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A bitter pill

Granville and the Battle of North Mountain, July 3, 1864

By **B. KEVIN BENNETT**

With 2011 marking the 150th anniversary of the start of our Civil War, it is fitting to look back and review the outsized contribution and impact the conflict had upon the Granville community.

Located in the heartland of Ohio, the Granville area certainly has been no stranger to the grim toll of our nation's wars, but the worst catastrophe in terms of casualties occurred as a result of the Battle of North Mountain. This little known Civil War action, which took place in northeastern West Virginia, decimated a Union Army unit from the 135th Ohio Volunteer Infantry. This unit was recruited in Licking County, and 32 men hailed from the Granville community. The results of this battle were to have a calamitous impact upon these men and the community they left behind.

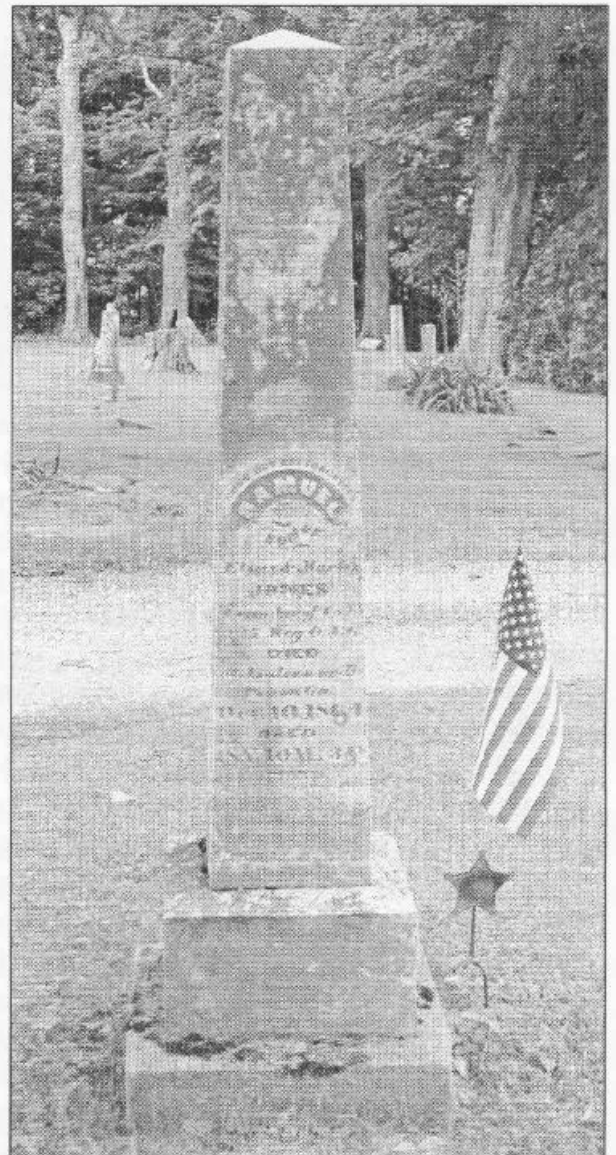
BACKGROUND

The spring of 1864 found the Union and Confederate armies under Grant and Lee deadlocked in a war of attrition in the trenches outside of Richmond and Petersburg, Virginia. To replace the large number of casualties that the Union Army had sustained during the campaign, General

Kevin Bennett has written extensively on the involvement of members of the Granville community in the Civil War. He is a Past President of both the Licking County and Granville historical societies.

“After fighting with desperation for three long hours, surrendering was a bitter pill for us ...”

— **Sgt. William Painter, Co. B, 135th Ohio Volunteer Infantry**



The bitter cost of war is reflected in the memorial marker of Pvt. Samuel Jones of Granville Township. Only 18 years old, he was captured at North Mountain and died at Andersonville.

Granville men of the 135th Ohio Volunteer Infantry

Pvt. Asbury Anderson Co. F-Captured Died at Andersonville	Pvt. Mason Patterson Co. F -Captured
Pvt. Nicholas Brown Co. F, Captured	Pvt. Walter Pierson Co. F -Captured, Died at Andersonville, 17 yrs. old
Pvt. John Davis Co. B - Captured, Died at home six weeks after release	Pvt. Nicholas Pond Co. C
Pvt. Henry Dibble Co. D	Pvt. George Pratt Co. B -Captured, died at Andersonville
Sgt. Cyrus Evans Co. F- Captured, died at Andersonville	Pvt. Martin Root Co. D - Died of typhoid fever on 8/8/1864
Corp. Solomon Freese Co. C	Pvt. Elias Root Co. D
Pvt. Bryant Gurney Co. C	Pvt. E. Scott Co. C
Pvt. Norman Gregory Co. D	Pvt. Irving Sharrar Co. E
Pvt. Thomas Hayes Co. B - Captured	Corp. Joseph Smart Co. B- Captured, died as POW
Pvt. J. Holmes Co. B- Captured at North Mountain but escaped	Pvt. Seymour Spencer Co. E -Wounded and captured near Harpers Ferry
Pvt. D. W. Jones Co. C	Pvt. Rufus Talbott Co. B -Captured, died at Andersonville, 18 yrs. Old
Pvt. Evan Jones Co. F -Captured, Released due to medical condition	Pvt. William Taylor Co. C
Pvt. George Jones Co. F- Captured, Died at Andersonville	Pvt. George Van Kirk Co. B -Captured, died at Andersonville
Pvt. Samuel Jones Co. F- Captured, Died at Andersonville, 18 yrs. Old	Pvt. Wilson Van Kirk Co. B - Captured
Pvt. George Patterson Co. F -Captured	Pvt. Lemuel White Co. B - Captured
Pvt. John Patterson Co. F - Captured	Pvt. Theodore Wright Co. C

Grant summoned the veteran troops who had been tied down protecting communications lines, Washington, D.C, and vital railroads. To replace these troops the governors of the northern states were urgently requested to mobilize their various national guard units for temporary service.

In response to the call of Gov. David Brough, the 135th Ohio Volunteer Infantry Regiment was assembled at Camp Chase in Columbus in early May 1864 from Ohio National Guard units from Hardin and Licking counties (Licking supplied six companies, Hardin three). Mobilized to serve for a one hundred day period, the unit was hastily organized under Colonel Andrew Legg, a prominent citizen of Newark, Ohio. The units forming the 135th Ohio were initially formed in mid-1863 partially in response to the threat posed by Morgan's Ohio Raid. These militia companies received limited drilling to enable them to repel any future Confederate incursions. After several days of basic training and drawing supplies at Camp Chase, the regiment was formally mustered into federal service and entrained for railroad guard duty at

Martinsburg, West Virginia. This leading railroad terminus for the Baltimore & Ohio railroad was the sight of considerable activity during the Civil War, having changed hands 32 times during the course of the war.

Shortly after arrival, a number of the companies were posted along various locations of the B&O railroad to include "B" and "F" companies at North Mountain Station. Their mission was to protect the line against depredations of Confederate partisan raiders. At this juncture of the war, assignment to this backwater was considered to be "safe" duty and this was reflected in the letters home penned by various soldiers of the unit.

The sleepy little hamlet and rail stop of North Mountain Depot was located about seven miles southeast of Martinsburg at the head of the Shenandoah Valley. Situated in a heavily traveled gap of a hill range known as North Mountain, it had a long history dating back to its founding by Scotch-Irish settlers in the 1740s. Near the depot was a blockhouse surrounded by a ditch and an *abatis*, though the stakes of the latter had in many places disappeared, having been used for

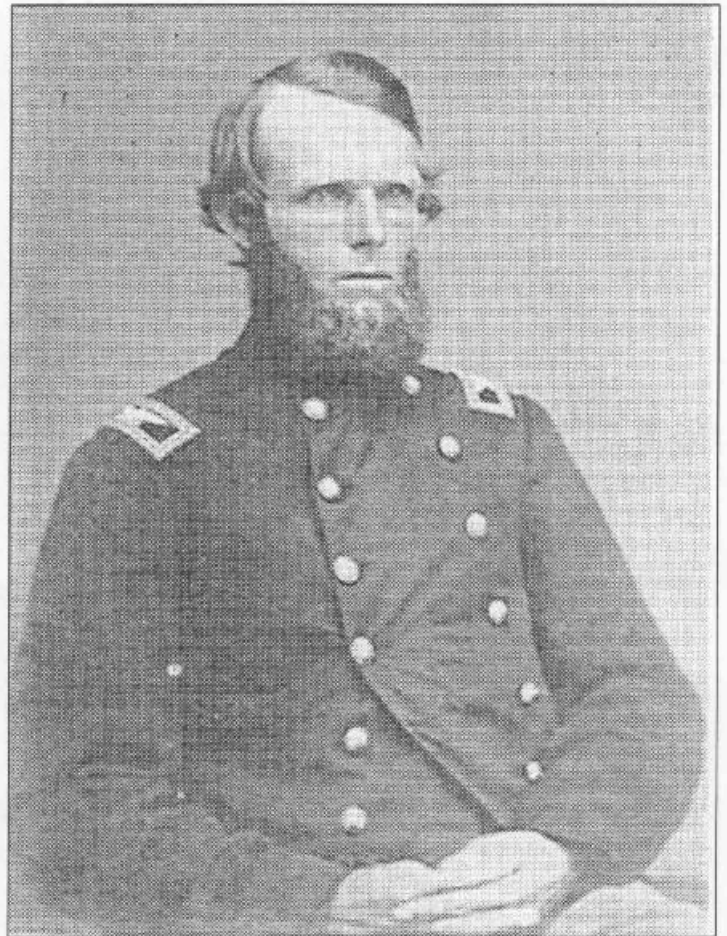
firewood by Union troops, which had occupied the post previously. The two companies were commanded by Captain John Francis and Captain Ulysses S. Westbrook, the latter being in overall command due to his seniority. The Union force at North Mountain numbered just under 200 men, including 20 who called Granville home.

After settling in, the troops were kept busy patrolling the local area, tracking down infrequent Confederate raiding parties, and safeguarding the movement of Union trains and supplies. Although all the detachments of the 135th were occasionally alerted, the advance billing of "safe" duty was proving true. This illusion was shattered in late June 1864. Then, in an attempt to break Grant's grip on Petersburg and take the strategic initiative, Lee detached his veteran Second Corps under General Jubal Early to sweep the Union forces out of the Shenandoah Valley and divert Union attention. After brushing aside weak Union resistance, Early's Confederate army advanced down the valley toward Maryland and Washington, D.C.

In the Confederate vanguard was the tough cavalry brigade commanded by hard-bitten General "Tiger John" McCausland (who was to gain notoriety for his burning of Chambersburg, Pennsylvania). Moving fast, this unit, approximately 1,500 strong, reached the nearby town of Hedgesville on the night of July 2nd, posing an immediate threat to the Union force at North Mountain. The Confederates quickly cut the telegraph lines, thereby preventing the order from regimental headquarters alerting them to the threat and ordering the immediate withdrawal to Martinsburg. The inexperience or neglect of Captain Westbrook was also apparent as his troops were unaware of the overwhelming Confederate presence. There was one alert from another quarter during the evening but it proved to be a false alarm. Like many previous alerts, it was treated with some levity by the troops. In any event, the lack of vigilance by the Union force was to have tragic consequences.

THE BATTLE

As the morning of July 3rd dawned McCausland's troopers snaked out of Hedgesville towards the North Mountain Depot. A small Union patrol that had been sent out that morning detected this movement, was fired upon, and quickly sent back word. When the alarm was sounded shortly after breakfast, Captain

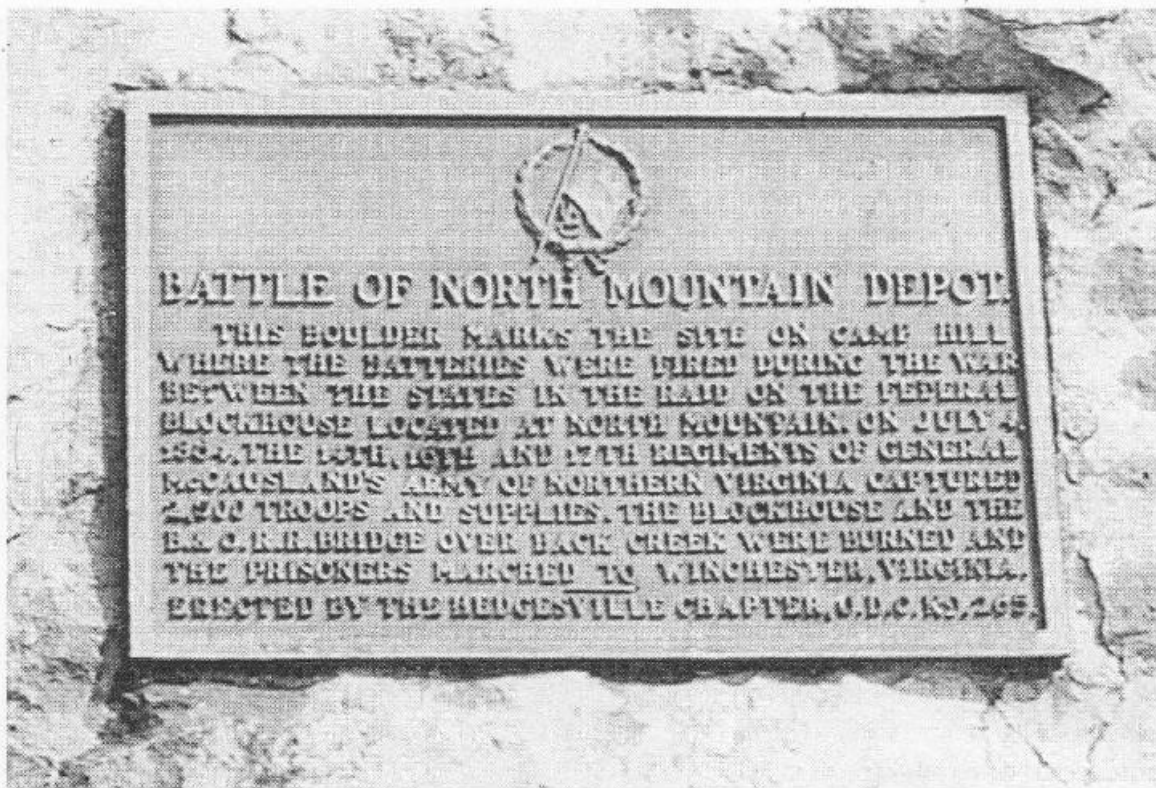


Colonel Andrew Legg of Newark, Ohio. He was the commander of the 135th Ohio Volunteer Infantry.

Westbrook, not realizing how outnumbered and out-gunned his unit was, formed his troops and marched forward at a double-time pace to meet the Confederates. About a mile east of North Mountain Depot the Union force crested a small hill and saw the advancing Confederates. Alarmed by the size of the enemy force, they quickly loosed a ragged volley at the enemy and just as quickly retreated to their fortified position at the blockhouse. As one account put it:

"We were constrained to believe the whole Confederacy was there. Firing a volley....the boys stayed not to count the enemy, but made as good time returning to the blockhouse as they had made in leaving it."

Upon return to the North Mountain Depot there was the expected confusion as the Union troops made preparations to defend their post. Many of the men were crowded into the two-story blockhouse and the remainder were thinly dispersed in the surrounding trenches. While the Ohio Guardsmen were not cowards,



Plaque denoting Battle of North Mountain Depot located on grounds of nearby Hedgesville High School. Erected by the United Daughters of the Confederacy, it greatly exaggerates the number of Union soldiers captured during the battle.

their combat inexperience put them at a distinct disadvantage against the battle-hardened Confederates. They also may have been additionally hampered by their commander. By one soldier's account, Captain Westbrook's effectiveness as a commander was compromised by his lack of sobriety on that day.¹

It was the intention of the Confederate commander, General McCausland, to surround the small post at North Mountain and compel its surrender by overwhelming force. To accomplish this, he had two of his cavalry regiments attract the attention of the Union defenders along the main approach from the west while his other two regiments enveloped the Union position from the rear and surrounded it. McCausland then sent forward a flag of truce to request an immediate surrender. At the same time, he had his artillery pieces move forward to acquire better firing positions under the cover of the truce flag. Enraged at this clear violation of the rules of war, Captain Westbrook gave the order to fire on the flag and the Confederates. At that juncture the fight was on and a spirited firefight broke out all along the line.

When the Confederate artillery found its range though, the fate of the Union defenders was sealed. Shortly after commencing fire, the rebel artillery had knocked in a gable on the blockhouse, set the roof on fire, and partially battered the door down. Once a few

more rounds were lobbed into the constricted Union lines it became clear that the National Guardsmen could either surrender or be annihilated with relative ease by the artillery and small arms crossfire. There being no hope of rescue, Captain Westbrook quickly capitulated, personally surrendering his sword to General McCausland.

THE AFTERMATH

The actual casualties of the "battle" were light. Union losses were one killed and six wounded (two mortally). Twelve Union soldiers were apparently able to slip away during the confusion and eventually made their way back to Union lines in Pennsylvania about a week later. One of these was Michael Millet, a 15-year-old boy who had been rejected for being underage but who had illegally accompanied the unit to North Mountain rather than return to his parents. Apart from these, the remaining National Guardsmen from Licking County were captured.

The most tragic aspect of this "battle" occurred after the firing was over. After the surrender the Licking County men were rounded up, stripped of many of their possessions including boots, and quickly forced-marched over the following week through the rugged hills south to Lynchburg, Virginia. A number of men did not survive the march or died of illness or exhaustion

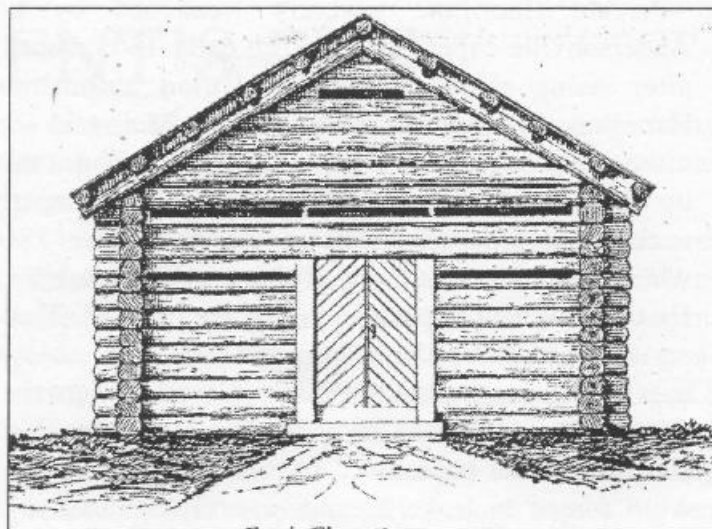
at Lynchburg. Those who survived the grueling march through the searing summer heat were herded into cattle cars for shipment south. Crowded together with little food or water and no provision for sanitary facilities, they endured eight further days of this travel. The officers were left at Macon, Georgia; the enlisted were sent to Andersonville.

At Andersonville Prison the Guardsmen experienced inhuman treatment and conditions such as they never thought possible. They were placed with thousands of other Union prisoners of war in an enclosed field without shade, shelter, health care, and little food or water. The lack of food, shelter, clean water, medical care and a humid southern summer all worked to turn Andersonville into a death pen for the Licking County men. The death rate in the camp reached appalling levels, reaching over 100 deaths a day in August 1864. While the letters of their surviving comrades in the 135th Ohio and the families back home indicate that they were generally aware of their plight, there was little that could be done in the absence of a prisoner exchange agreement between the Union and Confederacy.

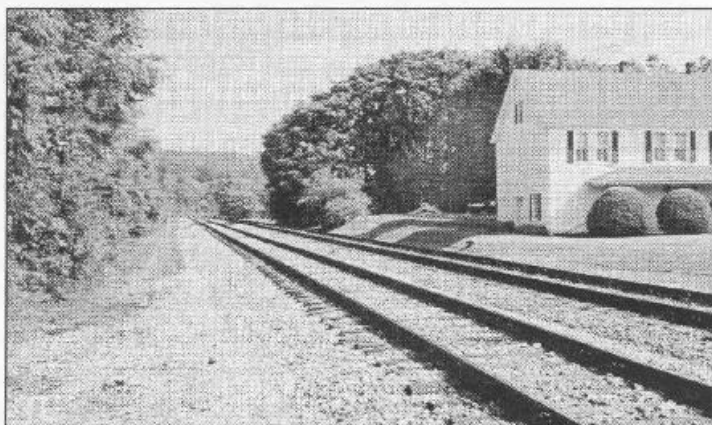
The desperate straits and intense privations suffered by the Ohio Guardsmen at Andersonville are evident in a rare letter penned home by Private William Hamilton of "B" Company:

Dear Father:

There are but a few of our company left.....Talbot West, Joseph Myers, Sylvanus Lake, W. Camp and I tent together. Yesterday the prisoners were informed by the officers in command of the camp that a line of communication would soon be established between the two governments so that prisoners could get boxes of provisions and clothing from home. If such be the fact & there be any certainty of boxes coming through those of us in our tent would like to have a box of provisions. What we need most are condensed vegetables, pickles, something to keep off scurvy, and some medicine for diarrhea. Send some dried cherries, dried beef, cheese crackers, and tea and peppers. Also pack in with these things six quart tin bucket, frying pan, two or three case knives, six cheap table spoons and some towels and soap. I want you to see the friends of my tent mates also Uncle Davis & Dr. Black and others having experience in



One part of a U.S. Army building diagram and specifications for a blockhouse similar to the one used by Union troops at North Mountain Depot.



A recent photo of the North Mountain Depot location. The white house was built upon the site of the blockhouse.

such matters and if anything can be done, *do* it immediately. Lloyd Myers died at Andersonville on the 31st of August of Diarrhea. Joseph Bell died on the 12th of September of the same disease. Pryor from near Gratiot is also dead. We earnestly ask interest in your prayers & hope that our friends are doing their utmost to bring about an exchange that the time our separation will be short. This is all I can write. Your Son,

William B. Hamilton
Co. B 135th Ohio

P.S. Bloom Zane, Sanford Ross and the two Rankin boys are here. They will write today for a box for themselves. Send us in addition to the articles I have named three tin plates, three small cups, one quart cup, some needles and thread.

Private Hamilton, severely weakened by his Andersonville experience, died in early 1865, shortly after being released back to Union authorities. Hamilton, along with the other North Mountain survivors, was paroled on the condition that they not take up arms against the Confederacy unless properly exchanged. This occurred in late November 1864 when Confederate authorities, incapable of providing for them, agreed to parole most of their POWs. Those survivors of the 135th Ohio who were still able to move were transported to Pulaski, Georgia where they were delivered to the Union fleet on November 26th. Even this event occasioned further heartbreak as they were forced to leave behind several comrades who were physically unable to leave their prison. One of these, Pvt. Wilson Van Kirk of Union Township, was extremely reluctant to leave behind his brother, George, who was in the last stages of an illness contracted at Andersonville. Finally convinced that staying behind would probably result in his own death, Van Kirk agreed to be paroled home only to break down under the strain and be confined as a mental patient for years to come. The survivors were transported back north in the historic ship U.S.S. Constitution, which took them to the U.S. Hospital at Annapolis, Maryland. Mere walking skeletons, they were slowly nursed back to health prior to being released to return home. During their convalescence many family members from Licking County made the trip to see them, barely recognizing the strapping young men who had left home just seven months previously. Of the 167 Ohio Guardsmen captured at North Mountain, only 65 returned home. Many of these, their health broken, did not long survive the war.

Of the 20 Granville area men at North Mountain, all were captured and half of these perished at Andersonville Prison. The remaining 12 local men with the 135th OVI also suffered casualties. One was shot through both legs and captured at a skirmish near Harpers Ferry several days later and another died of typhoid fever in camp.

The Battle of North Mountain certainly was not a major engagement of the Civil War and it had no impact upon the outcome of the war. In many respects it was similar to hundreds of other small skirmishes and engagements that took place between the major battles of the Civil War. In terms of the suffering and extraordinarily high casualty rate, this little known episode

had a monumental impact upon this Licking County unit. While the Granville community suffered heavily during the war, the unexpected loss of these local citizens on "safe" duty was an exceedingly hard blow. It is a sad sacrifice worth recalling as we note the 150th anniversary of this conflict.

FOOTNOTE

¹ Although Westbrook later claimed that he was suffering from the ill effects of an earlier sunstroke, his prior military record was dubious. In early 1862 he had been dismissed as an officer for neglect and disobedience of orders.

POSTSCRIPT

The contribution of the Granville community to the war effort was extraordinary. By the war's end, more than 600 men from the village, township and Denison University had served, a remarkable number considering the 1860 census indicated a combined population of 2,919. While this number "double counts" individuals like Megan Burdette's ancestor (Pvt. Evan Jones), who served in multiple units, clearly this community did its part. Of those who served, 64 men made the ultimate sacrifice dying in battle, of disease or by accident while serving in the army or Navy.

It is difficult to conceive of the community reaction to similar levels of local casualties today. Based upon available records, no local men served in the Confederate armed forces, although a number of Denison students who hailed from southern states wore the gray.

* * * * *

As many readers may not be familiar with military structure and organization, further explanation may be warranted. During the Civil War, the smallest type of unit was a "company." Ranging from 75-100 men, it was usually commanded by a captain. Similar to the units featured in the article, they were usually recruited from the same community or geographical area. This led to better unit cohesion but could also result in an appalling impact upon a community when disaster struck, such as North Mountain or the losses at the Battle of Chickamauga.

The basic fighting unit for both sides during the Civil War was the regiment, which consisted of eight to ten companies and was commanded by a colonel. Two or more regiments made a brigade, two or more brigades formed a division, two or more divisions made a corps and an "army" consisted of two or more corps. While

FROM THE PRESIDENT'S PEN

I return to the president's office after two years in the vice-president's position. During this critical moment in our history Cynthia Cort led the Society with excellence and energy. She continues as part of the Society's leadership team in the vice-presidency and will remain centrally involved in shepherding the building of the Robinson Research Center addition to our existing building at 115 E. Broadway.

We enter summer at a time of great excitement and continuing challenges for the Society. The excitement is the consequence of the growing success of our \$750,000 campaign to raise the funds for the Research Center and an endowment to support the many activities and programs, which this addition will make possible. Generous gifts from foundations and individuals have meant significant progress toward our goal and constituted a ringing vote of confidence in the Society and its vision for the future. The excitement was evident when we broke ground for the new addition at noon on Saturday, July 16th with a short ceremony. The actual work on the addition was to commence soon after. We can envision the dedication of the

Robinson Research Center next spring and the many rich possibilities for moving forward to preserve our past, which will flow from its completion.

The challenges are twofold. First, the last 15 percent of the funds to reach the goal are the most difficult to raise. If you have not yet made your contribution, please do so and I thank you in advance for your generosity. Second, the Board of Managers has endorsed a statement — Envisioning the Future — which calls on the Society to meet the challenges of: 1) vigorously preserving our past (especially through expanding our 20th century collections, 2) enhancing our education of the public, and 3) raising the profile and impact of the Society. To realize these goals the Society requires your active involvement in its work. Expect to learn more about how you can contribute in future months. And please share with me any suggestions you have for how the Society can do this work more effectively. With your assistance, I look forward to helping the Society meet these challenges.

Don Schilling, President
Granville Historical Society

cavalry units were slightly different, this basic military structure remains essentially unchanged today. Artillery units were somewhat similar, although their "company" sized units were called "batteries."

* * * * *

As noted in the article, the 135th Ohio Volunteer Infantry was an Ohio National Guard unit that was "federalized" and called to active duty service for 100 days, a process that essentially is still in place. The Union army consisted of a number of differing classifications of soldiers during the Civil War. The "regular" army was very small at the outbreak of the war, numbering just over 16,000 men, most of whom were deployed guarding our borders or repelling Indian depredations in the west.

The largest part of the Union Army consisted of "volunteer" regiments formed by the loyal states but funded by the federal government. Unlike the "regular army," which were generally career military, these volunteer units enlisted for a set term, from three months to three years. It was understood that whatever the enlistment term, they generally would be disbanded upon the end of the war. As the war dragged on, the initial surge of patriotic motivated enlistments waned and

cash incentives were utilized to boost recruiting. As even this failed to produce sufficient numbers, a national draft was instituted. Not surprisingly, this was not a popular measure and draft evasion, hiring substitutes and draft riots occasionally occurred. The Granville community was not subjected to the draft as it was only one of two areas in Licking County (Utica being the other) that always exceeded its recruiting quotas.

* * * * *

Finally, when researching the Civil War, especially military records, a measure of caution is warranted. Record keeping was shoddy and records are either incomplete or often incorrect. The records of the 135th Ohio are no exception. They indicate a number of individuals as safely mustering out at the end of their service who other records and accounts reveal to have been killed, wounded or succumbing to disease in camp.

Likewise, as mentioned by Ms. Burdette in her piece (see P. 16), official records incorrectly indicate that her ancestor was captured and perished at Andersonville. As stated in her article, Pvt. Evan Jones was captured at North Mountain, but was later paroled and released by his Confederate captors due to his medical condition.

Denison's aerial tramway: Not so wild a dream?

College president envisioned a cable car system from the campus hill to Mount Parnassus

By **LYN B. BOONE**

A few years ago, as I was doing some research in the Denison University Archives, I ran across documentation of a curious episode in the early twentieth-century development of the Denison campus, during the administration of President Clark W. Chamberlain (1913-1925). Denison's physical grounds and facilities at that time, of course, foreshadowed only sketchily the large and lovely campus they would eventually become.

The document that I discovered is evidence of a short-lived proposal for a campus improvement that never came to fruition, but that remains fascinating today not only for the whimsical imagery it conjures up, but also for the questions it provokes: Could such a fanciful proposal have been truly serious? Would anyone ninety years ago have taken this scheme as credible? What, in short, was President Chamberlain thinking when he conceived this idea? Let's explore the concept and the context of Denison's fleeting technological "gleam in the eye," its aerial tramway.

The letter: The story starts with a 1922 letter to President Chamberlain from Mr. R.R. Newell, Manager in John A. Roebling's Sons Company in Cleveland, a prominent manufacturer of wire rope and cable.¹ Any aficionado of bridges will recognize the name of John A. Roebling, famed nineteenth-century civil engineer

who was responsible for the design of spectacular suspension spans such as New York's Brooklyn Bridge and the Cincinnati-Covington bridge (later named for Roebling) over the Ohio River. That Chamberlain would have sought the expertise of this redoubtable firm bears witness to his serious intentions in this engineering proposal. It is unfortunate that his letter of inquiry to the Roebling Company is now missing, and that we must reconstruct the vision solely on the basis of Newell's reply. Yet from that we can learn quite a lot.

Newell's missive, dated July 7, 1922, opens by stating that he is "Answering your letter of the 26th" — presumably and almost certainly June 26th. The letter is written in typescript using formal business style on the ornate letterhead of the Roebling firm. It is two pages long.

The proposal: The project under consideration was indeed an aerial tramway — nothing less than a classic suspended cable car rigged to run high above the ground between terminals for aerial transport. Astonishing as it now may seem, President Chamberlain clearly was entertaining this notion not for casual transport between the top of the Denison Hill and the Village of Granville, as might at first be presumed, but rather to address a very specific circumstance that Chamberlain faced, calling for access from the Denison summit directly to the top of Mt. Parnassus on the southeast end of town. The tramway was intended to ferry patients and medical staff between the main campus and an infirmary to be located on Parnassus. The contraption would cross over the Village, bolstered by no fewer than five supporting towers, not counting the two hilltop terminals. All this is proven by Mr. Newell's letter, who repeats the spec-

Lyn Boone has served the Granville Historical Society in many ways, and currently is a member of the Steering Committee for the Robinson Research Center Comprehensive Capital Campaign and of the Publications Committee/Historical Times Editorial Board.

PRESIDENT CHAMBERLAIN'S VISION

1. The tramway would have started at the summit of College Hill, ferrying patients to Demson's infirmary on Mt. Parnassus.

2. The car would have traveled at about 100 feet per minute (1.9 miles per hour), possibly too slow for medical emergencies.

3. At least five relay stations would have been needed to support the tramway between the two terminals.

4. The Demson infirmary would have been located in the Mt. Parnassus home of Charles B. and Clara Simmet White.



Graphic by Bill Kirkpatrick, based on art by Jamie Hale

ifications that Chamberlain must have stipulated in his letter of inquiry:

...relative to an Aerial Tramway to operate between the Physicans [sic] Office and a new Hospital they propose building, the distance to be traversed being approximately 2,500 ft. and both buildings being on the top of hills, 90 ft. high and the village lying in the valley between these two hills...

Newell goes on to assert the feasibility of constructing the tramway, with important qualifications:

“...it would of course be feasible to erect such a tramway but it is a question if it would be practical and economical to operate.”

To prove that he is game for the engineering challenge, he describes the hypothetical tramway's structure and speed:

A single span would not be desirable on account of size cable required for a suitable deflection for the cable and therefore, intermediate towers would need to be used, positioned according to the topography of the ground and to meet the requirements of the village authorities.

The maximum advisable speed of travel for such a tramway would be approximately 400 ft. per minute requiring 6 to 7 minutes travel from one terminal to the other, which in itself may be a very objectional [sic] feature, as for such a proposition, the time element is frequently of utmost importance.

Evidently as Mr. Newell contemplates the function of the tram, he anticipates medical emergencies for which

6 to 7 minutes would entail too much delay to be acceptable. But he has a yet greater drawback to suggest: the cost, he suspects, will be the real obstacle:

However, to give you an idea of the probable cost of an Aerial Tramway we figure that a single track cable tramway with suitable car on same operated by an endless traction rope which will be reversible, that is, operate in both directions will cost approximately five thousand dollars for the necessary track cable, traction rope, car, tower and terminal sheave and saddle equipment and driving unit, — the probable cost of the material for the two terminals and five intermediate towers and the erection of same will be approximately seven thousand dollars, making the probable total cost of building this tramway between twelve thousand dollars and fifteen thousand dollars....

Mr. Newell concludes that “The tramway described above is the simplest you could install and yet the price appears high.” Then the engineer yields to the temptation to offer a candid comment on the aerial scheme: “Frankly,” he says, “we believe than an automobile may serve the purpose as readily, be much more economical to operate and have the advantage of making better time between the two points and be used for many other purposes.”

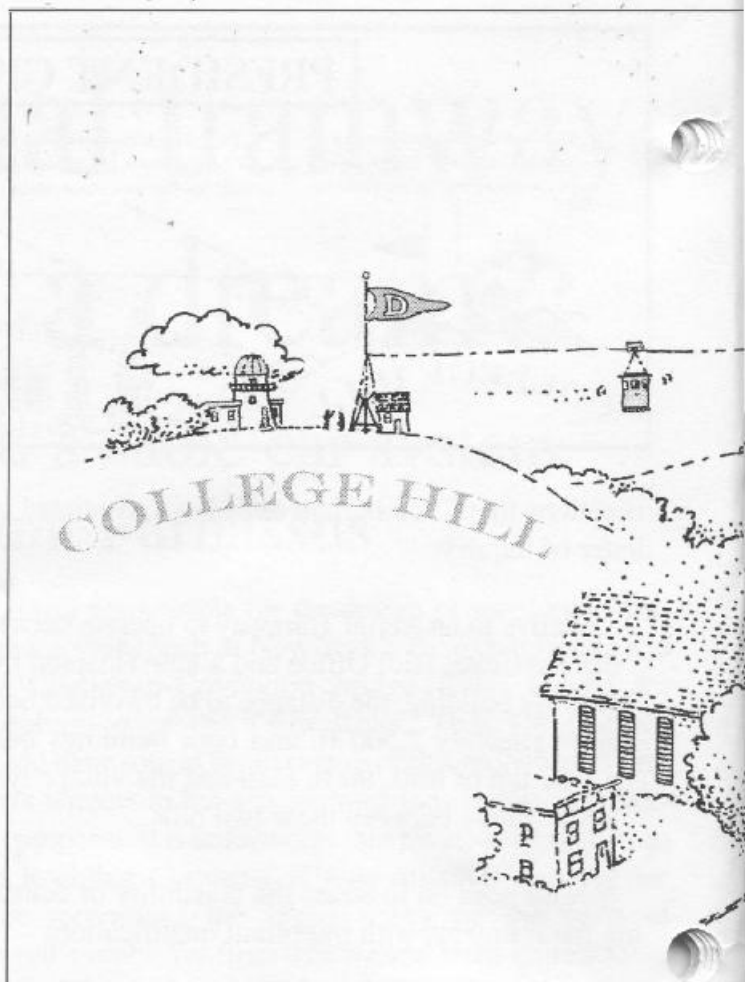
We cannot know Mr. Newell's frame of mind with certainty, but his arch comment could imply that he viewed the proposal as droll, if not positively mad-cap.

Why an aerial tram? What more can be learned about the quixotic-sounding scheme, and — perhaps even more intriguing — how can we understand it in the annals of the dignified Chamberlain Administration?

The aerial tram was never realized, and we have no evidence that even the suggestion of it ever saw the light of day. But we do in fact have significant background information that illuminates the proposal somewhat further: a lengthy memo that Chamberlin wrote to members of Denison's Board Committee on Campus and Buildings on June 27th, 1922², the day after his letter of inquiry to Roebing's Sons in Cleveland. In the Board memo he breathes not a word of the aerial tram, but what he does say explains in part the reason the idea would have occurred to him.

According to the Board memo, Dr. Chamberlain had received, only two days prior, an exceedingly generous offer of philanthropic support from Mr. and Mrs. Charles B. White, prominent Granville citizens whose beautiful stone home atop Mount Parnassus had been called, at the time of its construction in 1891, "the finest residence in Licking County."³ Having just read an article in the *Denison Alumni Bulletin* that spewed stinging criticism upon an unnamed college president,⁴ obviously Chamberlain, the Whites were eager to stand up for him and "show their confidence in the administration of the College." Accordingly Mr. White, a Denison alumnus of the Class of 1893 and a former faculty member, met with President Chamberlain to offer the college that handsome stone home for use as a hospital, much needed at the time, and perhaps later as a source of additional financial benefit when sold. The property, consisting of the house and forty surrounding acres on Parnassus, was actually owned by Mrs. White (Clara Sinnett White), whose father had willed it to her. Mr. and Mrs. White, who hoped also to benefit the long-struggling initiative to fund a public library in Granville, proposed that their gift of the \$125,000 property be made in exchange for Denison's payment to the Whites of \$50,000, a sum that presumably would be used in full or in part to support the Village library.

Denison would thus acquire for \$50,000 a property valued at \$125,000 that could be used as a hospital until the college would choose to sell it and the surrounding acreage — a prospect that Mrs. White anticipated and addressed. President Chamberlain reports that while Mrs. White wished to have the house become the college hospital at this time, she...would impose no restriction concerning the use of the building, its name, or its sale....because she thinks that at some future time the College might wish to develop the surrounding land...in which case it might be wise to sell her old home as a res-

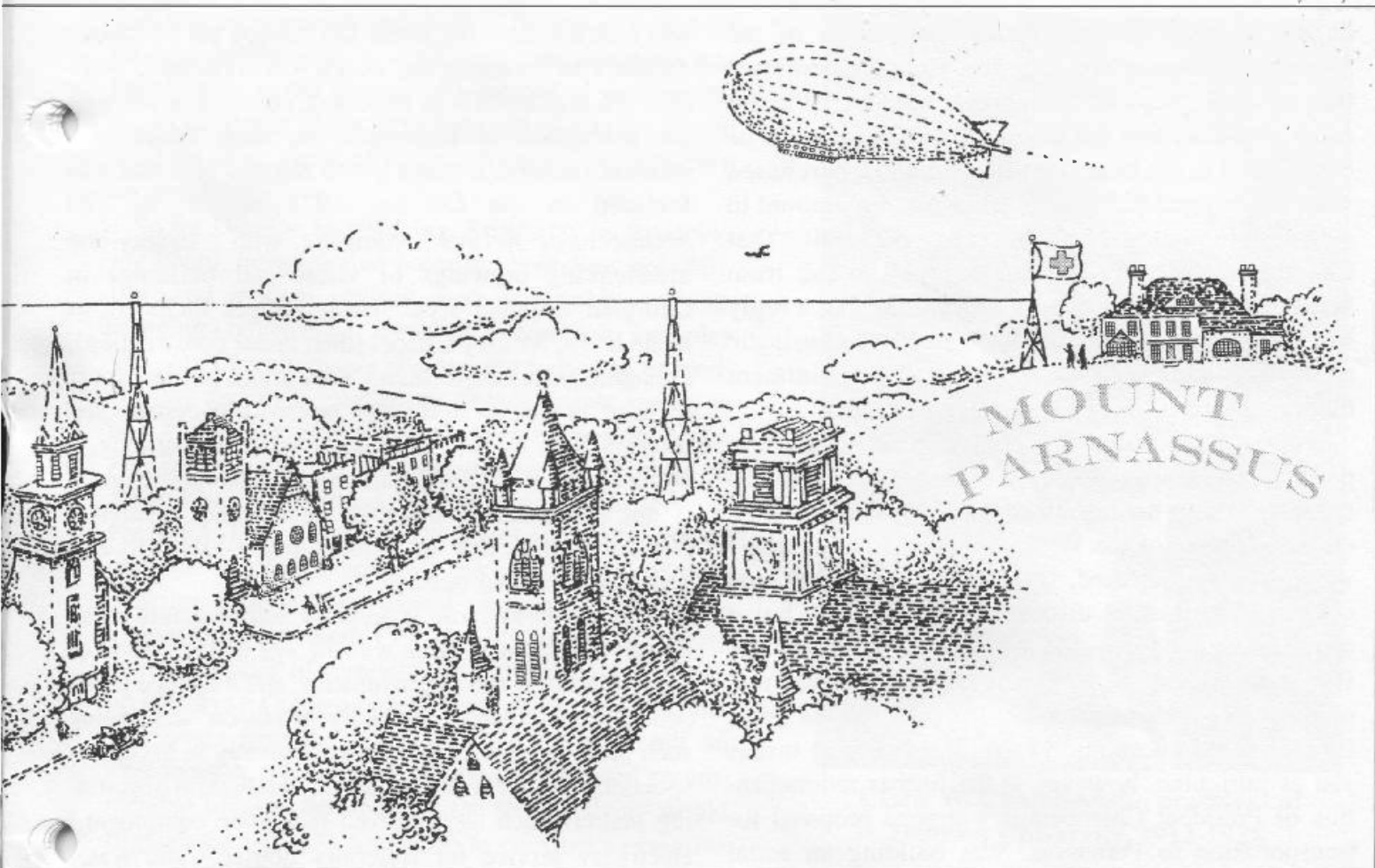


President Clark W. Chamberlain had a vision in 1922 that the sale of the Sinnett-White residence here gives a buzzard's eye view of what the wo

idence and rebuild the hospital on College Hill. I am inclined to think that the sale of Mt. Parnassus would bring enough money not only to build a new hospital but also endow it.

Indeed, as President Chamberlain notes, "The land is very valuable as a major portion of it lies within the corporation...[and] There is a great need for expansion in Granville." It seemed certain that the acquisition of the Parnassus property would hold great financial promise for Denison and in the meantime would offer an immediate solution to the increasingly problematic lack of an infirmary. President Chamberlain urged that one or more Board members come to Granville posthaste to review the entire situation and its possibilities.

In his memo, Chamberlain noted that he had visited the Sinnett-White home promptly and ascertained that "It is admirably adapted to our use without any alterations. It would provide for the accommodation of eight men on one floor and nine women on the other floor..." After providing further description of the advantages of the prop-



of building an aerial tramway from The Hill of Science at Denison to the top of Mt. Parnassus. Jamie Hale's illustration of the the tramway might have looked like from Sugarloaf.

erty for use as a hospital, he reassures the Board members as well regarding access, saying that an employee could "drive the Ford ambulance" and that "The road in town and up Mt. Parnassus is an excellent one." Indeed, Chamberlain had already calculated the distance:

"Mt. Parnassus is twenty-five hundred feet from College Hill but the curves in the road would make the ambulance drive from the dormitories on the hill to the hospital on Mt. Parnassus approximately five thousand feet."

Although he implies that this distance would be quite manageable, we know from his Roebing's Sons inquiry that he was contemplating at least one alternative solution to the issue of access. But Chamberlain chose not to venture with the Board the prospect of an aerial tram until he received a reply from Roebing. Whisler Memorial Hospital: At this same time the college had recently received yet another generous gift, the sum of \$27,000

from Mr. and Mrs. Charles F. Whisler, for the purpose of constructing a campus hospital in memory of their late daughter, Helen Arnett Whisler of the Class of 1920. The site for this facility on the south side of College Hill had been selected, but, as President Chamberlain noted in the same memo (June 27, 1922) to the Board Committee on Campus and Buildings, "Construction [of the Whisler project] on the chosen site would be expensive as there would be a considerable outlay for roads, extension of sewer, water, heat and electric lines. Twenty-seven thousand dollars is not sufficient to construct a hospital adequate to the needs...." Indeed, it would be 1929 before sufficient funds (amounting to \$67,000, including an additional \$25,000 from Mrs. Whisler⁵) would allow for the construction of the graceful building that to this day serves Denison as its infirmary.

In 1922, however, Chamberlain saw in the White proposal the way forward, establishing an infirmary right away and holding out advantageous prospects for the future. Given Mrs. White's flexibility about the name

of the hospital and the future disposition of the property, Chamberlain told the Board Committee that he was prepared to suggest to Mrs. Whisler (now a widow) that the memorial to her daughter be established in the home on Mt. Parnassus, purchased with the original \$27,000 Whisler gift, an amount to be supplemented by another \$23,000 that Chamberlain already felt bold enough to ask from her. Before acting, of course, he would await a reply from the Board members to whom his enthusiastic memo was addressed. It is a great disappointment that no record of those replies can be found.

In the end: Of course, the aerial tram did not come to pass, nor evidently did the gift of the Mt. Parnassus property. I have not unearthed any further information on the outcome of the Whites' philanthropic offer — whether it was refused, withdrawn, or delayed into oblivion. Nor have I discovered whether any board members actually traveled to Granville to review the Parnassus property as President Chamberlain had recommended. Perhaps future research will throw some light on these questions. The mystery at hand that is just as intriguing, however, is the further rationalization of President Chamberlain's strange proposal for transportation to Parnassus. Was building an aerial tram as preposterous an idea as it sounds to us today?

Chamberlain's aerial tram: Ridiculous or visionary? From the standpoint of twenty-first century hindsight, it isn't difficult to dismiss the Chamberlain vision as a Rube Goldberg-esque flight of fancy, outlandish and even laughable. But Chamberlain's record as an eminent Denison leader whose accomplishments advanced the institution in substantial ways suggests that we might well consider more thoroughly the context of his seemingly eccentric idea. Three factors may help reduce the urge to chuckle at the seemingly bizarre idea.

(1) The times were all about infrastructure... First, it is helpful to remember that a great preoccupation of the time was infrastructure, both off and on campus. Chamberlain presided over Denison during the development of "The Greater Denison," the ambitious campus plan that proposed a stunning complex of buildings and grounds, portrayed in the drawings of architect Ernest Flagg and later architect Arnold Brunner, along with the vision of the famed landscape architecture firm of Frederick Law Olmsted. "Ambitious" is perhaps a tame word for these elaborate plans, but this

was a time before the Great Depression put economic dampers on dreaming big. Much was considered within reach and much was expected, commensurate with the perception of Denison's important educational mission. Indeed, it was a grand campus plan that was featured in the October 1923 edition of *The Architectural Record*,⁶ complete with twenty-one breathtaking drawings of vistas and buildings in Georgian Colonial style. These images included, to name a few, Swasey Chapel (then under construction), a magnificent domed library with grand pillars (never realized in that design), and never-to-be-constructed projects such as the grand administration building, a women's social hall, and an uphill music building. It is not too much to say that the sketches created a Denison portrait that was almost dream-like in its elegance and ethereal beauty.

More down-to-earth aspects of infrastructure were also in the making. This was the age of the arrival of modern utilities and improvements, and a college president in those days was decidedly "hands-on" in bringing such projects to fruition. Not infrequently in his correspondence do we find President Chamberlain negotiating matters such as improved telephone equipment,⁷ electricity service for fraternity houses,⁸ and water mains and sewer lines.⁹ Indeed, in 1921 it was Denison, not the Village, that finally completed the funding needed to bring residential electricity to Granville.¹⁰

In the civic arena, the paving of Broadway in Granville, long contended and delayed, was finally achieved in 1916.¹¹ However as late as 1925, President Chamberlain was still involved in the effort to achieve the initial paving of College Street, about which he quipped to Trustee Edward A. Deeds that "it is more difficult to get some things done in Granville than to dig the Panama Canal."¹² In the same letter to Col. Deeds he commented that Denison's front entry road (then called College Avenue) should be improved, due to the problem of run-off that was clogging the village storm sewer, and the fact that heavy trucking up the drive "has made it very difficult to keep the road in repair." This complaint raises the question of whether the reportedly "excellent" road up Mt. Parnassus was actually paved at the time, another factor bearing on the real accessibility of a hospital on the hill. That question must be addressed in some future research project. Suffice it here to say that President Chamber-

lain was substantially involved in the development of modern utilities and improvements, and doubtless was keenly alert to the innovative potential of such capital projects. It would not have been out of role for him to imagine other types of improvement — perhaps even an aerial tram.¹³

So for Denison in 1922, big dreams lay on the drawing board, infrastructure promised boundless possibilities, and modern utilities were inexorably arriving, bringing convenience, speed, and comfort to everyday life. On Chamberlain's horizon, the trajectory of modern-day and even miraculous improvements ran up to and included a number of never-to-be-realized ideas. For example, in 1916, during the visit to Denison of John Charles Olmsted, step-son and colleague of Frederick Law Olmsted, Chamberlain had discussed with the landscape architect the possibilities of constructing several bold capital innovations: the well-known tunnel through College Hill, uniting the north and south sides of campus; an inclined railway to run up and down College Hill for easy access to town; and an elevator from the tunnel up to the top of the hill, an alternative to the inclined railway that Olmsted recommended because he was sure the steep railway would frighten the ladies.¹⁴ According to Olmsted's extensive notes on these conversations, each of these ideas was discussed in all seriousness. Could the aerial tram have been that much more outlandish than the never-to-be-consummated tunnel through College Hill, and its accompanying elevator? Yet the tunnel was a long-acknowledged element of "The Greater Denison" vision,¹⁵ and even persists today in Denison myth if not in fact.¹⁶

(2) Infrastructure costs money... We can gain additional insight into Chamberlain's mindset in those days by recalling that another perennial preoccupation for him was fund-raising. The challenge to secure the monies that would be needed by The Greater Denison of the future, let alone the existing Denison, was ever before him. Although from some angles the Chamberlain years were aptly viewed as a prosperous time,¹⁷ it nonetheless is true that some significant fund-raising aspirations foundered during that period, at the same time that rising construction costs presented another obstacle to progress.¹⁸ Beyond Swasey Chapel, Deeds Field, and two ladies' residence halls, very little of the visionary plan for the stunning new campus was under way by the mid-1920s, even as the



Clark W. Chamberlain, president of Denison University, 1913-1925.

goal of completion by the 1931 Centennial loomed.¹⁹ These issues must have brought stress and disappointment to Chamberlain; at one point he wrote that the non-delivery of funds pledged to Denison by the Northern Baptist Convention was causing him to "cut financial figure eights on thin ice."²⁰

The centrality of fund-raising to the success of his presidency is clearest in Chamberlain's 1925 letter of resignation from the position. Although he certainly could have dwelled in his short valedictory on academic matters, he chose instead to comment on the financial achievements of his administration. He notes the recent completion of a \$1.2 million drive to endow faculty salaries, and he observes that "Approximately four million dollars have been added to the resources of the University during the last decade."²¹ In today's dollars, that would be close to fifty million dollars.

In light of Chamberlain's commitment to fundraising, we can postulate that a generous philanthropic offer such as the one from Mr. and Mrs. White would almost certainly have motivated him to review carefully any obstacle to accepting it. If access to the property on Mt. Parnassus was going to be an issue for the

Board, he would be prepared with a creative plan for minimizing distance and time. Clearly, however, he considered it undesirable to announce the aerial tram idea before its viability was confirmed by an expert source such as Roebling's Sons. And that would be the end of the story.

(3) Dr. Chamberlain, scientist and inventor... For a final clue to understanding the context for Chamberlain's flight of fancy, we need look no further than his own mind and proclivities. Denison's intrepid eleventh president was a scientist — the genuine article — a physicist, to be sure. Educated at Denison (Class of 1894), he continued his work at the University of Chicago and at Columbia University, where he received his Ph.D. in 1910. He was an inventor who held at least two patents²² and who had been praised in his youth as demonstrating “considerable originality,” “excellent judgment and common sense,” and “unusual strength and clear-headedness.”²³ We have every reason to believe that Chamberlain would have been at ease with creative problem-solving, comfortable with things mechanical, and inclined to both curiosity and experimentation regarding the feasibility of new ideas. Fertile soil, indeed, in which the imagination might conjure an aerial tram!

Concluding thoughts: It may be that in the end, no apologia for President Chamberlain can fully redeem his aerial tramway from ridicule. But perhaps we have shown that we can reduce that fate to friendly teasing tinged with admiration, given what we can know of Chamberlain's context, his scientific worldview, and the imaginative institutional vision he sought to fulfill in building and funding The Greater Denison. After all, wouldn't other dreamers someday conceive that through the magic of engineering, it would be possible to reshape the north side of College Hill, creating horizontal space from vertical and expanding the campus center with two grand new buildings, a massive parking garage, and more than an acre of lush, open green-space? It is easy to imagine that Chamberlain would have been a believer in such an unlikely scheme. Compared to that, was the aerial tram really so wild a dream?

END NOTES

¹ Letter from R.R. Newell of John A. Roebling's Sons Company, to Mr. C.W. Chamberlain, July 7, 1922;

Chamberlain outgoing correspondence, File 3D11, Box 1K-47, Denison University Archives.

² Memorandum to the Members of the Committee on Campus and Buildings of the Board of Trustees of Denison University, from C.W. Chamberlain, June 27, 1922; Chamberlain outgoing correspondence, File 3D11, Box 1K-47, Denison University Archives.

³ *Granville Times*, October 1, 1891 (Vol. 12, No. 19), p. 8, col. 5.

⁴ Denison Alumni Bulletin, June, 1922 (Vol. XIII, No. 4), p. 2. Article signed “By an Old Graduate of Denison.”

⁵ G. Wallace Chessman, *Denison: The Story of An Ohio College*. Denison University, Granville, Ohio, 1957, p. 208.

⁶ Matlack Price, “Denison University, Granville, Ohio. Arnold W. Brunner, Architect. Frederick Law Olmsted, Landscape Architect,” *The Architectural Record*, October 1923, Vol. 54, Number 4, pp. 298-319.

⁷ Letters (unsigned) of District Manager, Automatic Electric Company of Cleveland, to Clark W. Chamberlain, October 10, 1921 and October 19, 1921. File, Chamberlain incoming correspondence, Box 1K-47, Denison University Archives.

⁸ Letter of Clark W. Chamberlain to Milton Schiller, November 2, 1923, re electrical power service to Phil Delta Theta house; and memo of May 17, 1924 re electricity and other utilities to be installed at Beta Theta Pi house. Both documents in Chamberlain outgoing correspondence, Box 1K-47, Denison University Archives.

⁹ Letter of Clark W. Chamberlain to Col. Edward A. Deeds, December 18, 1924, re water mains and sewer line. Chamberlain outgoing correspondence, Box 1K-47, Denison University Archives.

¹⁰ Donald Schilling, “Granville Encounters the World, 1914-1929,” in *Granville, Ohio: A Study in Continuity and Change, Volume I, A Purpose, A Plan, a Place*, edited by Anthony J. Lisska and Louis I. Middleman, Granville Historical Society, Denison University Press, 2004, page 269.

¹¹ G. Wallace Chessman and Anthony J. Lisska, “Granville During the Progressive Era: Fifty Fascinating Years,” in *Granville, Ohio: A Study in Continuity and Change, Volume I, A Purpose, A Plan, a Place*, edited by Anthony J. Lisska and Louis I. Middleman, Granville Historical Society, Denison University Press, 2004, page 241.

¹² Letter of Clark W. Chamberlain to Colonel E.A. Deeds, May 16, 1925, re the paving of College Street. Chamberlain outgoing correspondence, Box 1K-47, Denison University Archives.

¹³ President Chamberlain is known to have visited Europe

several times, including a trip to Zurich in 1913 (*Francis W. Shepardson, Denison University 1831-1931: A Centennial History, The Granville Times and Publishing Co.*, 1931, page 274). In Europe he may have observed aerial tramways. The technology of "ropeways" (a broader term for various suspended transport systems) was developed in Europe, especially in Germany, Austria, and Switzerland, and later in Italy and France. The author of an article, "About Ropeways," comments that "The most rapid development followed introduction of wire rope and later, the electric drive. Many innovations were introduced by extensive use of military tramways in the ferocious mountain warfare between Italy and Austria in World War I." Website of The Information Center for Ropeway Studies, on the website of the Arthur Lakes Library of the Colorado School of Mines, 2011.

¹⁴ Notes of John Charles Olmsted re his May 20-21, 1916 visit to the Denison campus and his conversations with President Chamberlain. File, Olmsted Firm - Correspondence from the Library of Congress Collection, Denison University Archives.

¹⁵ Engineer's drawings, 1925, and plate of drawing by Ernest Flagg, August 22, 1918. File, Tunnel & Aerial Tramway, Box 1K-47.

¹⁶ So ingrained is the tunnel in the Denison psyche that a persistent belief in its hidden existence still lives on in student lore, encountered regularly by Archivist Heather Lyle, who assists students in their pursuit of such mysteries.

¹⁷ *Shepardson, Denison University 1831-1931*, pp. 273

ff.; and G. Wallace Chessman and Wyndham M. Southgate, *Heritage and Promise: Denison 1831-1981*, Denison University, 1981, p. 62.

¹⁸ Chessman and Southgate, *Heritage and Promise*, pp. 62-63; and Chessman, *Denison: The Story of an Ohio College*, pp. 208-209.

¹⁹ Chessman, *Denison: The Story of an Ohio College*, pp. 208-209.

²⁰ Letter of Clark W. Chamberlain to Ambrose Swasey, February 27, 1922, re the delay in receipt of pledged funding from the New World Movement campaign. Chamberlain outgoing correspondence, Box 1K-47, Denison University Archives.

²¹ *Shepardson, Denison University 1831-1931*, p. 340.

²² United States Patent Office, Patent No. 1,901,632, "Interferometer," filed by C.W. Chamberlain, Sept. 5, 1929, patent date March 14, 1933; and Patent No. 1,965,733, "Method and Apparatus for Heating, Cooling, and Ventilating," filed by C.W. Chamberlain, Jan. 2, 1931, patent date July 10, 1934. Documents held in Chamberlain papers, Denison University Archives.

²³ Letters of recommendation for Clark W. Chamberlain to Colby College President Butler, 1899: R.A. Millikan, Ryerson Physical Laboratory, University of Chicago, Oct. 21, 1899; A.D. Cole, Professor of Physics, Denison University, October 21, 1899; and George F. McKibben, Professor of French, Denison University, October 24, 1899. All held in Chamberlain papers, File 3D11, Denison University Archives.

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Portrait of a Welsh Hills Family

EDITOR'S NOTE — Kevin Bennett's piece on North Mountain leading off this issue begins the Historical Times' participation in the national reflection during the Sesquicentennial of the beginning of the Civil War. Throughout the year there will be other articles by Mr. Bennett and by Megan Burdette, who was graduated from Denison in May. Her Welsh ancestors settled in the Granville community forty years later than the original group. In this issue she writes about the reasons the family left Wales, their arrival in the United States, and their history here as a family. In the next issue she will deal with the Welsh Community's attitudes toward Abolition and participation in the Civil War as part of her description of the family's settling in. Lastly, she will recount the story of a member of that family who fought at the Battle of North Mountain.

By MEGAN BURDETTE

As the great-great granddaughter of Welsh immigrants who once called Granville home, my days as an underclassman at Denison were sometimes spent wandering the same hills and valleys as my ancestors. One chilly fall day of my senior year found me standing in front of the crumbling headstone of my great-great uncle, Evan E. Jones. Besides his Civil War service, commemorated by the weathered G.A.R. marker beside his grave, all I knew of my great-great grandmother's brother was that he had died unmarried and childless, without anyone to tell his story. Therefore, as a tribute to him on the 150th anniversary of the war in which he served, I decided to find out more about him, his experiences in the Civil War, and by extension more about the history of my family. What I found was a family legacy of nearly two hundred years in Granville, beginning thousands of miles and an ocean away in Wales when a man by the name of Henry Lloyd Jones made the decision to move his family to America.

* * * *

It was June 28, 1842 when the Barque Bridget Timmins finally arrived at New York harbor with its cargo of two hundred and three British immigrants. Thankfully, no deaths were reported on board, but the journey was still a long and arduous one.¹ Even in the best of scenarios, the duration of a trip by sailing ship



John L.V. Jones and Catherine Rowland Jones, the father and mother of John Boaz and Lewellyn. John L.V. Jones came over from Wales on the ship the Elizabeth Dennison in 1842.

across the Atlantic was around two months. Disembarking with the rest of the weary and relieved travelers that July day was a young family: Henry Lloyd Jones, his wife Mary, and their three children: six-year-old Sarah, four-year-old Evan, and two-year-old David. They, along with the vast majority of the other passengers, were actually Welsh. But during this period of immigration Welsh and British were considered one and the same.² Specifically, Henry Lloyd and his family hailed from Cardiganshire, a coastal county located in southwest Wales. In Cardiganshire the family had gotten by for a time, probably relying heavily on what produce they were able to cultivate on a small farm and obtaining some additional funds from Henry's work as a stonemason. But life in Wales was becoming increasingly difficult. In fact, the hustle and bustle of the New York port may have seemed tranquil

in comparison to the turmoil the family left behind in Cardiganshire.

For decades the situation in Wales had been going from bad to worse. England's involvement in the Napoleonic Wars (1800-1815) led to an exorbitant hike in taxes across the country.³ In the Southwest, rents and tolls also skyrocketed, this time due to a population increase along with attempts by the gentry to enclose Welsh lands. The increase in costs, coupled with a series of bad harvests brought on by extreme weather conditions, created a severe depression throughout rural Wales.⁴ For Henry Lloyd Jones and other small farmers it was becoming more and more difficult to feed their families. Making matters worse were social and religious tensions, deeply embedded in Welsh society, which heightened discontent and growing desperation. Bad feelings were mounting between the Anglican government in England and the increasingly prominent Protestant sects in Wales. The non-conformist sects, among them the Baptists, Congregationalists, and Methodists, were, by the end of the 18th century, fast becoming a significant voice of political and religious dissent.⁵ Additionally, there was a growing rift between the Welsh-speaking, protestant farmers and their English-speaking, Anglican landlords. It was a relationship that was only further damaged by the increase in rents and tolls.⁶ Altogether, the situation in Cardiganshire became a perfect storm of dissension and discontent by the 1830s, and tensions finally exploded during the period from 1839-1843 with the outbreak of the Rebecca Riots, a militant resistance effort by the small farmers against the infringements of the gentry against them. The riots were led by armed men disguised in women's clothing who referred to themselves as "Rebecca and her daughters" and chased off the Englishman and landlords attempting to enclose Welsh lands.⁷ The region quickly became ungovernable.

For Protestant farmer Henry Lloyd Jones the outbreak of the riots must have been the last reason he needed to pick up his family and leave behind the volatility of Cardiganshire in favor of what he hoped to be stability and prosperity in America. It was a decision that many of his neighbors had made before him and that still more would make in the coming decades.

Once the decision had been made, the family packed its things and traveled to the port in Carmarthen, there boarding the Bridget Timmons and making the voyage



Margaret "Maggie" Jones, the author's great-grandmother.

to New York where they caught their first glimpse of American soil on June the 28th.⁸ A few days after their arrival Henry, Mary, and the three children headed west. This was the pattern of migration employed by most Welsh immigrants, with the vast majority settling somewhere in Ohio, Pennsylvania, or Wisconsin if they did not remain in New York.

The family stopped first in Pennsylvania, although we are not sure exactly where, perhaps in order to connect with family or friends among one of the already established Welsh settlements in the state. It is possible that they went to Pittsburgh, from there to take a boat down the Ohio River, a route employed by other Welsh who made their way to Ohio.⁹ The next week a hurricane blew in from the Atlantic, causing heavy rain across the northeast and tempering the July heat.¹⁰ This summer rain could have been the first sign for Henry, Mary and their three children that life in America might just bring them the prosperity and abundance that they could never have achieved in Wales.

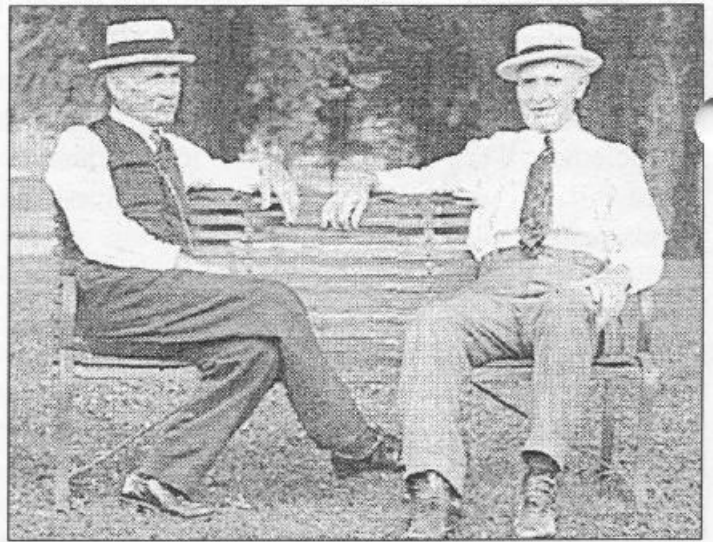
Unfortunately, the euphoria of new possibility was short lived. While the family was still in Pennsylvania, Mary passed away, perhaps due to the rigors of travel, illness, or childbirth. Henry was left a widower, in

a foreign land, with three small children. Shortly thereafter, possibly in an attempt to leave his grief behind, possibly to continue toward a predetermined destination, Henry moved his family again, this time to Ohio. The family settled permanently in an area known as the Welsh Hills in Granville Township, already home to a growing Welsh community. Here Henry Lloyd Jones established a farm, depicted on an 1875 map of the area as bordering the Hankinson, Cramer, and Williams properties, and the family began adjusting to their new life in America.¹¹

Although the first Welsh settlers in Granville Township had arrived four decades earlier, more were joining the community each year. Among the newcomers was Mary H. Rees (b. 1816), also from Cardiganshire, who arrived in August of 1847 with her family. Very shortly after Mary's arrival in the Welsh Hills she and Henry Lloyd Jones were married. It was a marriage that soon produced four more children: Margaret (b. 1849), John Gomer (b. 1851), Mary Ann (b. 1852), and Harrison (b. 1855). Margaret "Maggie" Jones is my great-great grandmother, and Henry's first American-born child. It was not uncommon for Welsh neighbors to intermarry, perhaps into families whom they had known back in the old country. The Welsh communities in America were very closely connected, and to an extent self-contained, probably the characteristics that allowed them to keep their language and culture prominent in the community for so long.¹²

Among other things, Mary Rees and Henry would have had in common a mutual devotion to the church. Generally speaking, the Welsh settlers were extremely religious and many had immigrated at least partially based upon a desire for greater religious tolerance. Henry Lloyd and Mary Rees as Protestants were most likely among them. The church was central to the social lives of the settlers and also to the education of their children. Both the Methodists and the Baptists maintained their own separate church schools and saw to it that their children received a religious education.¹³ Mary's obituary states that she was extremely active in the Methodist church and remained so until her death.

However, the family's faith would certainly have been tested over the years. In 1858 they suffered the first of a series of tragedies with the death of Henry's son, David, when he was only 18 years old. Then, in 1861 Henry's daughter Sarah, who had, not long before, married neighbor David Evans, contracted tuberculosis and



John Boaz Jones (Maggie's husband) and his brother, Llewellyn Rees Jones.

died, along with an infant child. Nineteen years after their arrival in America, of the original family who came over on the Bridget Timmins, only Henry and twenty-three-year-old Evan were still living. 1861 also marked the outbreak of the Civil War and Evan E. Jones was among those soldiers from Granville and the Welsh Hills who volunteered for service to the Union. With Evan far from home and, in 1864, involved in the disastrous battle of North Mountain, the coming of the war certainly created more worry for the family.

Through it all, however, they persevered. Henry Lloyd, Mary and their four children continued to reside on the farm in the Welsh Hills, throughout the upheaval of the Civil War and for years afterward. The children grew up and became active members of the community themselves. Maggie Jones had charge of the infant class in the Sunday school for many years and was very well regarded by her neighbors. On December 20, 1885, at age thirty-six, she was married to John Boaz Jones, another first generation American, whose father had arrived in New York from Wales on July 3, 1842, only days after Maggie's own father had arrived. John Boaz's father, John L.V. Jones, first settled in Delaware, Ohio and moved to Granville with his family in 1859. John L.V. Jones had achieved a large degree of success in the township, owning quite a bit of property as well as the slaughterhouse in town. Therefore, the family was fairly well to do and certainly their son would have been considered an excellent match for Maggie. John Boaz's younger brother, Lewellyn, was married to Maggie's younger sister, Mary Ann, and it was likely through this family connection

that the couple formed a bond and decided to wed.

Two years later, on May 8, 1887 Maggie and John Boaz's only son Edson Clifford Jones Sr., my great grandfather, was born. The family lived in Granville, residing first in a two-story farmhouse on East Maple Street, and later in a large house on the corner of Maple and Pearl Streets. John Boaz "Bo" Jones was involved in the coal and natural gas business for many years. In 1911 he was chairman of the general committee in charge of the Masonic centennial celebration. He was also the owner of the first telephone in Granville with one receiver in his home, a second in the home of his brother Lewellyn, and a third in the Granville scale house. Maggie remained very active in the Methodist church and in the Granville community and their son, Edson Clifford Sr., for a time attended preparatory school at Doane Academy. Certainly, these children of immigrants, now prominent members of the Granville community, had come a very long way from their family's humble beginnings in rural Wales.

The Jones family, descendants of Welsh patriarchs, Henry Lloyd Jones and John L.V. Jones, continued to reside in Granville until the 1940s, making the total length of their residency nearly 100 years. My grandfather Edson Clifford Jones Jr., son of Edson and Teresa (Campbell) Jones, has fond memories of his boyhood in Granville, of living in a farmhouse on Maple Street with a cow named Daisy in the backyard, of his father operating a taxi service and supplying milk and eggs to the Granville Inn, and of playing with the children of the Baptist missionaries who were some of his best friends. It was a childhood that would not have been possible had Henry Lloyd Jones not made the decision to move his family to America in 1842. And even though my Grandfather left Granville with his mother and father in 1940, our ties to Granville, first formed over 150 years ago continue today.

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