been the Children's Librarian for several years. In 1968 the Children's Library was moved upstairs with new shelving, carpet, furniture, drapes, etc. and dedicated to the memory of Sadie Johnston.

A group called Friends of the Library was formed March 19, 1967 by the Kentland Woman's Club with Mrs. Rolland Ade as its first president. Their meetings were held at the library and provided some very special programs including many excellent book reviews by some of our most talented citizens.

The original building has been kept in excellent repair and is still being used today. In January 2010 a new addition opened its doors to the patrons and public of Kentland, Newton County and surrounding areas. The expanded facility allows the patrons to experience many forms of media and technology and again allows an area for programs. Through its 100 years of service it has always been the goal of the library personnel and board members to strive to make the library a center for educational and recreational activities through books and other media.

Over its 100 years of serving the public the Kentland Public Library has had only seven Librarians: Delia Kirkpatrick, Lucille McCray, Eunette Buck, Virginia Rinard, Frances Schuh, Kathlyn Ford and the present librarian, Roberta Dewing. There have been plaques added to the new board room with over sixty names of local volunteers that have served as Trustees of the Kentland Public Library.

With all of this history the Kentland/Jefferson Township Public Library is looking forward to serving its public for another 100 years and is inviting everyone to come cele-



The library, 2012. Top: north side. Bottom: west view with new addition added in 2010. All current photos by Beth Bassett.

brate this special milestone with them.

On Thursday, January 26 we will start the celebration with a reception of cookies and punch, then on the 26th of each month throughout the year cookies and punch will be offered. There will also be a host of special programs throughout the year so come visit us and help us celebrate our 100th Birthday!

These two chairs, shown to the right, are original furnishings. Far right, the librarian's straight back, swivel chair.





Distinguishing features of the first floor in the original portion of the library include the concrete arches, pictured above; below, left, this child's table and three chairs are some of the original furnishings of the library; below right, the original stair railings.



The second floor of the original building features wood framed windows that match the arches found on the first floor. Today, the second floor is utilized as the children's library. Below, left, a close up of those wood frames of the windows. Below, right, the first floor, original building, also showcases a fireplace and wood beamed ceilings.



The North/South Railroad and Its Kentland Depot

By Beth Bassett

A recent email circulated among Newton County Historical Society members regarding a Kentland Railroad Depot that now is located in Sarasota, Florida. It was converted to a restaurant, today known as Station 400. I've never had a reason to investigate the history of the railroads in Newton County, as previous historians seemingly had the subject covered and is well documented in our local history books. A couple of questions regarding the depot in the email however, could not be answered from the local histories, such as "when was it torn down, and did they send it to Florida via the railroad."

We have a file on the Kentland depots and railroads at the Resource Center, and there I found copies of a recent advertisement with a bit of history: "In 1852, a quaint railroad depot station was built in a town called Kentland, Indiana. The old depot was painstakingly taken down in 1976 in Indiana, and reassembled piece by piece in Sarasota where it is now known as the Sierra Station Cafe."

This information at least gave me a clue as to when the depot was dismantled, knowing good and well that if John Yost was writing at the time, there would be history of the depot, and details as to the new owners, etc. Unfortunately, John was not at the paper at the time, and a search of 1975 and 1976 *Newton County Enterprise* came up empty. The only thing that I knew for sure is the fact that the information on the menu was incorrect regarding when the depot was built. The

first railroad, the Logansport and Peoria and Burlington ran the first tracks in our county in 1859, with the first train coming through Kent on December 25, 1859. So, perhaps the dismantling date is incorrect as well.

Over the years, this topic has risen several times, as visitors to the Sierra from Newton County would drop by Yostie's office at the courthouse and leave photographs of the resurrected depot. A search of his newspaper columns that will appear in the upcoming "Yost Project" revealed the bit of information that would lead to the history that follows regarding the "old depot that sat on the northwest corner of the school yard" in Kentland.

This item appeared in Yost's "Through the Lens As I See It, Short Takes," January 31, 2007: "... And finally, Kim and Don Donahue recently visited an artifact from our past when they were in Sarasota, Fla. They visited the Sierra Station, which began its life as the New York Central depot in Kentland. While the carry-out menu continues to allege that the frame structure was built in 1852, it was more apt to have been built around 1905 when the Chicago, Indiana and Southern line was extended from south to north through the county and later became a part of the New York Central system.

Indiana Harbor Railroad

At the turn of the century in Newton county, residents were petitioning the powers that be for a north-south railway through the county. Kentland residents Judge William

Darroch and Warren T. McCray headed up this project, politicking and shaking hands along the way; Mr. McCray realizing the growth and success his cattle business would experience with a rail line in Kentland to Chicago and Mr. Darroch handling the legalities of the endeavor.

Their efforts were paying off when finally, in 1905 there were bright prospects of a new railway. An article published in the *Indianapolis Star* and reprinted in the *Newton County Enterprise* March, 3, 1905:

"The New York Central lines have formed comprehensive plans requiring the expenditure of more than \$200,000,000 with a view of obtaining a firmer hold on the enormous tonnage originating in and passing through Chicago.

"In this latest Vanderbilt scheme, many millions of dollars are to be expended in extending the Big Four Railroad into Chicago, and in connecting the Lake Shore, the Michigan Central, the Nickel Plate and the Big Four with all of Chicago's important industries, and also in giving these four systems physical connection with all of the railroads centering in Chicago.

"The plans will firmly entrench the Vanderbilts in the second greatest tonnage center in the country. The Indiana Harbor line, which recently was purchased by the Vanderbilts, is to be made the medium whereby the Big Four will be brought into Chicago. The road began operating last September, and al-



"In the above picture, taken in 1906, 16 mule and horse teams and drivers can be seen, building the sub-grade, one mile north of Ade, west of old US 41, for the CIS, which was part of the New York Central Railroad system. The teams are pulling wheel scrapers and slip scrapers. A good team of mules at that time cost \$200 to \$400 a head. The mule teams were owned by the railroad contractor. The horses were owned by their drivers. A man with a team of horses was paid \$3.50 per day. This group built 1 1/2 miles of grade for the new railroad, working approximately eight weeks. The man in the right front in the straw hat is George Flowers, Morocco, whose work was dumping the scrapers." - *Newton County Enterprise*. (This photo and article first appeared in the Winter, 2008 edition of the *Newcomer*.)

ready has more than 100 industries located along its lines. The Indiana, Illinois and Iowa road, (aka locally as the 3-I), is to be the medium where Vanderbilt roads will be brought into contact with every other railroad in Chicago.

"It is stated that the road will be a low grade, double track air line between Chicago and Danville, and when completed other improvements on the Big Four will place the system on a par with the Lake Shore physically. It is also stated that one purpose of the Big Four is to develop the rich Harrisburg and other coal fields in southern Illinois. Hitherto the Eastern Illinois practically has had a monopoly on the enormous coal traffic originating in these districts."

From this point on through the final connection of the road to Kentland in December of 1905, the *Newton County Enterprise* followed the progress of the construction. The spring articles covered the surveying of the area for the road, and the establishment of the right of way. The paper encouraged the north-south route by writing: "a double track line through Newton county running north and south will add not less than \$1,000,000 to the tax duplicate. The road will be assessed not less than \$40,000 per mile, and this means a neat sum to the credit of the several towns and townships in this county. To shippers it will be a great boon, and it will mean cheap coal. The road taps the best coal fields of Illinois and Indiana. The people of Newton county have waited a long time for this road, and everyone will be pleased that it will be a good one."

Talk of the Week

"It takes entirely too long to build a railroad to suit the store box orator. Every morning he expects some startling developments, and in the absence of any real news he is not slow in creating enough to satisfy himself, and those who seek wisdom at his throne. Therefore there has been no dearth of rumors during the week." - *Newton County Enterprise*, March 30, 1905.

The excitement began to grow even more with the announcement of a "union" depot between the Pennsylvania Railroad (PR) and the Indiana Harbor Railroad (IHR). The two companies were considering a building that would be a credit to the town. The townspeople and passengers were very much disgruntled with the current state of the current day Panhandle Depot, sometimes referred to as the "old one horse depot." So the idea of

a union station, with a new attractive building caught wind quickly, and residents were urged, "when pushing for new roads, also push for a union depot."

Its Now Your Move

"Another phase of the railroad proposition is now before the people of Newton county. It is up to them to act. The route has been established through Morocco and Kentland, and will be built there provided the company can make a reasonable purchase of the right of way. They are not expecting the land to be donated them, although in several cases this has been done, but they expect the privilege of buying at a fair price. We are informed that in a few cases what looks like fabulous prices are being asked. It was also rumored that the town of Sheldon, Illinois, has tendered the company \$10,000 to run the road through their town.

"Now can the land owners of Jefferson township afford to endanger the building of the road through here by placing unreasonable prices on their holdings. It is time to step forward and assist the company in getting a right of way at a fair and reasonable price. Now is the time to act, and act justly and reasonably." - *Newton County Enterprise*, April 6, 1905.

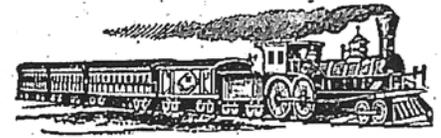
May Lose the Road

"The *Enterprise* last week with its words of warning against the charging of exorbitant prices for a right of way, had not been in the mails three hours before Mr. Rexford and the engineering corps stationed here were called into Chicago, and the future of the new north and south railroad, so far as it pertains to Kentland and Newton county, looked black. A message was sent to W. T. McCray and Judge Darroch asking for a conference in Chicago. Mr. McCray went to this city Friday, and in few words it was made plain to him that unless certain things were accomplished down this way, and quickly, the road would be built on the original survey, three miles west of town.

"The taxing value of the road is another feature to be considered. It would pay into the county treasury yearly a sum in the neighborhood of \$16,666.00. Lake township with a local tax of \$1.41 would receive annually \$3,382.00; McClellan township with a rate of \$1.65 would receive \$3,960.00; Beaver township with a rate of \$1.56 would receive \$3,744.00; Washington township with a rate of \$1.02 would receive \$2,448.00; Jefferson

Indiana Harbor Time Card

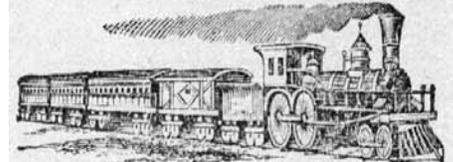
NEW YORK CENTRAL LINES.



In effect July 1st.	Leave	Arrive
North Bound—	Kentland.	Chicago.
No. 8—Express.....	8:01 am	11:00 am
No. 10—Express.....	7:27 pm	10:05 pm
Freight.....	10:50 am	
South Bound—	Chicago.	Kentland.
No. 9—Express.....	7:15 am	10:15 am
No. 11—Express.....	6:35 pm	9:15 pm
Freight.....		11:05 pm
O. H. McNAY, Agent.		

Chicago, Indiana & Southern

NEW YORK CENTRAL LINES.



In effect Sept. 30.	Leave	Arrive
North Bound—	Kentland.	Chicago.
No. 8—Express.....	8:0 am	11:00 am
No. 10—Express.....	7:27 pm	10:05 pm
No. 16—Milk train.....	6:30 am	9:40 am
Freight.....	10:50 am	
South Bound—	Chicago.	Kentland.
No. 9—Express.....	7:15 am	10:15 am
No. 11—Express.....	6:35 pm	9:15 pm
No. 15—Milk train.....	1:50 pm	5:00 pm
Freight.....		1:05 pm
C. L. BURGESS, Agent.		

Time tables for the north/south railroad, first known as the Indiana Harbor Railroad, then it was absorbed by the New York Central and named the Chicago, Indiana & Southern. The time tables were first published 1906.

township with a rate of \$1.03 would receive for the five miles through which the road passes the sum of \$2,060.00; and for the mile that runs through Kentland, taxed at a rate of \$2.08, they would receive \$1,072. Rates are current, not including State taxes, only local and county tax.

"\$15,555.00 is \$3,000 more than the cost of the entire county government for the year 1903, and one-third what the entire school system of the county cost for the same year. The five west townships pay annually as taxes about \$82,000; with the railroad company paying \$10,660, it is an easy calculation that the taxes of the people would be reduced one-fifth. There is not a town in the county,

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10 The Newcomer

> Continued from page 9
 and but one township, which pays more taxes within a year than the amount that would be received from the railroad company. So from this standpoint it is a matter of business economy to secure the road." - *Newton County Enterprise*, April 13, 1905.

Clouds Scattering

"Prospects for new railroad look brighter. Right of way mostly taken and contracts for construction have been awarded. The shadow of uncertainty that hung over the new railroad early last week is fast clearing up, and there seems no doubt now but that the road will be built on the line through Kentland and Morocco.

"The McArthur Brothers Construction Co. of Chicago will build the road from Kentland to Danville and has already leased ground at the Big Four junction south of town (later known as Sheff) on which to erect temporary quarters for the workmen.

"The road from this place to Morocco has been sub-let, and graders have arrived there Monday and are ready to begin . . . the first carload of telegraph poles were unloaded

here yesterday and a line will be run at once the entire length of the road in order that the company may keep in direct touch with the work of construction . . . the company is showing a disposition to act fairly, and even liberally in the matter of settlements, and we are pleased to note that a large majority of the land owners are seeing their way clear to meet the company half-way, and thus secure the much coveted road."

Clay Blaney wrote an extensive history of the railroads in 2002, and he referenced the telegraph lines on the New York Central (IHR): "The railroad ran north to south through Lake Village, Conrad, Enos, (one time known as Oak Grove), Morocco, Ade and Kentland. This railroad is the reason my father came to America. When he arrived, my aunt had married Fred Hanley, who was a telegrapher at Stewart, Indiana, where he had hired out in 1910. My father, Harry Blaney, learned telegraphy and hired out as a telegrapher in 1912. At that time, all the communications on the railroad were done in Morse Code. My father, up until his death, could still send messages this way."

Work in Progress

"Word from along the line of the IHR . . . about a mile of the track has been laid south from the crossing of the Big Four . . . Woodruff and Drake have the contract for grading from Kentland to the Iroquois river . . . a camp has been located on the Robert Seal farm one mile south of town, and workmen are coming in every day, ready to begin work as soon as the cross stakes are set . . . the right of way through Kentland has been cleared through the old Fairgrounds . . . prospects project the trains to reach Kentland before the Fourth of July." - *Newton County Enterprise*, May 4, 1905.

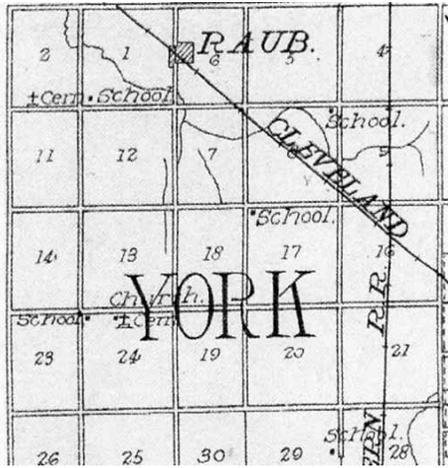
About That Union Depot

"Railroad officials met in Kentland Tuesday, will give a new brick union depot of pleasing and modern architecture. It was decided that Kentland was entitled to a fine station, and will be located at the intersection of the two roads. The change is a substantial promotion for Agent J. E. Smith."

In June, the union proposition caused Councilman White S. Harbison to resign his position due to the fact that he could not give

1. Pumping Station
2. IHR/CIS Depot
3. Freight House
4. Switch Tower
5. Penn Depot





Benton County plat of 1916 shows where the IHR/CIS and the Big Four: Cincinnati, Chicago and St. Louis railroad crossed. The crossing was known as Sheff tower.

the time from his business necessary to the settlement of this and other questions now before the board. So, the board accepted his decision and immediately elected John Higgins to fill the position.

The cost given by the railroad companies for a brick structure would be between \$5,000 or \$6,000. Each company would maintain their own freight house, and in addition the walks, drives and grounds surrounding the building are to be in keeping. To acquire room for these improvements they ask that Seymour street be vacated at the junction of the two roads, and a new street to open west of the IHR tracks connecting with Graham street.

The board men were in agreement about the union depot, but divided on closing Seymour street. A petition from the citizens asking that the street be closed was the deciding factor for the board to go forth with the railroad proposals.

At the end of June it was reported that "a long caravan of wagons, scrapers, and other paraphernalia necessary for railroad grading and manned by a big force of workmen struck Kentland Tuesday evening and went into camp a mile or so south of town."

Pushing The Work

"Three miles of grading just north of the Iroquois river was sublet to A. F. Burk, a big railroad contractor. Mr. Burk is expected to complete the grade in two months. He has only eight teams at work at present, but two car loads of material are on the way and by the last of July he expects to have 50 teams on the job.

"Work is also progressing on the tele-

graph lines. They began setting poles in Kentland last week and the line will be completed from the Big Four tracks south of Kentland. Small breaks are still open between Morocco and Lake Village, Washington township, but those should be filled when the new pole shipment arrives. It is generally understood that the train service will be started in December."

- *Newton County Enterprise*, July 13, 1905

IHR Depot To Be Built

"A dash of cold water was thrown on the union depot project a few days ago by the high chief mogul of the Pennsylvania, and that splendid brick structure which seemed to be firmly in our grasp now looks more doubtful. The plans that were agreed upon a few weeks ago were forwarded to the general superintendent, or president, or some other high dignitary of the Pennsylvania whose chief business lies in wielding the veto ax on any and all propositions that tend to the reduction of dividends, and there the project was administered a mild dose of knock-out drops. Not sufficient to require the services of a coroner or undertaker perhaps, but enough to throw it into a semi-slumber."

"In view of the immense volume of business turned over to the Pennsylvania at this place, it is hardly believed they will now balk on the union station, but will reconsider the question and meet with the Indiana Harbor people on mutual grounds.

"In view of this, the Indiana Harbor general superintendent and chief engineer made the selection of ground on which their company would build a depot in case the Pennsylvania refuses to relent. The site is near the center of the block between Carrol and Dunlap streets, northwest of the public school building. The selection seems wise, and meets with general approval. It is but three squares from the business street, four squares from the post office, and five squares from the Penn depot."

- *Newton County Enterprise*, July 20, 1905.

Work'n On The Railroad

"Trains promised to be running by Christmas . . . Track laying is going on at several points of the road, grading nearly completed . . . a special train bearing General Superintendent McCarthy and a party of Pennsylvania officials from Pittsburg was out over the division Tuesday. They rolled through Kentland at the rate of about ninety miles an hour, or thereabouts, never stopping to get even a glimpse of their magnificent and

beautiful park surrounding their depot. . . . Workmen from the railroad camps who have been taught to walk straight while in Kentland now wait till they get to the outskirts of town to give their war dances and discharge their enthusiasm. Nearly every night on one of the outgoing roads the people living near



The James Whitcomb Riley was a passenger train that operated on the NYC lines. History of that railroad mentions this train travelled on Newton County rails.

are aroused by the shooting of revolvers and the yelling of revelers. Unless the practice is stopped a stray bullet will hit some innocent party . . . The cut through the big sand hill south of Morocco is yet to be made . . . work on the bridge abutments at the Iroquois river is moving along nicely and there is no denying that people are getting anxious to hear the whistles on the new road, and will be out in holiday force to see the first train pull in." *Newton County Enterprise*, September 28, 1905.

New York Central

In October, the paper announced that the Indiana Harbor Railroad had become part of the great New York Central railroad system. This merger validated earlier claims by the *Enterprise* and other newspapers that the IHR was building this line as a connecting link between the New York Central and the Big Four, which was at that time had become a part of the Central system.

A Sink Hole

The telegraph lines related "that a huge sink hole located at St. John that extends over the right of way for 200 yards and another on the opposite side of the town about 150 yards was causing the delay of the completion of the road. The ground was so spongy that as the heavy car loads of dirt are dumped into the center the land on either side bulges up like a ball of dough. In places the bulge was so great that the telegraph poles were pushed out of the ground and the wires were broken.

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... The switch tower building at the crossing of the PR and IHR is completed." - *Newton County Enterprise*, November 16, 1905

The New Railroad

"The construction train on the IHR drawn by engine No. 8852, pulled into Kentland last Thursday evening at sun down. It was Thanksgiving day and people turned out enmasse to welcome the arrival, possible 200-300.

"The working of the track laying machine was an object of great interest to everyone. Following the engine is a train of flat cars on which is loaded all needed material for the building of railroads. Paralleling the train on one side is a trough into which the rails are fed, and on the opposite side is a similar device for ties. Revolving rollers in the bottom of the troughs carry their load to the front end of the train, and in easy reach of the workmen. As the ties are shot out of the carrier they are caught by workmen, two men to a tie, and placed in position in front of the train. On the opposite side the rails are handled by ten men who place the same in position and the train moves on. The rails are merely bolted at the joints and tied by iron rods at intervals of fifteen or twenty feet, and the spikers follow up in the rear. When fully manned, and barring mishaps, the train moves at the rate of about two miles a day, but the short days, cold weather and snow is interfering considerably. Yesterday the machine was out about a mile and a half south of town and connection with the Big Four possibly not made before sometime next week.

"A long train of common box cars, which have been improvised into sleeping apartments and commissary quarters for the workmen reached Kentland Tuesday night and was set out on the siding, and the headquarters of the crew will be maintained here until work in the vicinity is completed." - *Newton County Enterprise*, December 7, 1905.

Words About Penn's Depot

"Now that the Pennsylvania has determined to remain in its old depot, and further, since the evening train does not reach Kentland until the shades of night have fallen good and thick, could not the company stretch its conscience and purse string enough to give us a light or two along the platform? Passengers alighting from the evening train are liable to make a misstep in the blinding darkness and



Top: A photograph of kids in the Kentland Grade School playground in 1958 shows the old NYC depot that stood in the northwest corner. Bottom. The NYC Depot as it stands today in Sarasota, FL, as the Station 400 restaurant. Photos courtesy of Dean Ford.

go sprawling full length into the heart of that flower garden . . . perhaps a strongly worded demand from the town council would encourage the company to act in this matter." - *Newton County Enterprise*, December 7, 1905.

The December 14, 1905 edition of the *Enterprise* reported that complete connection of the first track was made yesterday of the IHR between Danville and Chicago, and on that day, the people of Kentland and Newton County can see the realization of their half century dreams of a north-south railroad. A coal train ran the tracks on the following Saturday, and passenger trains were expected to follow soon. Nearly four hundred men were employed at Kentland, with like gangs throughout the lines. It was noted that as soon all was in line for the first track, the second track construction would begin right away.

About That Union Depot

This community was relentless. Whether they really wanted a union depot, or just a better depot for the PR isn't really clear, but the citizens petitioned once again for the depot. This time the *Enterprise* pointed out that the railroad had enjoyed revenue for the town for forty years, and during this period of time hundreds of thousands of dollars have been

paid to the Penn, and in return the people along this line received service so bad that no one from Superintendent down ever pretended to defend it. The editor also pointed out that the IHR had not asked a dollar from the town, but had offered to join together with the PR in building a handsome depot. "The PR must not think it strange if the reasonable request of the people of this town is again turned down, to note a rapid decline in freight receipts, for it is human nature to stand by those who stand by you. The Indiana Harbor appears to do their part and their attitude will no doubt be remembered."

December 21, 1905, Kentland, Indiana

"An official train passed over the Indiana Harbor yesterday on a tour of inspection. It reached Kentland at 3:10 p.m. and caused no little curiosity to the members of the "Around the Stove Club," who have looked after the building of this road since the first shovel of dirt was thrown, and the whole posse was down to give Mr. Vanderbilt and his associates a word of encouragement and advice. The train, as far as it went, was a very foxy affair, but it didn't go any farther than an engine and observation car, and the private car of one of

the high moguls. The engine was entirely enclosed and surmounted by an observatory in which the officials were seated. The furnishings were elaborate, and the Vanderbilt gold was splattered out clear to the cow-catcher. An observing old gentleman who had left his specks at home remarked that it was the first train he had ever seen with rubber tires. There were seven gentlemen in the party and the train remained in Kentland fifteen minutes.

"It is common rumor that a bet of \$25,000 was placed in New York at the beginning of building operations that a train would not be run between Chicago and Danville by December 20th, and if such is the case, Mr. Vanderbilt will have a neat little sum for Christmas presents, for yesterday was the 20th, and the official train made the trip on the scheduled time."

Epilogue

After researching the history of this railway, I'm happy that the New York Central depot was dismantled and moved to Sarasota, Florida. It seems fitting that she should stand and remain a tribute to the hard work and perseverance of those that fought so hard to bring her to Newton County.

Now . . . what about that union depot . . . the Pennsylvania Depot, or "Panhandle Depot" as it was referred to several times over the next seven years, would be a hot topic with the citizens of Kentland. It wasn't until 1912 that a new brick depot was constructed by the Pennsylvania and I am sure that it was opened with much frivolity that was the norm for our local communities. Perhaps at another time we can sit down around the stove and discuss that story, but for now, we can drive over to Al Cast Park and step inside that brick depot, and realize the history and determination it took to bring the old girl to Kentland, and eventually to her final home on County Road 1500S.

Join Our Membership!

Annual dues are valid Jan. 1 - Dec. 31

Must be a member of the general society to join the Family History Division

General Society: \$17.00

Family History Division: \$5.00

Total for both: \$22.00

Lifetime General Society: \$125.00

Lifetime Family History Division: \$50.00

Membership includes free copies of the Newcomer and monthly notifications regarding meeting programs.

Recollections and a Train Wreck

By Beth Bassett

Over the years, local residents who were employed by the railroad, passed along their memories of working on the rail. It is only fitting that we should record them here as well.

Walter "Pete" Hancock 2008

"Ira Walkup ran a Dray Service; he picked up freight at the New York Central depot; all the Walkup boys helped him at times. Tad Walkup went to the depot to pick up the mail from the train and take it to the post office. Later, my friend Jim Plunkett met the north-south New York Central train at the depot. The rail express station was there also. People ordered stuff in faraway places and picked it up at that depot. And, I, too, was in the depot many times. Yes, I have memories of the place. Pete."

"Bob Walkup lived just three or four houses east of the depot . . . the old Kentland Grade School was bordered on the north by Dunlap street, just northwest of the playground, so students could easily see what was going on there. Tad and his family lived in the Henderson house one block east of the depot, also on the northwest corner of the intersection of 1st and Dunlap. The west side of the school ground had a fence—then a cinder road—made from the coal ashes from the coal the old steam trains used for energy. Immediately beside this road was the New York Central tracks. It was not uncommon at all to see the trains passing puffing coal smoke and steaming along. A train wreck once occurred in that same area and we were filled with excitement cause we could watch the steam cranes lift the wrecked cars and bent rails. I doubt they could ever have fixed it without our guidance from afar. Of course we held our ears, then the magnificent steamers blew their whistles—seems like yesterday, but it was 60+ years ago, where did time go? - Pete."



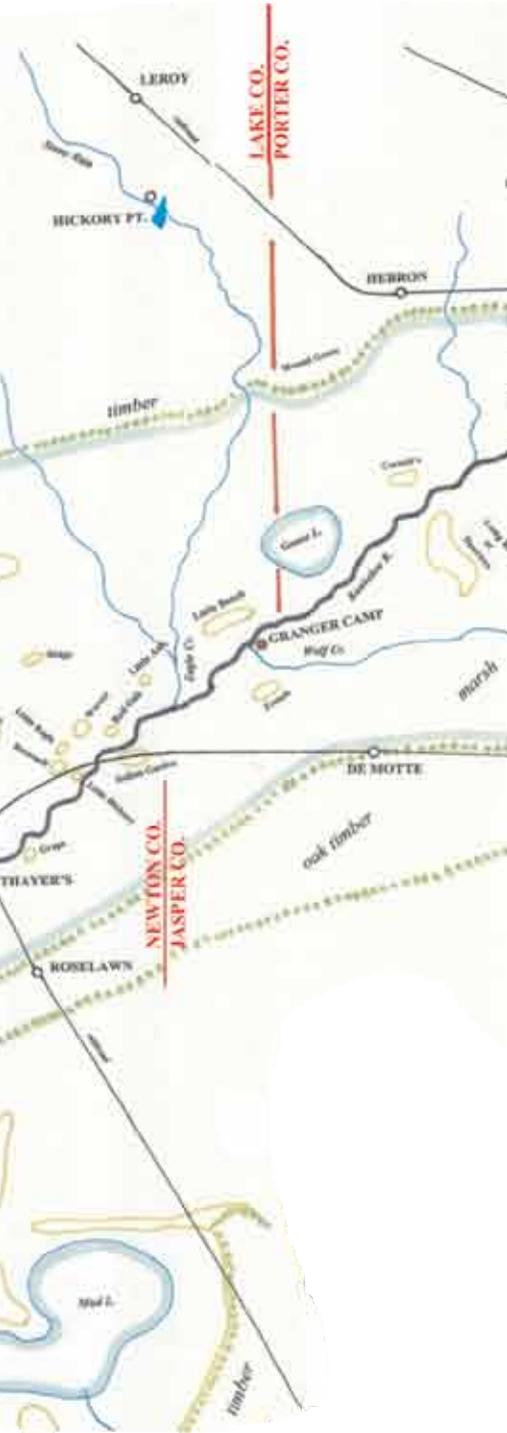
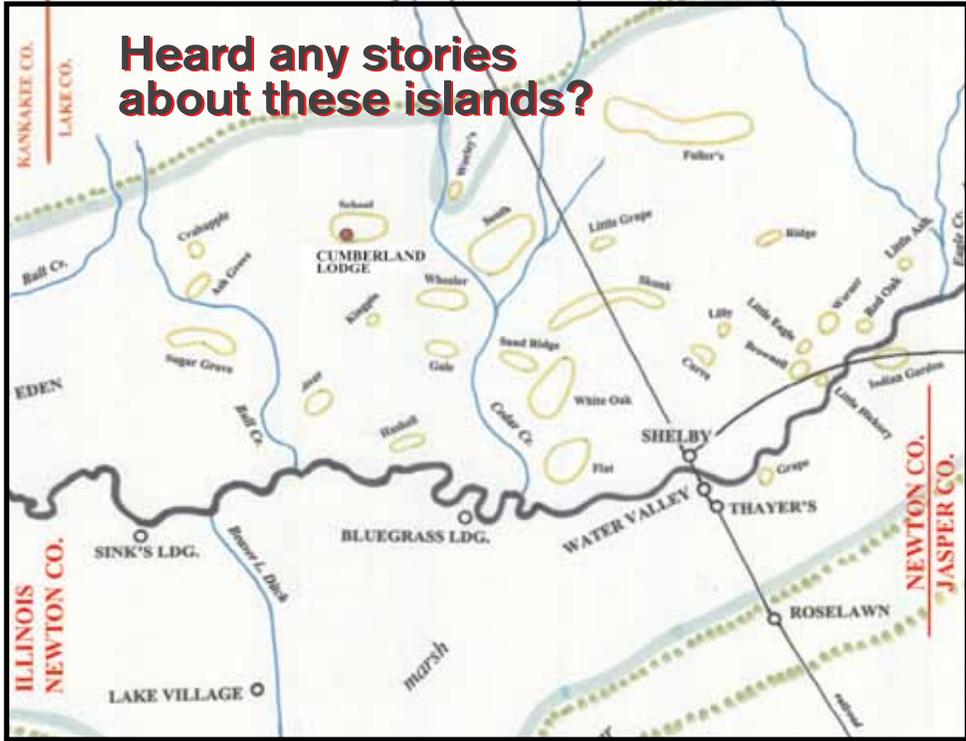
A photograph of school children atop the engine of the train that wrecked in Kentland on October 16, 1912. Indiana Historical Society Digital Collection.

Freight Train Derailed: Engine and Thirteen Loaded Cars Wrecked

Newton County Enterprise, October 17, 1912

A north bound CIS freight train was derailed just south of the tower about 5:00 yesterday morning, and the engine, tender and thirteen cars were piled in a mass of wreckage in the ditch. The engineer and fireman jumped and escaped injury. The train was about a half-mile long, heavily loaded, and coming down the grade south of town at a good speed. A train was on the Pennsylvania tracks and the block was thrown against the approaching train. The engineer signaled that he understood, but he was unable to operate the air and get his train under control. As the engine crossed Allen Street the engineer and fireman jumped. The derail is between Allen and Goss streets. On leaving the rails the engine rode the ties about one hundred feet and then toppled over into the ditch plowing its nose into the embankment at the Goss street crossing.

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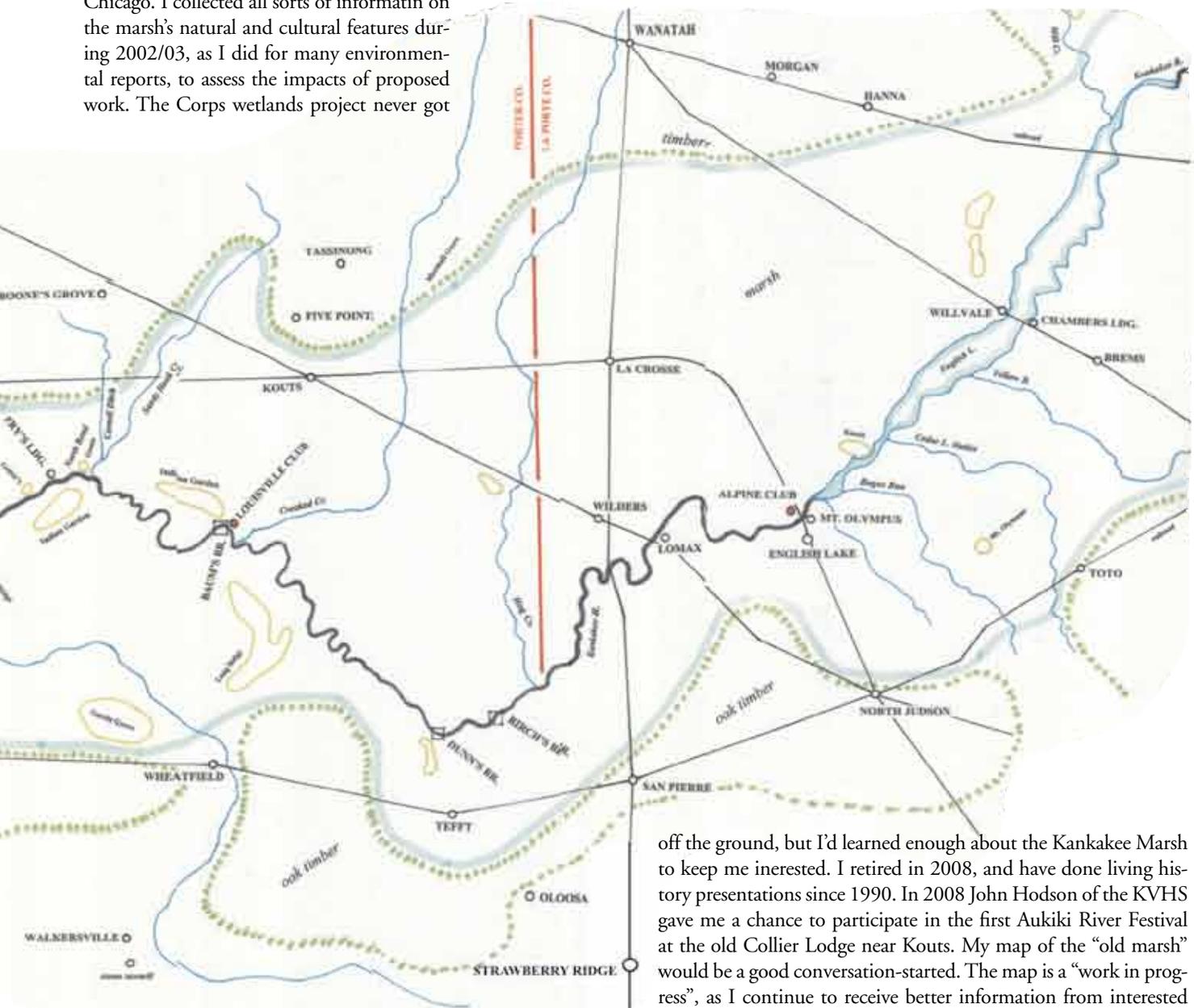


A Bit About Keith Ryder

"I became interested in the history of the Kankakee Marsh when working as an archaeologist for the US Army Corps of Engineers in Chicago. I collected all sorts of informatin on the marsh's natural and cultural features during 2002/03, as I did for many environmental reports, to assess the impacts of proposed work. The Corps wetlands project never got

The Kankakee Marsh of Northern Indiana 1885-1895: From Momence, IL to Knox, IN

Map created by Keith Ryder



off the ground, but I'd learned enough about the Kankakee Marsh to keep me interested. I retired in 2008, and have done living history presentations since 1990. In 2008 John Hodson of the KVHS gave me a chance to participate in the first Aukiki River Festival at the old Collier Lodge near Kouts. My map of the "old marsh" would be a good conversation-started. The map is a "work in progress", as I continue to receive better information from interested parties.

"In 1890 the Kankakee Marsh extended from Momence, IL to South Bend, 75 miles long, 10 miles wide, and covered over 400,000 acres. The marsh became a famous duck-hunting ground just after the Civil War. The Kankakee River was straightened and most of the marsh drained (by private interests, county drainage districts, and the State of Indiana), between 1890 and 1930.

"This map shows the Kankakee Marsh as it existed around 1890 (with marsh boundaries, the larger islands, timber, county lines, towns, landings, railroads, tributary streams, and a few of the many hunt clubs.) It is based on a review of modern topographic maps; 19th Century General Land Office maps; U. S. Census records, 19th century county atlases; cemetery records; published books and periodicals; oral histories; and unpublished sources." - Keith Ryder. Thanks to Keith for giving us permission to publish his map.

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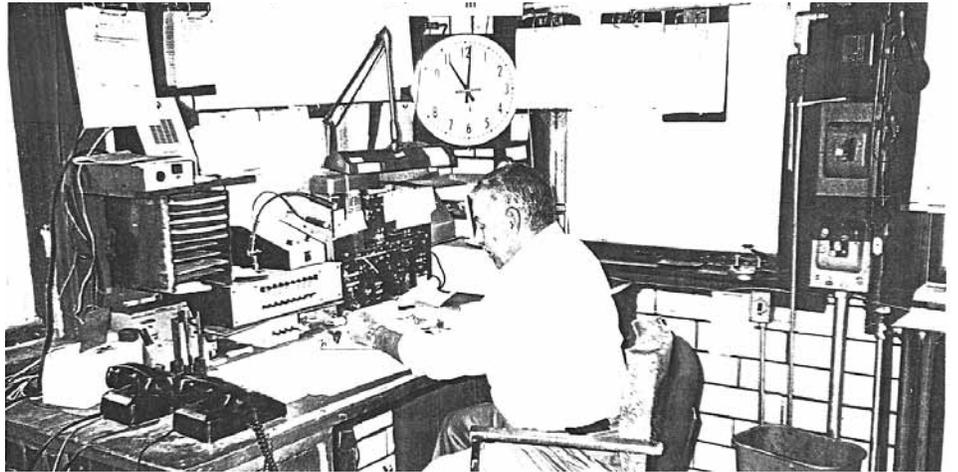
The escaping steam fairly drenched the homes of John Talley and Miss Mary Burk with soot and mud. The wreckage of thirteen cars all loaded with coal was complete and the worst ever seen around here. M. E. Brandt, night tower man, describes the scene as appalling. He stood with his hands on the lever, powerless to act as the Pennsylvania train was within the lock.

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2nd and 4th Thursday**
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Biographies
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Family Surname Helpers
Resource Center Items
Newton County History
Links To Other Sites
For Genealogical Research



Top: Sheff Tower, located 3 miles south of Kentland in Benton County. Bottom: Bob Brooks at work at the Sheff tower. Newton County Historical Society photos.



As in many other industries, railroad work evolved to include women in different types of jobs. Here, Helen Rasher, is performing some of her duties as the New York Central station agent at Morocco. A station agent is in charge of the station and all that goes along with it. It was noted in an April 1950 railroad magazine that she worked an eight hour day and took care of a seven room home and husband. Indiana Historical Society Digital Image Collection.

Home is Where Your Story Begins

The Crisler and Blankenbaker Families Submitted by Leslie Simpson Hall

The Crisler and Blankenbaker families arrived in Newton County settling in Mt. Ayr area in 1861. Moving from Bartholomew County Indiana, the two families were continuing the move westward that had started many years previously when their ancestors left central Virginia in the early years of 1820's and headed west, first to Preble County, Ohio, then to Bartholomew County, Indiana in 1846.

Both families trace their origins to the southwest of Germany. Both the Crislors and the Blankenbakers immigrated in the early years of the eighteenth century (1719 and 1717 respectively) and became part of the great influx of Germans emigrating from the Palatinate area in southwest Germany in the years prior to the American Revolution. Both families became part of the Germanna settlement in eastern Virginia in the early 1700's.

The Blankenbakers, including three brothers and one sister, children of Johann Thomas and Anna Barbara Schöne Blankenbaker, were members of the Second Colony of Germanna settlers who arrived in Virginia in 1717. The four Blankenbaker siblings included Johann Nicholas Blankenbaker, Hans Matthias Blankenbaker, Anna Maria Blankenbaker, and Hans Balthasar Blankenbaker. The Newton County Blankenbakers trace their family through the son named Hans Mat-

thias Blankenbaker. The Blankenbakers were from the village of Oberöwisheim in Baden, now Baden-Württemberg. The Second Colony Germanna settlers were a group of about eighty Germans from Baden, Württemberg, and the Palatinate, who had arrived in London on their way to Philadelphia in 1717. This group was looking for transportation to the colonies when they were offered a ship to take them to Philadelphia. However, Captain Tarbett of the ship "Scott" hijacked them and delivered them instead to Colonial Lt. Governor Alexander Spotswood in Virginia. Unable to pay for their passage the group became indentured servants and were put to work by Spotswood in Virginia. Following several years of servitude the group moved about 1725 to the frontier of Virginia in Spotsylvania County. There, just east of the Blue Ridge Mountains they settled, bought their own land, formed their own German enclave, and thrived.

The Crislors trace themselves to a German-speaker (possibly Swiss-born) named Leonard Christler and his wife Anna Maria Bender who left the village of Lamsheim in the Palatinate in 1719, traveled down the Rhine to Rotterdam and traveled across the Atlantic landing in Philadelphia where they settled on Skippack Creek in what is now Franconia Township in Montgomery County.

Leonard's son, Theobald Fawatt Christler, moved about 1733 to Spotsylvania County, Virginia and joined the Second Colony Germanna settlers. He married another German immigrant, Rosina Garr and the couple had twelve children including five daughters and seven sons. Later generations of Crislors moved with the westward expansion to the Northwest Territory, Kentucky, and south to Mississippi and Georgia.

One of those de-

scendants who moved westward was Hamilton Crisler, great-grandson of Theobald Fawatt Christler, who at the outbreak of the Civil War, along with his wife Mary Elizabeth Blankenbaker moved their family to Mt. Ayr. There Hamilton purchased two hundred and forty years of prime agricultural land. When they arrived in Newton County the Crisler family included Hamilton and Mary Elizabeth, and their seven children (eldest to youngest): Emily Jane, William Addison, James Alfred, Marjorie Ellen, John Henry, Sarah Alice, and Allison Wilson. All the children except the eldest, Emily Jane, were born in Bartholomew County. Emily Jane was born in Preble County, Ohio December 11, 1845. The family would grow with the addition of two more children after their arrival in Mt. Ayr. Margaret Lillian was born in 1863 followed by Archibald in 1865 bringing the total number of Crisler offspring to nine.

The Hamilton Crisler family was accompanied to Mt. Ayr by Mary Elizabeth's parents, Joel and Susannah (nee House) Blankenbaker as well as her siblings including Michael Lewis Blankenbaker and his wife, Elizabeth Ann Utz, Nancy M. Blankenbaker Harris (wife of Thomas W. Harris), John W. Blankenbaker and his wife Jane Stucker, James Thornel Blankenbaker and his wife Elizabeth Ann Crisler (a niece of her husband's aunt), Sarah C. Blankenbaker Stucker and her husband, Isaac. Other children of Joel and Susannah House Blankenbaker included: Susan Ellen Blankenbaker who married Henry Van Childers and moved in the latter years of the 1800's to Carroll County, Indiana; Louisa Mildred Blankenbaker who with her husband, George R. Thornton settled in nearby Jasper County, Indiana; and son Simeon Addison Blankenbaker who moved with the family to Newton County but later moved further west with his wife, Martha M. Dunlap, and their children to Butler County, Kansas.

Hamilton Crisler was born in Preble County, Ohio, one of thirteen children of Virginia born William Benjamin "Jakey" and Mary Roebuck Crisler. Hamilton married Mary Elizabeth Blankenbaker in Preble County 13 March 1845. Mary Elizabeth was

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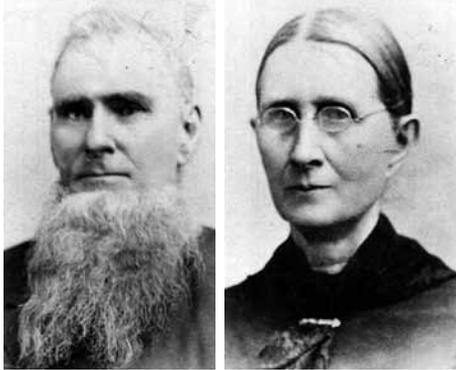


Four daughters of Hamilton and Mary Elizabeth Blankenbaker Crisler. Left to right: Emily Jane with Marjorie Ellen, Sarah Alice and Margaret Lillian.

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born in Madison County, Virginia and moved westward with her parents, Joel and Susannah Blankenbaker, following a similar migration path as the Crislers—Virginia, Preble County, Ohio to Bartholomew County, Indiana and finally Newton County.



Hamilton Crisler ca. 1890, right Mary Elizabeth Blankenbaker Crisler ca. 1890.

Hamilton was a farmer his entire life. Before leaving Bartholomew County, Hamilton served as a constable in Haw Creek Township. Both Hamilton and Mary Elizabeth lived in Mt. Ayr until their deaths in 1900, Hamilton died 21 Jan 1900 and Mary Elizabeth followed him 16 Jul 1900. They are both buried in North Star Cemetery outside of Mt. Ayr. Mary Elizabeth's parents, Joel and Susanna House Blankenbaker died soon after their arrival in Newton County, Susannah in 1864 and Joel in 1869. Both are buried in the newly restored Harris Family Cemetery north of Mt.



Hamilton and Mary Elizabeth with their children, probably taken on the occasion of their 50th wedding anniversary in 1895. Hamilton Crisler and Mary Elizabeth Crisler in front row surrounded by their nine children including: William Addison, John Henry, Emily Jane, Marjorie Ellen, Sarah Alice, Margaret Lillian, Allison Wilson, Archibald, and James Alfred Crisler. (Not sure about exact identification of each person.)

Ayr.

The two families intermarried with many other Newton County families including: Hopkins, Harris, English, Parke, Deardurff, Carter, Brenner, Parke, and Stucker. Most of their descendants have moved away but their descendants can proudly trace their roots to these early settlers of Newton County.

William Addison Crisler, Hamilton and Mary Elizabeth Blankenbaker Crisler's eldest son, was born 23 Dec 1847 in Haw Creek Township, Bartholomew County, Indiana. Baby William joined an older sister, Emily Jane, born just two years earlier. Other children joined the family in later years including: James Alfred in 1849; Marjorie Ellen in 1852; John Henry in 1854; Sarah Alice in 1856; Allison Wilson in 1858; Margaret Lillian in 1863; and Archibald in 1865.

At age thirteen William moved to Mt. Ayr with his family in 1861. He worked on the home farm with his father until 1878 when, still unmarried, he moved west to Kansas where he lived and worked for almost two years. He returned to Mt. Ayr in 1880 and continued to live and work on the home farm with his father, Hamilton.

On October 6, 1892 William Addi-



William Addison Crisler ca. 1880.

son Crisler married Clara "Minnie" Delilah Hopkins, daughter of Jeduthan Simeon Hopkins and Anice Louise Rouse. "Minnie" Hopkins was born November 13, 1858 in Wyoming, Stark County, Illinois where her parents lived until 1864 when they moved to Indiana. Minnie's family traced their ancestry to John Hopkins (1614–1654) who immigrated to Cambridge, Massachusetts around 1634 from Braintree, Essex, England. The Hopkins family remained in the New England states until "Minnie's" great-grandfather, Matthew

Augustus Hopkins (1772-1820) moved his family of ten children and wife westward to the Northwest Territory about 1813. The family story is that Matthew Hopkins floated his family down the Alleghany River in western Pennsylvania on a boat he built himself to the area around Pittsburgh, Pennsylvania, then down the Ohio River to Marietta, Ohio. They then ascended the Muskingum River and settled in Licking County in central Ohio. He ended his life in Licking County in October, 1820. Matthew Augustus Hopkins was the father of ten children, one by his first wife, Mercy Mead and nine by his second wife, Lucy Wright. The youngest, DeWitt Clinton Hopkins, was born in Ohio in 1821, after the family's arrival in Licking County.

Matthew Augustus Hopkins' son, Matthew Hopkins, Jr. was the father of Jeduthan Simeon Hopkins. Both Matthew Hopkins, Jr. and his son, Jeduthan Simeon Hopkins, were born in Licking County, Ohio. As a young man Jeduthan Simeon moved to Illinois about 1846 where he settled in Stark County. He married Anice Louise Rouse there in 1848 and they were the parents of six children, three sons and three daughters, Clara Delilah "Minnie" was the fourth born, the middle daughter. Clara was nicknamed "Minnie" as a young woman because of her petite frame. She carried that name throughout her life.

Jeduthan Simeon and Anice Hopkins with their six children moved to Jasper County Indiana about 1864. When Jeduthan died in 1875, his widow Anice, moved with four of her youngest children (Francis, Minnie,



Anice Louise Rouse and Jeduthan Simeon Hopkins about 1860. Parents of Clara “Minnie” Delilah (Hopkins) Crisler.

Carey Jeduthan and Marietta, known as Etta) to a farm a few miles east of Brook, Indiana, owned by her brother-in-law Carey Mead Hopkins. Carey Mead Hopkins with his wife, Nora, was a successful farmer in that area. The couple had no children of their own.

Anice’s three sons, Carey Jeduthan, Francis Fremont, and George Alfred later moved to Julian where they operated a grocery store. A few years later they moved to the newly formed town of Mt. Ayr and operated a store there. Their sister, Clara Delilah, “Minnie”, ran a millinery and dressmaking business out of her brothers’ store in Mt. Ayr until she married William Addison Crisler in 1892. The brother’s partnership only lasted a few years before they dissolved it. Elder brother, George



Minnie Delilah Hopkins ca. 1880.

George Alfred Hopkins served two four-year terms as Township Trustee for Jackson Township.

Following their marriage in October, 1892, William and Minnie set up house-keeping in Newton County on land owned by his father, Hamilton. One year following their marriage, the young couple welcomed their first-born child, a son, Orval Hamilton

Crisler. Orval was born October 10, 1893.

William and Minnie were soon able to purchase their own land, a hundred acre farm not far from his parents in Jackson Township. Three years later the family welcomed a daughter, Lottie Hazel Crisler, born December 16, 1896. Lottie’s life was short. She became ill with meningitis at age eight months and died August 14, 1897. She was buried in North Star Cemetery near Mt. Ayr.



Orval Hamilton Crisler, ca. 1894. Infant son of William Addison and Minnie (Hopkins) Crisler.

In 1901, William sold his farm and purchased a forty acre tract of land close to the west side of Mt. Ayr. He and Minnie also purchased a large home in Mt. Ayr where the family lived until February, 1910. However, another sad event visited the family when their second son, George William Crisler, born October 11, 1901, died at age eleven months. His death certificate lists his cause of death as pernicious anemia. He was laid to rest next to his sister, Lottie Hazel in North Star Cemetery, not far from their grandparents, Hamilton and Mary Elizabeth Crisler who had both died in 1900, Hamilton in January, and Mary Elizabeth in July, 1900.

At age six, William and Minnie’s only child, Orval Hamilton Crisler, started first grade at Mt. Ayr School. There he was taught by his first cousin, Flora Alice Parke, daughter of his aunt Marjorie Ellen Crisler and



Flora Alice Parke

her husband, Noble Kirk Parke. Flora started teaching at Mt. Ayr School at age sixteen. She would later go on to complete her education at Terre Haute State Teachers College in Terre Haute to receive her teaching certificate, then moved to Hammond, Indiana where she taught until her retirement. Flora never married.



Orval Hamilton Crisler, age 12, 1905.

While living in Mt. Ayr, William Crisler was elected to a four year term as township trustee of Jackson Township (1905–1908 inclusive). Minnie was an active member of the Methodist Church there. William, born into a Baptist family never became active as a Baptist church member but instead supported the Methodist Church. His son, Orval recalls that after a long day in the field, William Addison would often sit on the front steps and sing the hymn “How Firm a Foundation” to the tune of Adeste Fideles.

In 1910 the Crisler family left Mt. Ayr and moved to an eighty acre farm three miles

Continued on page 20 >

20 The Newcomer

> *Continued from page 19*

northeast of Rensselaer in Marion Township. Young Orval left Mt. Ayr School and transferred to Rensselaer High School. The family would only enjoy their new home in Marion Township a short time (about a year) before tragedy struck. In April, 1911 William Addison was bitten by a neighbor's rabid dog, became ill and died eight weeks later.

This obituary appeared in the *Rensselaer Republican* on June 13, 1911:

"Death of W. A. Crisler Brought Close to Agony" Victim of Hydrophobia Passed Away at 3:30 This Morning - Suffering Was Intense Monday.

"William A. Crisler died at half past three o'clock this Tuesday morning after having remained since 3 o'clock Monday evening in a practically comatose condition. Paralysis of the heart is said by the physician to be the direct cause of death following an attack of hydrophobia. During all Monday Mr. Crisler suffered intense agony and hyoscine was hypodermically injected to quiet him. He was violent part of the time, but his violence was in an effort to breathe his breath, the choking caused by the paroxysms shutting this off. He had to be restrained by the nurses, Miss Nora Keeney, of Mt. Ayr, and Harry Wiltshire, of Rensselaer, and at night, Vern Crisler, who is a second cousin of the deceased, helped care for him. He suffered intensely up to 4 o'clock in the afternoon and then gradually quieted until 6 o'clock, when he relapsed into a condition of coma and became rigid. He remained this way until the moment of his death. He was conscious most of the time until 4 o'clock in the afternoon and fully realized his condition. He begged that some drug might be administered that would hasten his death and relieve his suffering.

"The funeral will be held in Trinity M.E. church Thursday morning at 10 o'clock being conducted by Rev C.L. Harper. Burial will be in Weston Cemetery.

"Mr. Crisler was about 55 years of age and leaves a wife and one son, who was a member of the junior class of the Rensselaer High School. Mrs. Benjamin Harris is a sister of the deceased."

"Minnie Crisler outlived her husband by ten years, dying May 23, 1921. She lived to see her only child, son Orval Hamilton Crisler marry in 1920 a local Rensselaer girl. Jennie

Mae Comer was a fellow classmate at Rensselaer High School."

Minnie's obituary appeared in the local newspaper in May 1921:

"Minnie Delia Crisler, daughter of Anice L. and Jeduthan S. Hopkins, was born near the town of Wyoming in Stark County, Illinois on November 13, 1858, and departed this life at her home near Rensselaer, Indiana, on May 23, 1921.

"Mrs. Crisler was one of a family of six children, who came with their parents, to Jasper County, Indiana, in 1864, and the family lived in Jasper and Newton counties until the children were all grown and married.

"She was united in marriage with William A. Crisler on October 6, 1892 and to this union three children were born, two of whom died in infancy. They moved to their present home near Rensselaer in 1910 and on June 13, 1911, Mr. Crisler preceded her into the "Great Beyond."

"In 1876 she united with the Methodist Episcopal Church at Salem - afterward known as Julian - Indiana, at the time when Mr. Van Scoy had that congregation on his circuit out of Rensselaer, and remained a most faithful member of the church all her life. She was a most active member of the Mt. Ayr church, during her residence in that village, and vicinity, and brought her letter from that church to Rensselaer.

"She was always a very ambitious, and



William Addison and Minnie (Hopkins) Crisler, ca. 1910.

most devoted to her home and family. One sister, Mrs. Anna Bell, and two brothers, Francis F. and Carey Hopkins, preceded her in death.

"Besides her son and daughter, Mr. and Mrs. Orval Crisler, she leaves one sister, Mrs. Etta Robinson of Monon, and one brother, Mr. George Hopkins of Mt. Ayr, of her immediate family, but many other close relatives, who will greatly miss her."

Below the obituary is this "Card of Thanks"

"We wish to thank the relatives, neighbors and friends for their many kind deeds during the sickness and at the death of our mother. We also appreciated the beautiful floral pieces. Mr. and Mrs. Orval Crisler"

Minnie was laid to rest next to her husband, William Addison, in Weston Cemetery. Her tombstone lists her name with her nickname "Minnie" rather than her given name of Clara.



Crisler home in Mt. Ayr.

Kentland Men's Clothing Store Served Several Generations

By Darlene Truby

Residents of Newton County have fond memories of the B&B Store located in Kentland for many years. Tailor-made suits and casual clothes for men and boys were available at their location for generations.

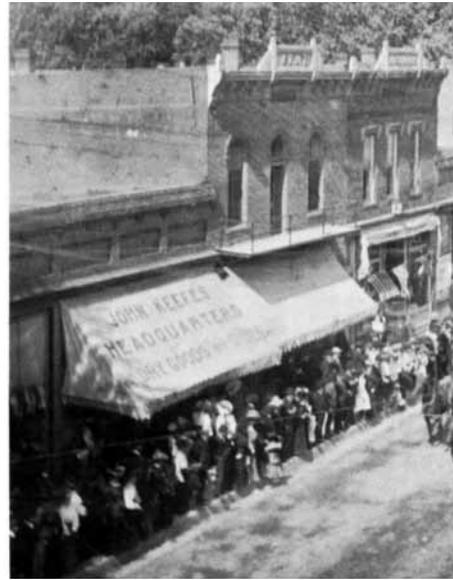
The store, located at 206 N Third Street, began operating as a men's and boys' wear business in Kentland in 1871. Records show that Alexander J. Kent had the building erected and then sold it to John B. Cheseborough and Elam G. Smith. By the year 1876 Alexander J. Kent had again become owner of the building and contents. Mr. Cheseborough continued as manager. The next owners of the business were Mr. John Keefe and Mr. Patrick Keefe (brothers) operating as a partnership.

In the late 1890s this partnership was dissolved and Mr. Patrick Keefe was sole owner. In 1899 Mr. Keefe took as his partner John W. Ryan (a cousin.) This partnership continued into the middle of the year 1904 when Mr. Keefe was killed in a train wreck in Missouri. Mr. Carrol C. Kent then bought the Keefe interest, and the business operated under the name of "J.W. Ryan and Company." In the 1920's Mr. Kent sold his interest to Mr. Ryan, and the trade name was changed to Ryan's.

At the death of J.W. Ryan in 1930, Mr. John Brewer and Mr. Paul Bruck (clerks in the business at that time) bought the contents and operated under the name of "Brewer and Bruck" or the B&B Store. In 1941 Mr. Brewer died, and Paul Bruck bought the Brewer interest and continued to operate under the B&B Store name.

The next and last owners of the B&B Store were Paul W. Yost and his son, Donald P. Yost, partners in the business. The Yost connection with the B&B Store began with John Brewer who was Paul Yost's uncle. Paul had a variety of jobs before his arrival at the B&B Store. While attending Kentland High School he assisted his father, Joseph Yost in a service station. Graduating in 1936, he continued to work at the service station followed by time with the Johnson Oil Company and the Kentland Feed Company before beginning his years with the B&B Store in 1939.

Paul left Kentland to serve in the Air Corps during World War II in coastline submarine reconnaissance. He was honored by the Air Corps for his experimentation with radar equipment which resulted in tripling



Top left, John Keefe's Dry Goods Store in the late 1800's, future location of B&B Store. Top right: B&B Store in background during the 1960 Kentland Centennial. Center: The original B&B store, left, Paul Bruck, center Unknown, right, John "Red" Brewer. Bottom right: Mike Ford, Paul Yost, Don Yost, B&B Store partners in 1962.

the range of radar scopes. In 1944 Paul married Betty Jane Barce of Kentland and had two sons, the late John J. Yost and Donald P. Yost.

Paul Yost took ownership of the B&B Store in 1962. In 1963, he built a new building at the SE corner of Third and Graham Streets and moved the B&B Store into this

new space where it remained until 1982. At that time the new building was sold to John Barce, Paul's brother-in-law and the B&B Store moved back to its original location at 206 N Third Street where it remained until it closed in 1986.

Pages of the Past

Extracted from the Winter, 1912 Newton County Enterprise by Janet Miller

Kentland

State Fair Board. At a meeting of the State Board of Agriculture held at the State House in Indianapolis Tuesday Warren T. McCray was honored by election to membership on the Board of Directors succeeding C. B. Benjamin of Crown Point. Mr. McCray will represent the sixteenth district, comprising the seven counties of northwest Indiana; namely, Benton, Newton, Jasper, White, Lake, Porter and LaPorte.

W. O. Schanlaub, County Superintendent, was elected vice-president of the State Teachers Association at the annual meeting held in Indianapolis last week.

Sunday morning came the record breaker. Local thermometers registered from 16 to 22 below. The official government thermometer at Purdue at 6 o'clock Sunday morning registered 18 below, and that was probably the correct temperature here. It remained below zero all day. With one exception this was the lowest temperature reached here within ten years. In February, 1906, the thermometer dropped to 22 degrees below. The coldest weather on record in Indiana was that of January, 1885, when it was 33 degrees below.

The new Kentland and Jefferson Township Public Library is to be thrown open to the public and formally dedicated on Friday evening, Jan. 26. The building has been completed for several weeks but the Library Board has deferred opening the same until 500 new books could be indexed and placed on the shelves.

W. B. Harpole has leased the Kent ice house and began yesterday the harvesting of a fine crop of eleven inch ice. Mr. Harpole will use the supply as a reserve to the artificial plant, thus assuring the people of Kentland an abundance of the crystal product for next summer. But really, it doesn't seem now as if the demand would be large.

A Handsome New Addition to Kentland's Business Street. Kent State Bank Building. The building was erected by C. C. Kent, and became the home of the Kent State Bank on Nov. 20, 1911. It is located at the corner of Third and Graham streets, practically the center of the business district, and is an ornament to the town. The building is of brick, with Bedford stone front, and is two stories and basement. The interior elicits the admiration and unstinted praise of all who visit the bank.

Washington Township

Bad Fire in Country. The large eleven room house on the George Clark farm north of the river was burned to the ground Friday afternoon. The fire was discovered at about half past two in the siding above the kitchen, and probably fourteen feet distant from the chimney. Mr. and Mrs. Clark were cutting up meat in the kitchen, and their son-in-law, Chester Kimbrell, was under the kitchen thawing out water pipes. All hands were directed toward extinguishing the fire, but the water supply being cut off, it was necessary to carry the water from a creek some little distance from the house, thus permitting the fire to gain headway, and was soon beyond control.

Lake Village

Trustee Rainford and the advisory board of Lake township met Friday and awarded the contract for a new school house at Lake Village. The contract was secured by Frank Schuster of Kentland at \$6,950.00. The building will be of brick, two stories and basement. It is splendidly arranged, and will be a much needed improvement to the Village. Work will be started on the new building in the spring.

Mt. Ayr

The local I.O.O.F. lodge installed new officers as follows: Noble Grand, Harvey Goff; Vice Grand, Bela Roberts; Secretary, J. T. Martin; Treasurer, Edwin Long; Trustee, (for 3 years) Harry Elijah. The M.W.A. installed officers as follows: Consul, Claude Seward; Advisor, Lloyd Hopkins; Clerk, J. A. Ashby; Banker, W. A. Shindler; Physician, J. T. Martin; Escort, Wallace McIntosh; Trustee, W. H. Wilson.

The fourth exhibition of the Rensselaer Poultry Association was held last week in Rensselaer. Charles Fleming represented this community with Bronze Turkeys and Barred Rocks, and brought home 10 ribbons from 17 entries. Besides the silver cup for the best Bronze Turkey in the show, he won four firsts, two seconds and four fourths. Mr. Fleming is to be congratulated on his success as a breeder of fine poultry.

Mrs. Frank Herath was so unfortunate as to have 80 quarts of fruit frozen Saturday night.

Morocco

A number of Morocco poultry breeders

have exhibits at the Lowell poultry show this week. Morocco is the home of a considerable number of fine flocks and are winning wherever exhibited.

Dr. C. E. Triplett's auto was somewhat damaged Sunday when it ran away from him and struck a telephone pole.

Brook

The weather man has been furnishing any number of good skating places for the children and the yield of ice at the bayou is reported the finest for years.

The terra cotta works sustained much damage by the severe cold weather and a coal famine at the same time, the pipes of the steam drying system freezing and bursting.

The Brook Novelty Co. has established a Canadian agency in addition to their several other points of output, and the prospects are bright for the year's business. They are so rushed with orders and their storage room is so limited that it has been necessary to rent another room, and a second story to the room they now occupy is contemplated.

Enos and McClellan Township

Enos is growing rapidly, two more buildings being under construction.

Mesdames Chauncey Tuttle and Dice Ellis attended the Ladies' Aid at Hopkins Park Thursday. The day was pleasantly spent in sewing, and at noon a fine dinner was served by the hostess.

The Skinner and Oak Grove schools will have a union closing and exhibition day this year. Both schools are planning to show McClellan township some fine work and give them an excellent program. The exercises will be held at Oak Grove on account of railroad advantages.

Goodland

Approximately 1,250,000 Red Cross Christmas Seals were sold in Indiana in 1911. Terre Haute won the grand prize, Goodland placed seventh.

A barn on the Alonzo Buckley farm, east of Goodland, tenanted by James Sheldon was burned last Thursday night. Nine head of horses were burned to death and three others were so badly burned that they had to be killed. Two cows and a lot of harness and grain was also burned.

Newton County Public Schools, 1929-1930

Betty and Vic Carlson loaned us a copy of an "Indiana School Directory, 1929-1930", compiled by Roy P. Wisheart, State Superintendent of Public Instruction. The public schools of Indiana are listed by county, and then further into each township.

Beaver Township

Dr. F. L. Morehouse, trustee, Morocco. **Morocco (Comb. 6-6) School.** Cont. Com. 7-12. Enrol. (1-8) 276, (9-12) 127; 9 mos.

Principal F. S. Stephens, History; Anna L. Younger, Eng.; Ruth Connelly, Com.; J. Plummer Schooley Sc.; Dorothy Thelma Odell, Eng., Latin; Lue Ella Potter, Hist.; Wallace Bush, Ath., Ind. Arts; Irma M. Greenham, H. E.; Mary Hayes Chamberlain, Music, Art; Alvin Stone, Math; Ama N. Ketcham, 6; Bethel T. Murphey, 5; Eva Robinson, 4; Kathryn E. Ball, 3; Adeline Buege, 2; Caroline Brusswick, 1.

Colfax Township

Samuel Robbins, trustee, Roselawn.

Colfax Center (Elem) School. Enrol. (1-8) 57; 8 mos. Lawrence D. Koons, 5-8; Leona Kosta, 1-4.

Grant Township

James Bell, trustee, Goodland. **Goodland (Comb. 6-6) School.** Cont. Com. 7-12; Enrol. (1-8) 265, (9-12) 87; 9 mos.

Principal E. W. Dunkin; Mary K. Downing, Eng; Gilbert P. Best, Hist., Ath., Hope L. Babcock, Math., Physics; E. E. Clarkson, Ind. Arts, Geog., Gen. Sc.; Ruby Porteus, H. E., Biol.; Delia A. Yochem, Music, Art; Vera Ethel Deardurff, 6; Wilma Verill, 5; Lenora Stombaugh, 4; Ruth LaMasters, 3; Evaline Armfield, 2; Katie Hogan, 1.

Iroquois Township

Brook (Comb. 6-6) School. Cont. Com. 7-12; Enrol. (1-8) 167, (9-12) 110; 9 mos. School Board: Dr. T. E. Collier, Pres.; Gertrude Miller, Sec'y; L. C. Lyons, Treas.; A. D. Schonfeld, Supt., Physics; Pren. E. O. Clark, Hist., Math.; W. S. Cummins, Hist., Coach; K.O. Towell, Math., Manual Tr.; Ruth Haynes, Eng., Latin; Ruth Kelly, Music, Eng.; Jennie Areklet, Com.; Rowena Huddleston, Voc. H. E.; Norman Tanksley, 5-6; Elizabeth Hays, 3-4; Nina Sargison, 2-3; Katherin Boggs, 1.

Foresman (Elem.) School. Enrol. (1-6) 62; 8 mos. Nellie Keller, 5-6; Olive Erwin, 3-4; Amy H. Cooper, 1-2.

Jackson Township

Harry Hufty, trustee, Mount Ayr.

Mount Ayr (Comb. 6-6) School. Cont. Com. 7-12; Enrol. (1-8) 123, (9-12) 40; 9 mos. Principal Gladys Lee Webber, Gen Sc.,



Five generations. Society member John Denson sent in a photograph of five generations of the Chizum family. Front, baby Elsie Atkinson, 1914-2003, married Adam Styck; center, Minerva Roadruck, 1893-1984, married Fred Atkinson. Back, left to right: Flora Chizum, 1874-1957, married Albert Roadruck; Catherine Ash, 1834-1918, married George Deardurff; Nancy Deardurff, 1854-1914, married William Chizum. John Denson photo.

Arith.; Dorothea Wolfe, Eng., Phys. Tr.; Ernest C. Horn, Latin, Social St.; Kenneth Schafer, Sc., Alg., Phys. Tr.; Beatrice Johns Collings, H. E., Music, Art; Gay Makeever, 5-6; Mabel Johnson, 3-4; Marvel Byfield, 1-2.

Jefferson Township

Kentland City Schools. School Board: Dr. G. H. VanKirk, Pres.; Ira Dixon, Sec'y; S. R. Sizelove, Treas.; Alvin C. Cast, Supt., Sc. *Alexander J. Kent (High) School. First Class Com. 7-12; Enrol. (9-12) 128, (7-8) 65.

Principal Fred N. Charni, Hist.; Jay Z. Atkinson, Ind. Arts, Physics; Louise Davis, Music, Art; Gladys Fay Hartman, Com; Ramon Kessler, Biol., Eng.; Mary E. Kitsmiller, Latin, Eng.; Afis Irene Rector, Chem., Math.; Lucile L. Sizelove, Hist., Eng.; Margaret Glick Stevens, H. E., Heal.; A. C. Northrop, Bible.

Kentland (Elem) School, Enrol. (1-6) 196; 9 mos. Principal, W. B. Baer, 6; Lorene Eastburn, 5; Ethel Arnold, 4; Helen E. Johnson, 3; Ethele Peters, 2; Lenore Winters, 1. (* Indicates accredited by the North Central Association.)

Lake Township

George F. Brown, trustee, Lake Village **Lake Village (Elem.) School.** Enrol. (1-8) 87, 8 mos. Wayne Bray, 6-8; Lucille Ewart, 3-5; Edna Vail, 1-2.

Lincoln Township

Zach Spitler, trustee, Thayer

Roselawn (Elem.) School. Enrol. (1-8)

98; 8 mos. Dennis McDonald, 6-8; Rachel E. Ireland, 3-5; Martha Mason Whalen, 1-2.

Thayer (Elem.) School, Enrol. (1-8) 53; 8 mos. Thomas J. Miller, 5-8; Helen A. Shew, 1-4.

McClellan Township

George Lomax, trustee, Morocco

Enos (Elem.) School. Enrol. (1-8) 75; 8 mos. Sydney Carlson, 5-8; Tessie M. Sheets, 1-4.

Washington Township

Harry Padgett, trustee, Morocco **Ade (Elem.) School.** Enrol. (1-8) 150; 8 mos. Clifford James, 7-8; Ruby Sargison Clark, 5-6; Vera Ramey Stone, 3-4; Cora M. Kalfise, 2; Mary Ader, 1.

Okay, so what did you learn? 1. That at this time the Iroquois Township school, Brook, was governed by a school board and that Jefferson Township schools were listed as Kentland City Schools, also governed by a school board. 2. That Alexander J. Kent High School was an accredited school meaning that the school adhered to specific educational standards and qualify them to grant higher education degrees and certifications. 3. Some of the schools only attended school eight months, others nine. 4. A total of 2166 students attended Newton County Schools. 5. Kentland High School had an instructor for a Bible class. 6.

A Stroll Down Main Street Brook, Indiana, ca. 1920



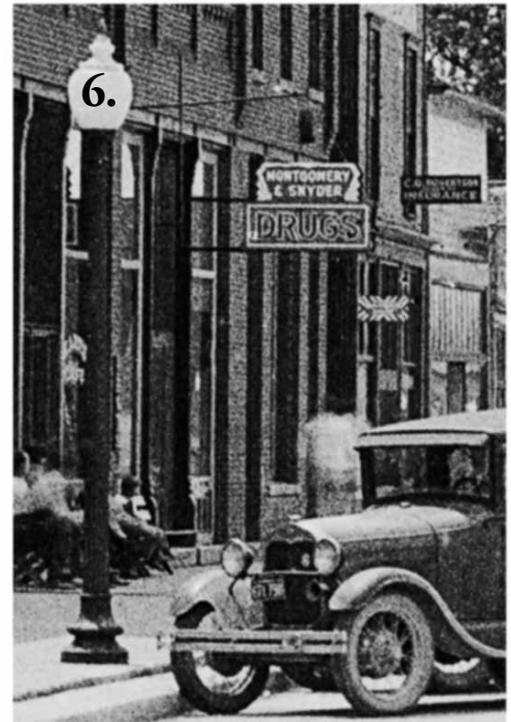
c1920 postcard view of businesses in Downtown Brook, Indiana. Business and advertising signs include Shield of (Quality?) Store, a bakery, a cafe, Montgomery & Snyder Drugs, C. O. Robertson (?) Insurance and M. E. Bupp. On the other side of the street is a Chevrolet dealership with a Firestone Tires ad, the post office, and a recreation parlor with pocket billiards and bowling. The parlor advertises Coca-Cola. From a private collection, viewed at http://www.flickr.com/photos/hoosier_recollections/5797602244/in/photostream.



The caption below the photograph above appeared on the web site where it was found. Thanks to the hard work of Carol Light on the property holders of the businesses of Brook that was published in the "Brook, Iroquois and Washington Township Sesquicentennial Collection, 2006," we can get an idea who the business were at the time this photo

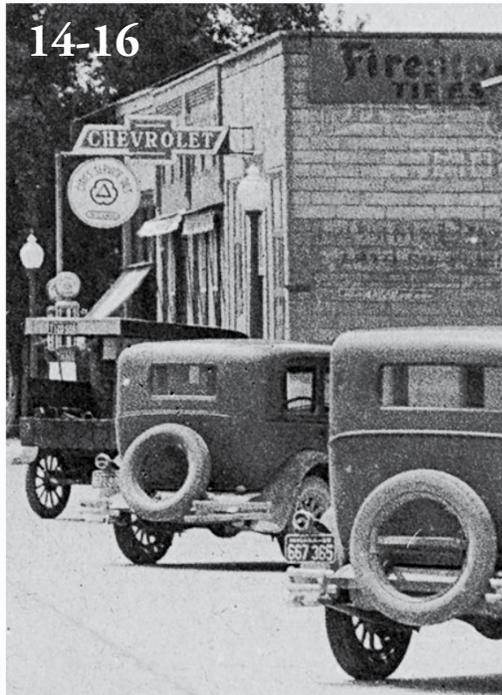


was taken. Lets start with the south (left) side of the street, from foreground to background. The bold numbers indicate enlargement of storefront from photograph.
1. The Gem Store, leased by Clarence Sunderland; 2. Paul "Happy" Hanson's Dry Goods Store; 3. Hazenbiler Tailor Shop; 4.



David Hess Clothing and Grocery (east side), E. E. Hess Drug Store/Elmer Hess (west side); 5. Denham and Stonehill Hardware, Homer Taylor Tin Shop in back; 6. Ben Leopold Clothing (east side), Montgomery and Snyder Drug Store; 7. Bank of Brook.
On the the north side of the street (today State Road 16), foreground to background.

8. Bowling Alley (today Town Hall); 9. Elmer (Al) Cline Barber Shop, (vacant lot today); 10. ? 1916 a produce store/1937 owned by Owen Liskey; 11. Post Office (a wood structure until 1911); 12. Kemper Meat Market; 13. T. E. Collier, M. D. and C. A. Wood, D. D. S. office; 14. Paul Howell's Garage; 15. Hawkins Furniture and Undertaking; 16. Bossung and Merchant Store. Submitted by Beth Bassett.



14-16

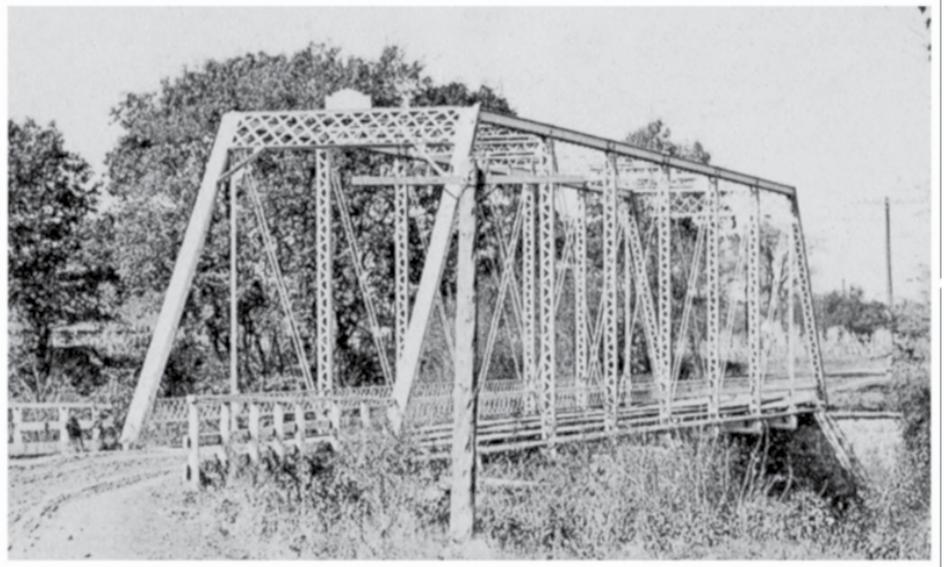


8-13

Now You Know Your County of Newton

By Janet Miller

1. Newton Superior Court came into being on July 1, 1980 with Dennis Kramer appointed as the first Judge.
2. "Molasses Street" was located in Jackson Township, two miles north and a little west of Mt. Ayr. The street was one mile in length, running north and south. It got its name from the molasses press that was on that road. Sorghum cane was brought from the surrounding neighborhood to the molasses press by horse and wagon.
3. The two towns that were created when the Indiana Harbor Railroad was established in Newton County in 1905/1906 were Ade and Conrad.
4. The Kentland Post, District 3B opened August 1, 1956. It covered Newton and Jasper Counties from the Dunes Park Post and Benton County from the Lafayette District. The Kentland Post served the area for almost 13 years. It was located in Kentland on the east side of U. S. 41. The remodeled building is now the home of AgVenture.
5. Gurdon S. Hubbard, fur trader, was the owner of these two trading posts. The post on the Iroquois River was just across the state line approximately three miles into Illinois on the Bunkum Road. A stone marker along the road recognizes it. The other post was located on the Kankakee in Newton County, afterward known as Blue Grass, near the present site of



1915 postmarked postcard view of an iron bridge in a rural setting near Brook, Indiana. Another find on the same web site as the town of Brook photos. Could this be the bridge south of Brook over the Iroquois River?

the town of Thayer. (Information taken from John Ade's "Newton County," 1911.) Gurdon S. Hubbard was a very interesting person and was married to a Pottawattamie woman named Watch-e-kee. The town of Watseka, IL was named after her. The highway Route #1 in Illinois is also known as "Hubbard's Trail" and makes its way into Chicago. Mr. Hubbard was instrumental in the settling of Chicago.

(Editor's note: Suggested reading regarding Hubbard "Swift Walker, An Informal Biography of Gurdon Saltonstall Hubbard" by Lloyd Wendt.

Stop in the Resource Center and check out the many local history books that we have for sale to the public.

- "Ralph, The Story of Bogus Island"
- "Hoosier Hunting Ground"
- "Newton County Landmarks"
- "Beaver Lake, Land of Enchantment"
- Past editions of the *Newcomer* Post Cards - Coloring Books and many more!

The 1961 Newton and Jasper Counties Basketball Sectional

Highlight – The Brook Purple Aces

By Dennis Boyd

Brook's Purple Aces, as per their custom, are going to Tournament Town with a well-stacked deck, and warning flags are out to the balance of the field to beware of Coach Paul Curtis' crowd of basket snipers. One need only look over the team's season record to realize that is no idle warning, for the young men of Curtis are flexing their muscles in an ominous manner. Over the years Brook and Rensselaer are the leaders in winning Sectional flags. That should be enough of a warning to all concerned.

The outstanding feature of the Aces this year is their balanced attack. All of them can score and usually three or four of the cast wind up in double figures in the scoring column. The Aces' attack is built around the basic fundamentals of sharp passing, stiff defense and above par shooting.

Brook's high spots of the season included the winning of the Kentland Holiday Tournament, defeating Rensselaer on the Bomber's floor and racking 58 points against Monon.

If the Aces have a weakness it is their lack of size, and good rebounding. To date they have overcome these defects with hustle, desire and the ability to stuff the ball in the basket.

With one game to go the Aces had a 17-2 mark. Overall they had a 14-point margin over their foes. From the *Rensselaer Republican*, February 20, 1961

Aces Defeat Kentland 65 to 49; Brook's Last Regular Season Game

The Brook Aces defeated the Kentland Blue Devils by the score of 65 to 49 last Saturday night. This victory was especially sweet since it was at Kentland. This victory gives the Aces a record of six wins and one loss in the Midwest conference. This standing is identical to Royal Center, the Aces' final opponent of the season. See you Friday night at Collier Gym.

The Kentland Blue Devils started fast as Williams and Yost led them to a 17-12 lead at the end of the first quarter. Brook was having trouble containing Kentland and the Aces were unable to generate any offensive power of their own.

The Aces began to roll in the second quarter as Jim Thompson and Jim Johnston began to control the rebounds. This long-shooting of

Johnson and Kindell and the always accurate Antcliff at the free-throw line led the Aces to a 34 to 25 half time advantage.

The Aces hit very poorly in the third quarter but they were able to increase their lead due to good rebounding and a strong defense. It was during this period that Wheelock fouled out. The scoring was slowed up because Brook began to hold the ball and force Kentland out of its zone defense.

The fourth period found the Aces increasing their lead to 62 to 37 with three minutes left to play. Then the reserves playing their poorest ball of the year, led the Blue Devil press to force them into a number of costly errors. By the time the horn sounded, Kentland had cut the Brook margin to 16 points.

A point well worth mentioning is the terrific defensive job Jim Johnston did on Dick Wheelock. Jim held the usually high scoring Wheelock to three points in the 2 ½ quarters he played. All the Aces played good defense following a first quarter in which Kentland did as they pleased.

The well-balanced scoring attack of the Aces was led by Antcliff, Johnston, J.Thompson, and Kindell with 15, 14, 11 and 10 points respectively. The Kent-

Name	Nos.	Ht.	Yr.
Antcliff, Larry	21-30	5'6"	12
Thompson, Chuck	23-31	5-9"	12
Johnston, Jim	25-32	5'11"	12
Burley, Jim	31-33	5'8"	12
Thompson, Jim	33-34	6-2"	12
Hermanson, Jim	35-40	5'10"	12
Kindell, Tom	41-41	5-10"	12
Patterson, Dave	43-42	5-11"	12
Johnson, Bob	45-43	5-8"	12
Hess, John	51-44	6-0"	12

Season Record
Brook 51 - Brookson 41
Brook 61 - Camden 50
Brook 73 - Mt. Ayr 43
Brook 75 - Wheatfield 48
Brook 57 - Oxford 54
Brook 57 - Morocco 51
Brook 78 - Goodland 55
Brook 70 - Remington 55
Kentland Holiday Tourney Brook 60 - Kentland 55 Brook 57 - Wolcott 53
Brook 69 - Rensselaer 59
Brook 79 - Otterbein 50
Brook 72 - Fowler 69
Brook 57 - Ambia 59
Brook 86 - Wolcott 71
Brook 63 - Francesville 67
Brook 73 - DeMotte 52
Brook 98 - Monon 61
Brook 65 - Kentland 49



Brook High School 1960-61 Varsity Basketball Team: first row, David Wilson, Mr. Curtis, Steve Rathbun; second row: Chuck Thompson, Tom Kindell, Jim Hermanson, Dave Patterson, Jim Thompson, John Hess, Jim Johnston, Bob Johnson, Jim Burley, Larry Antcliff.

land attack was led by McConnell and Williams with 15 and 11 points. From the *Brook Reporter*, February 16, 1961.

Sectional Tourney Information

The 1961 Kentland Sectional Tournament opens in Kentland on Wednesday evening, February 22. Eleven high schools are participating. Their ticket quotas are based on High School enrollment as of September 15. Brook's quota is 138 tickets. These are all sold and many more needed for students. From the *Brook Reporter*, February 23, 1961, Brook's last regular season game.

Sectional Tourney Now In Progress

By the time this paper is distributed the first session of the tourney will have been played. Goodland, Brook and Remington should knock off Tefft, Wheatfield and Fair Oaks, but anything can happen in a tourney. On Thursday evening Mt. Ayr and DeMotte will open the session and at 8:15 Rensselaer will meet Kentland. This should be a real thriller. Kentland has shown improvement recently and could spring an upset, as they did last year. Of course Rensselaer will be out to get revenge for their defeat in last year's tourney.

To open Friday night's session Morocco will meet the winner of the Goodland-Tefft game. After going almost winless all year, Goodland went to Morocco last week and defeated Morocco by five points on their own floor. In the second game Friday night the winner of the Brook-Wheatfield game will meet the winner of the Fair Oaks-Remington game. Remington has been improving lately and won the Kankakee Valley tourney.

The semi-final games on Saturday start at 12:30 and 1:45 and the final game at night at 8:15. According to dopesters Brook and Rensselaer are the leading contenders for the title but Remington, Kentland or Morocco have



Senior Letterman Brook High School Varsity Basketball team, 1960-61: left to right, Larry Antcliff, Roy Kindig, Jim Burley, Bob Johnson, Chuck Thompson, Tom Kindell, Rocky Nelson, Jim Hermanson, Jim Johnston, Dave Patterson, Wayne Strole, John Hess, Jim Thompson.

Rensselaer Champions	Rensselaer (82)	Rensselaer (44)	Kentland (43)	
	Wheatfield (71)	DeMotte (46)	DeMotte (63)	
	Morocco (63)	Mt. Ayr (54)	Goodland (45)	Goodland (63)
	Wheatfield (73)	Morocco (47)	Tefft (56)	
	Brook (56)			
	1961 Varsity Basketball Sectional Teams and Results			

all been doped to be capable of springing an upset and Goodland's victory over Morocco makes it possible for them to pull a surprise. Also Fair Oaks, Wheatfield and DeMotte won't be push-overs. There is at least one upset in almost every tourney.

Highlights:

Wheatfield/Morocco: "Walt Mathis was the man for the Red Devils, but could do no better than a tie with Morocco's Mike McClatchey when it came to the scoring column

as both of them wound up with 19 points."

Goodland/Tefft: "Bill Babcock came up with another of his fine "board" performances but gave up scoring honors to team mate Freddy Bear." Worthy of mention (not as an alibi, either) is the fact that the Aces went without the services of Jim Thompson, regular center which didn't help them any."

DeMotte/Mt. Ayr: "The Ayrdales got off to a fine start with Cliff Cox, sparking their initial drive with appreciable scoring help from Ray Barkey."

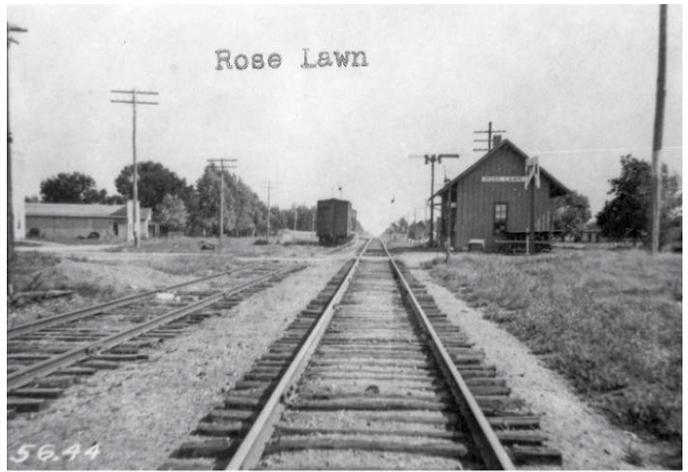
Rensselaer/Kentland: "It is hard to pick an outstanding player from both teams, with Larry Yost doing a great job. Anyone who saw the game can tell you there were fifteen players in the game and fifteen stars."

Morocco/Goodland: "Butch Wiltfang and Denny Rush must share starring rolls in this one with Jim Hoskins coming in for considerable credit as he battled the boards well against Trojan Bill Babcock who is a real tough boy around the hoop and was the game's leading scorer."

These highlights were taken from the coverage by Dick Gilbert, and reported in the March 2, 1961 edition of *The Morocco Courier*.

Player	Games	FGA	FGM	Pct.	FIA	FTM	Pct.	T.R.	T.P.
Antcliff	20	212	90	42	87	74	85	69	254
Burley	12	20	5	25	3	1	33	8	11
Hermanson	13	30	13	43	16	9	56	16	35
Hess	20	94	57	61	71	50	70	108	164
Johnson	15	36	14	39	27	20	74	32	48
Johnston	20	250	118	47	65	40	62	193	276
Kindell	20	186	78	42	46	33	72	67	189
Patterson	20	133	67	50	56	38	68	116	172
C. Thompson	17	38	17	45	18	13	72	16	47
J. Thompson	18	135	58	43	69	42	61	181	158
Team	20	1134	517	46	458	320	70	806	1354

FGA: Field Goals Attempted; FGM, Field Goals Made; Pct. Percent; FIA, Free Throws Attempted; FTM, Free Throws Made; T.R.: Total Rebounds; T.P. Total Points.



Third Street, Kentland, 1913. Lamp posts line the street. There appears to be a drinking fountain on the sidewalk. The only clearly readable business name is Furniture and Undertaking at the right edge of the view. A partial name is visible on the side of that awning, maybe Oswald? This is the caption that appeared with the photograph that appears in the Indiana Historical Society Digital Image Collection.

The Chicago, Illinois and Louisville railway depot in Rose Lawn, later known as the Monon. Indiana Historical Society Digital Image Collection



My, How The U. S. Post Office Has Changed Over the Years

This postcard, from C. J. Alter of Goodland was posted to a young lady who lived in Union City, Indiana. Instead of putting her name for the address, a photograph of the young lady was pasted on the front for delivery. Wonder if she received it, and a true testament to Alter's faith in the postal service and its ability to deliver the mail.

From the Indiana Historical Society Digital Image Collection.

The Newcomer

A publication of the Newton County Historical Society, Inc.
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The Newcomer is a publication of the Newton County Historical Society, Inc. A 501(3)c approved organization. Send membership dues/inquires to: PO Box 303, Kentland, Indiana 47951; 219-474-6944 - newtonhshs@ffni.com; Officers of the Newton County Historical Society: President, Bernie Murphy, Kentland; V. President, Mike Williamson, Morocco; Secretary, Becky Lyons, Brook; Treasurer, Darlene Truby, Kentland; Member at Large, Sig Boezeman, DeMotte, County Historian, Diana Elijah, Morocco; Ex-Officio, Janet Miller, Kentland. Printing by Rensselaer PRINTCO.