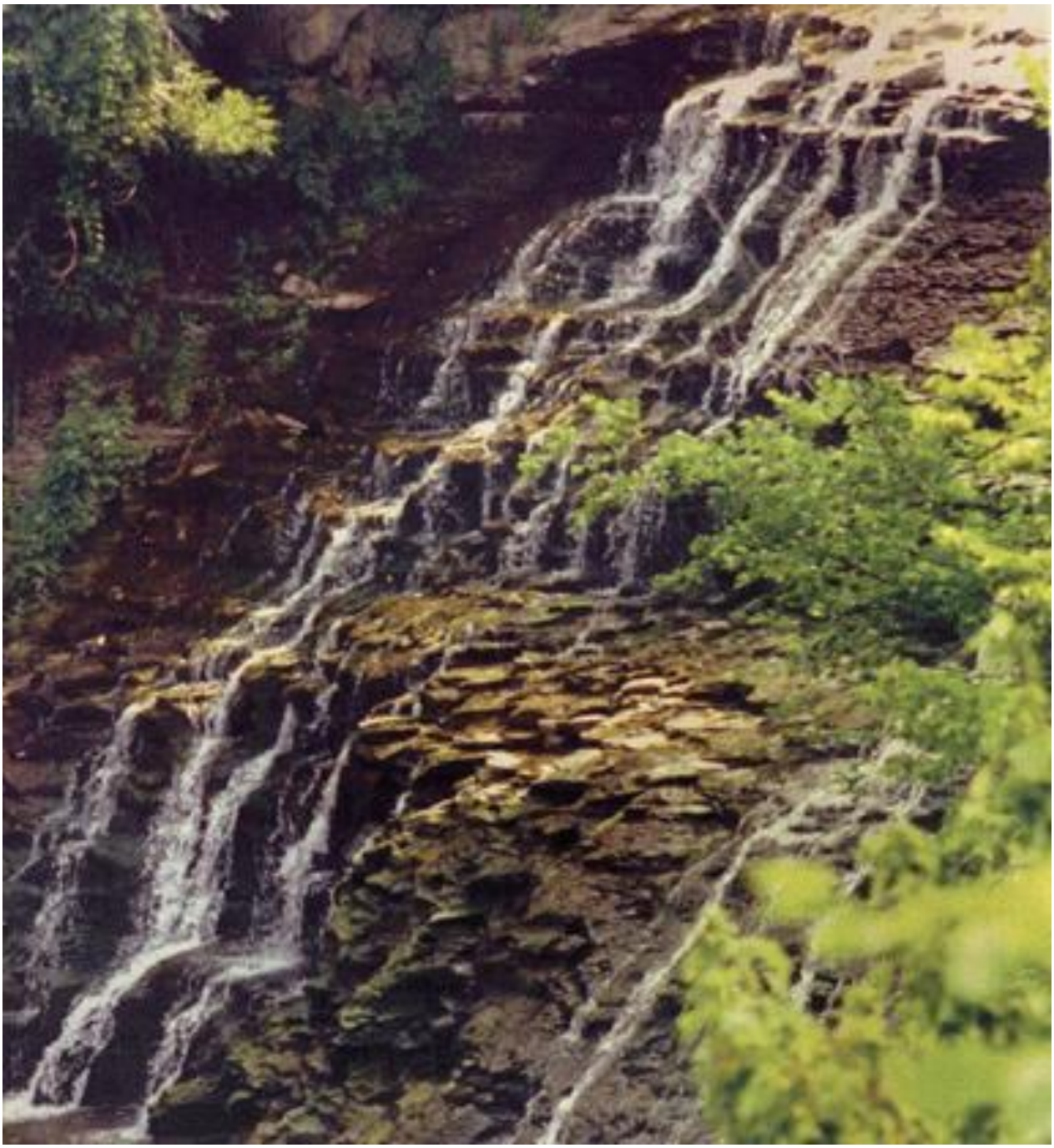
A History of



the Mill Creek Waterfall

by Dan F. Ostrowski

A History of
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March 22, 2001

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For most of its last one hundred years, the 45 ft. waterfall on Mill Creek has been a secret to most people. The waterfall is the only one and the tallest in Cuyahoga County. Today it can be seen from the end of Webb Terrace which is located where Turney Rd. and Warner Rd. meet at the south end of the Warner Rd. bridge.

The history begins during the time of Moses Cleaveland and the second year of surveying of the Western Reserve in 1797.

Cleaveland's team was charged by the Connecticut Land Co. to survey the Western Reserve into 5x5 mile townships, then each of these into smaller lots for quick sale. A system of Towns and Ranges were used to designate these 5x5 areas. See fig. 1 for a display of these for the complete Western Reserve.
The five mile columnar segments moving west along the southern border of the "Reserve" were called "Ranges" starting with No. 1 at the Pennsylvania border and the horizontal segment bands from the same point as 'Town No.'s" moving to the north.

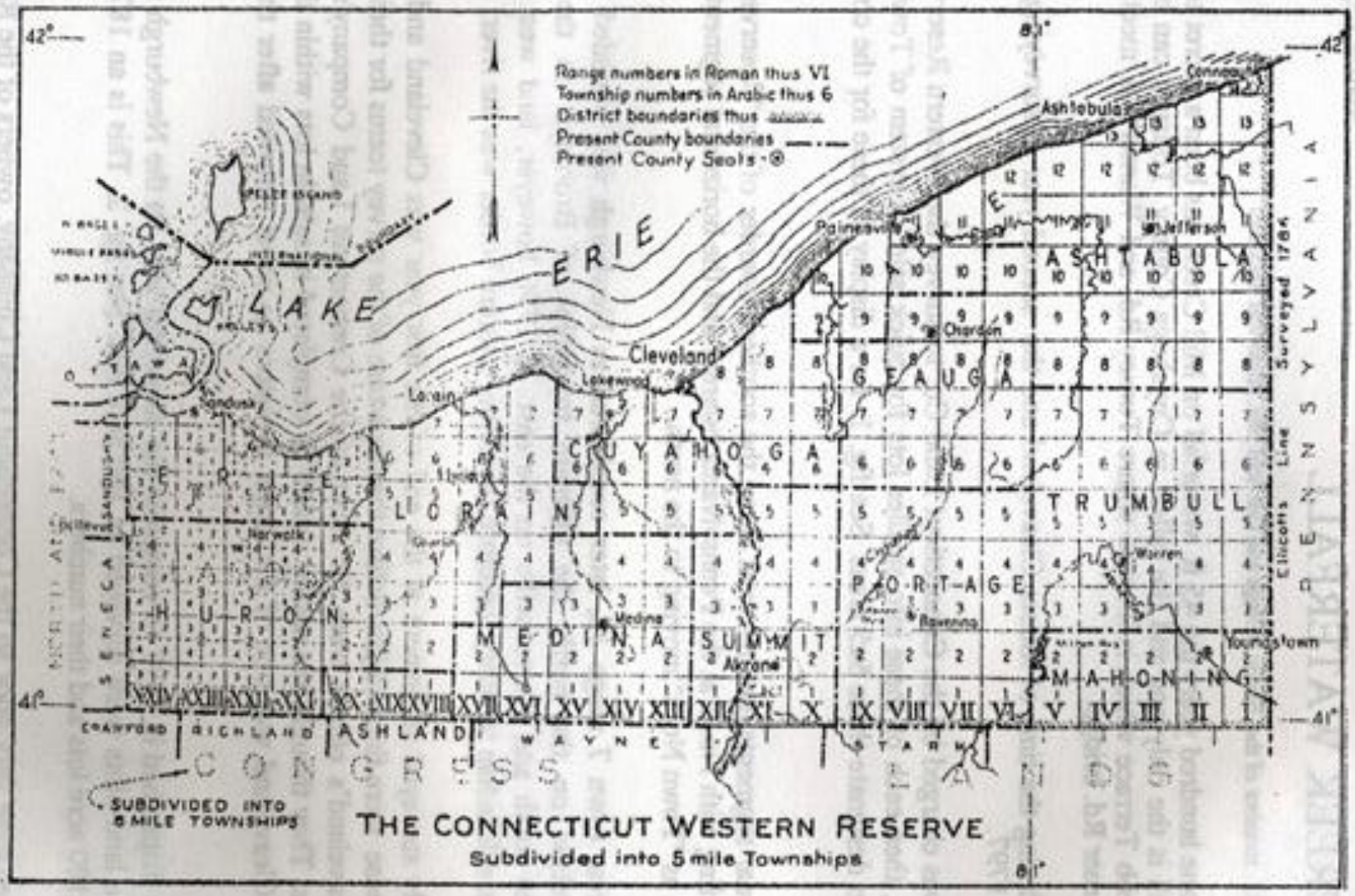
Theoretically the area, town 7 range 12, later considered as Newburgh was bounded by the settlement of Cleveland on the north, the ultimate townships of Brooklyn on the west, Independence on the south and Warrensville on the east. In 1796 however, land west of the Cuyahoga River was still Indian territory; therefore the actual western border was the river.

The most completely surveyed settlement at the end of the first year was Cleveland and its so-called "out lots". These were finished just before the departure of the survey teams for their home in Connecticut. Cleaveland's efforts were far short of the Connecticut Land Company's shareholders' expectations. They thought the survey would be completed in salable lots within the first year. Even though Cleaveland was one of the larger investors he never returned after that first year.

A second team was dispatched in 1797 to complete the surveying task. In the Newburgh area of town 7 range 12 the land plots were surveyed as 100 acre lots. See fig. 2. This is an an1874 map altered to show the 100 acre lots and their numbers.

At the time land sales were very poor so the Connecticut Land Company, owners of the Reserve, decided to give an incentive of land, material, and money to those pioneers who would come west and begin a business, such as, a blacksmith shop, grist mill, or saw mill.

Such established businesses it was believed would induce more pioneers to migrate to the

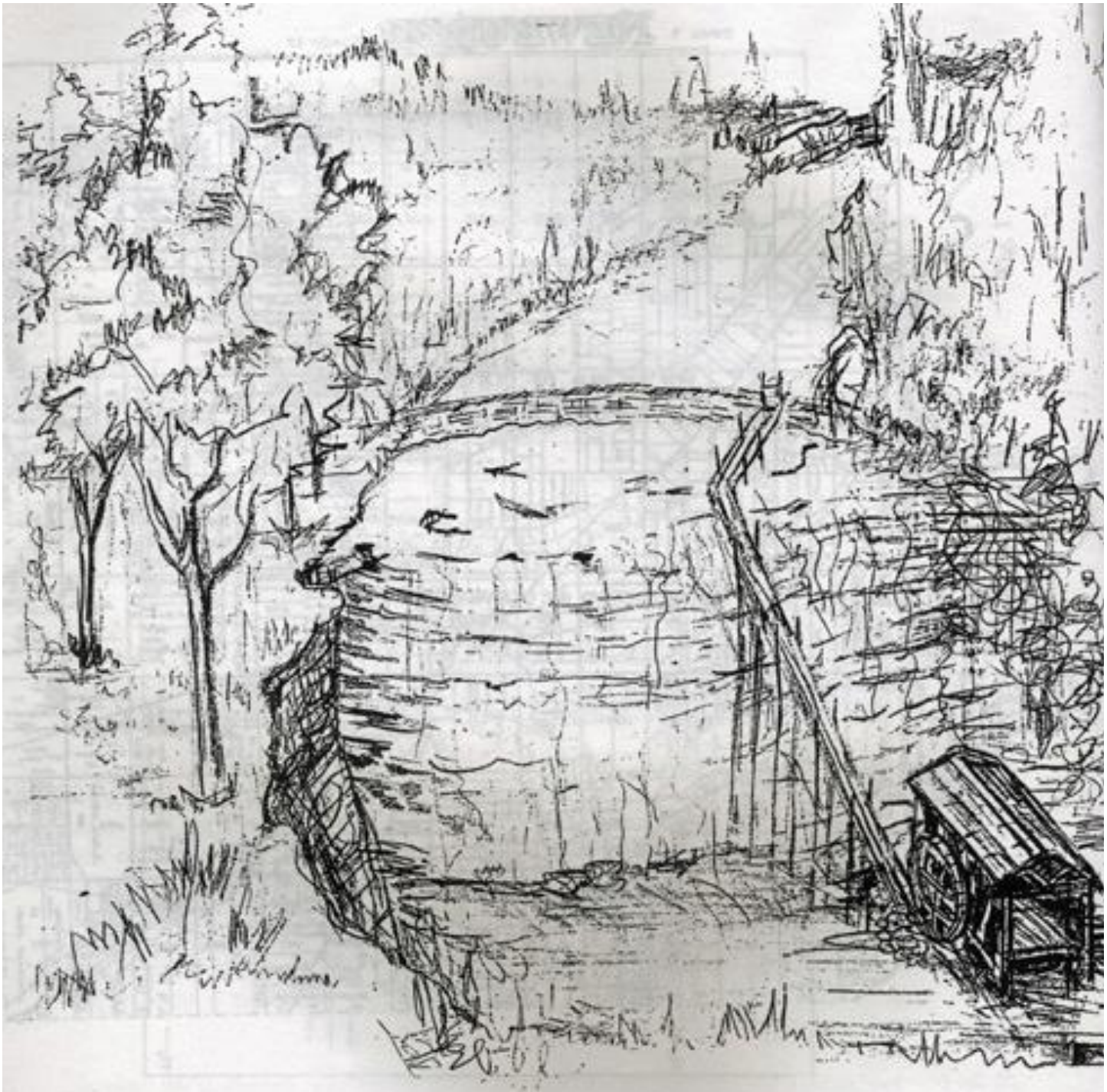


Newburgh ultimately was the township designated town No.7 range 12 of the Western Reserve.

Fig. 1

This is an 1874 map of Newburgh showing the 100 acre lot numbers

Fig. 2



A possible location of the original mill on Mill Creek

Connecticut "Western Reserve".

Charles Whittlesey, the first President of the Western Reserve Historical Society, in his "Early History of Cleveland", 1867, writes on page 372 that in June 1797 there was one cabin in Cleveland. This was the Lorenzo Carter home. In the fall of that year Rudolphus Edwards built a cabin under the hill of the Cleveland bluff, at the west end of Superior street. In "The Records of Early Church Families" in The Utah Genealogical and Historical Magazine No. 28 (1937) page 36-37 it states "with his father and brother Fredrick G. Williams moved to Cleveland, Ohio, in 1797, when there was but one house there." His father was William Wheeler Williams, the first Mill owner in the County, and his brother was William Wheeler Williams Jr. Therefore, their time of arrival in the Cleveland area was midyear 1797. Going to the Western Reserve with their father when Frederick and his younger brother were nine and seven years of age may seem today that they were too young but pioneer children grew up fast and assumed responsibilities at an early age.

I wonder why Wheeler and sons were making a visit? Did they come to check the area and maybe select a location for a home in what was to become old Newburgh prior to establishing a mill agreement with the Connecticut Land Company and bringing their provided mill equipment? Surely, Wheeler would have wanted to know what he was getting into before committing himself. William Wheeler Williams was a stockholder in the Land Company as was his wealthy brother, General Joseph Williams, who had recently taken over the Williams family shipping business in Connecticut. Another factor in bringing the boys is that Wheeler's father-in-law was that same year in the Genessee Valley in New York at what is today Rochester. His name was Zadock Granger. There he and his son , Eli, established a shipping business. Eli built the first ship to sail on Lake Ontario when it was in possession of the United States. By taking the boys with him, Wheeler would have more than likely stopped in the Genessee Valley on the way and given the boys a chance to visit with their grandfather and uncle.

Traveling to and from the "Reserve" was becoming a little better. As an example Sam Huntington Jr. in a letter to Cleaveland in 1801 states that "I was nine days in the journey with two wagons, ten oxen, eight horses, seven cows, and eighteen persons in my retinue" (from N. Y.). A small party of three would have taken much less time, possibly only half the time. In the fall of 1797 Wheeler and the boys probably returned to Connecticut to finalize the contract with the Connecticut Land Company and acquire a support crew.

On April 4, 1798 a board member of the Connecticut Land Company, Daniel L. Coit, at Norwich Connecticut sent a letter to W W. Williams of Suffield in the county of Hartford. It starts off saying that he, Williams, "being a proprietor in the Western Lands of Connecticut Reserve is desirous of going on said lands for the purpose of making settlements" and it goes on to encourage him to settle on certain lands owned by the Erie Company but it also goes on to give Williams the option to take possession of their land or give it up. It further agreed that the field agents will "file" the actual lands Williams shall take.

The papers of Simon Perkins indicate in another part of the letter above that William W. Williams contracted with the Erie Co., a subsidiary of the Connecticut Land Co., on April 4, 1798 as follows:

> "therefore it is agreed by and between the said Williams on one part, and the said agents on the other part that the said Williams shall, ...(portion deliberately omitted).....go to the land with three men the coming season, build a log house and will clear as much land and get into the ground as much wheat as with that number of hands can be done, say from twenty to forty acres and that in the summer following, which will be in the year 1799 he will build a grist mill and a saw mill in the township on which he settles, and use his endeavours to induce others to settle in said town."

Note: The words "a grist mill and a saw mill" appears to mean two structures.
In another source, showing a later contract date however, "The Connecticut Land Company: A study in the beginnings of colonization of the Western Reserve" by Claude L. Shepard from Tract No. 96 Annual Report of the WRHS, page 82, it states that the Hartford, Connecticut contract with William Wheeler Williams of Suffield, April 19, 1799 was for him to build a flour and saw mill to be finished in October 1799 and The Connecticut Land Co. was to furnish the mill irons, the lot, and $150.
Note: "flour and saw mill" indicates one structure.

This again tends to show because of the different date that their was a period of contract finalization.

Another source, the 1916 annual report from the Western Reserve Historical Society with an actual printing of the records of the Connecticut Land Company and Accompanying Papers on pages 82 and 83 show a "contract was entered into by W. W. Williams of Suffield, April 19, 1799 to build a flour and saw mill" ----and ---- "It was probably the first grist - and saw - mill to be put in operation on the Reserve."

William Wheeler Williams the enterprising pioneer accepted the bounty and mill irons, and engaged a Major Wyatt to erect a mill for him on the 100 acre lot #464 in what was to become the township of Newburgh. That lot today is bounded by Harvard Ave. on the north, the line of E. 93rd going south, Force Ave., on the south and the rear of properties on the east side of E. 82rd St. off of Harvard Ave.

One of the first "needs" of the pioneer settler was a log cabin then a frame house for his family and a frame barn for his stock. A better barn meant a need for sawn boards. Thus, first was a need for a saw mill and after planting and harvesting grain, then the need for a grist mill occurred.

Charles Whittlesey in his "Early History of Cleveland" of 1867 mentions that in 1800 Samuel Huntington states, "in the afternoon went to Williams grist and saw mill, which are nearly

completed."

Note: this again appears to relate to one structure. "Mill" is singular. What is the significance of "which are"? Is this that functions of grinding and sawing "are" nearly completed?

The Webster's dictionary definition for a mill is: any of various machines which produce a manufactured product by the continuous repetition of some simple action. This is a description of the mechanisms. The structure in which the machines were located is also generally called a mill.

A letter of Gilman Bryant, Mount Vernon, Ohio in Whittlesey's "Early History of Cleveland" mentions the following 1799 information about the mill:

> "The water was conveyed to the mill in a dugout trough, to an undershot wheel about twelve feet over, with one set of arms, and buckets fifteen inches long, to run inside of a trough, which went down the bank at an angle of forty-five degrees, perhaps , the dam was about four rods above the fall: the mill stones were three and a half feet in diameter, of gray rock."

Sam Huntington Jr.'s letter to Moses Cleaveland in 1802 had many complaints and excerpts from it are:

> "He (W.W. Williams) has put up an uncovered frame about the size of Alderman Hyde's necessary------the access to which from every quarter is about 50 feet nearly perpendicular ----from the top of the bank to the roof of his mill is about 30 ft. and the way to get a grist up or down is by climbing with a bag on the shoulder holding only the roots which project out of the bank ---- the wheel is undershot, and the bolt good for nothing ---- and if it happens to rain or the trough gets soaked with ice, grain, flour, and all gets wet ----"

It is most probable that the mill complex was at first a combination saw and grist mill. History doesn't seem to be to informative about this point.

However, as seen from statements above in the spring season of April 1798 Williams contracted that the "coming season", summer, he would build a log cabin and plant wheat which was probably to be harvested the following summer.

If this contract was to be accomplished "time" was most important. Williams would have had to locate a mill site. The local Indians as well as the surveyors reports most likely helped them in his quest. After his decision to utilize the Mill Creek Falls, a field would have had to be cleared for the planting of wheat. Eighty timber logs of ten inch diameter minimum for a typical 24x17 foot cabin would have had to be chopped and trimmed out of the field, as well as all minor trees, shrubs, brush, and grass, then all stumps pulled, the field plowed, the wheat planted and cabin built. All of this most likely without the help of the Clevelanders who in 1798 were the Carters, Spaffords, Edwards and Clark all sick with fever. A dam would

have had to have been built. About a hundred logs would have been required for the contracted mill. Most likely all preparation for the mill was done in 1798 and construction begun in early 1799.

In a letter of Samuel Mather Jr. to his father (Mather Jr. was on the Board of Directors for the Connecticut Land Company) dated August 11, 1798 reads:
"I left Col. Sheldon at Cleaveland sick with the Fever and Ague, and most of the inhabitants of that place in the same situation -- Mr. Williams who had contracted to build a mill at Cleaveland this season is also taken sick and six of his men, they were to set out for home last Monday, by this misfortune they are not likely to have a Saw or Grist Mill in the North part of the purchase this Season."

The Williams team not only survived but built the Mill and evidence seems to indicate that the saw function came first and grinding came second in one mill complex.

In "History of Cuyahoga County in Three Parts" by Johnson Crisfield 1879, Chapter VIII page 45 it states "before the water-powered mill was constructed Kingsbury, one of the first Newburgh settlers, however built a hand mill which" was of the form which was common in all the new country during the first years of settlement. An oak stump was hollowed out so that it would hold about half a bushel of corn. Above it a heavy wooden pestle was suspended to a "spring-pole", the large end of which was fastened to a neighboring tree. A convenient quantity of corn being poured into the hollow, the pestle was seized with both hands and brought down upon it. The spring- pole drew it up a foot or two above the corn, when it was brought down, and thus the work continued until the corn was reduced to a quantity of very coarse meal. These machines were commonly called "plumping mills," and probably each of the first-settled townships in the county had one or more of these rude but convenient articles.
Kingsbury being a particularly enterprising pioneer, soon constructed something more effective. Getting a couple of large stones in the vicinity, he shaped them into something similar to millstones and fastened the lower firmly in position. To the upper one he affixed a long lever, by which it could be rotated back and forth , and with the simple machinery he and his neighbors were able to grind their own corn finer and more rapidly than with the "plumping-mill."

Again Whittlesey mentions in his "Early History" on page 357 two interesting statements (1) that "In the spring of '99 Wheeler W. Williams, of Norwich, Conn., and Major Wyatt commenced building a mill at the Falls, in Newburgh. and (2) "The season of 1799 was very healthy. With the exception of Messrs. Williams and Wyatt, and two or three young men who came to Newburgh, no settlers arrived this year." To me "in the season" means the summer time and "With the exception of" etc. means the group was sick during their building efforts. While of course the "no settlers arrived" mean that no one came to the Cleveland area during 1799.

In the fall of 1799 the Bryants, David and Gilman, who were in the Cleveland area made the

first pair of mill stones for Williams. When the mill was ready for grinding, invitations were sent out for a grand opening celebration. At that time there were ten families in the Cleveland Newburgh area, and a few single men. Many came from Euclid. The celebration was the opening of the first mill complex on the Western Reserve. White bread of good quality was finally available to all.

In the winter of 1799-1800 Kingsbury was hauling timber to the Williams mill for sawing to build the first frame house in the area but, an early spring thaw caused a flood which carried away the Williams mill dam stopping the mill operation for the next season. Kingsbury, determined to finish his house, then built a mill of his own on the run on his property to complete his job. His house frame was left empty for one year during his construction. The stream today is known as Kingsbury Run in the Cleveland area.

In the "Descendants of John Williams", a genealogical text, by Cornelia and Anna Williams it is stated that W. W. Williams "brought his wife and five little children with him, the eldest only twelve years of age, the youngest but two". Mary the youngest was two on November 8, 1799 and Frederick was twelve on October 28, 1799. This means that the complete family came to Newburgh after November of 1799. More than likely it was in the spring because winter travel was very poor then as it is now.

One might ask, "What did the Mill on Mill Creek look like?"

Listing descriptive information about the appearance of the mill from above we get the following:

1.) The structure was both a flour and saw mill.

2.) Mill irons were supplied --these are the few metal items used in early mills. The gudgeons, bands for shafts, spindles, wheel balance rynd, wheel driver, pillows, and similar items.

3.) The structure was uncovered (no siding). The belief is that it had no board sidings and was an open log frame.

4.) It was at the base of the falls.

5.) It had a roof.

6.) It was about 30 ft from the roof to the top of the stream bank.

7.) The "bolt" (fine mesh cloth used for separating flour from bran or skin of the wheat) which served as a sieve was very bad.

8.) It had a dugout water trough.

9.) The wheel was under-shot (the water flow was directed to and at the bottom of the wheel).

10.) The water wheel was 12 ft. in diameter.

11.) The wheel end was supported by two arms.

12.) The wheel was 15 inches wide.

13.) The trough went down the bank at 45 degrees.

14.) There was a mill dam about 4 rods (66 ft) back from the edge of the falls.

15.) The mill stones were 3.5 ft in diameter.

You might also ask, "What kind of dam was built?"

Normally the stream bed was a determining factor. If it was a rocky bottom a stone dam was built and would extend into the bank on each side. Mill Creek bed is sandstone and therefore more than likely a stone dam was originally used.

Generally the mill race (a channel through which water flows from the mill dam to the mill) was constructed to provide an access to water to insure that water would be supplied to the mill in wet or dry seasons. The flow was controlled by a sluice gate at the mill and at the dam. Each gate was protected by a mesh or grille which prevented driftwood from obstructing the flow or damaging the gates. The mill race at the precipice of the falls dropped down at a 45 degree angle to the bottom of the water wheel.

A short look back at the geology of the area shows some interesting facts. In the "Geological Survey of Ohio" of 1873 it states the falls of the stream at Newburgh as one of the places were the Cleveland shale at the locality "scarcely a fragment of it can be found which does not contain scales of fishes". It also indicates the location of the falls at the time of the report were about opposite 2770 on Broadway Ave. in Cleveland of the A. B. C. division of the Northern Ohio Traction and Light Company. The 1887 maps in this article show 2770 on Broadway as the South Cleveland Paint Works.

A short report given at the time of the conditions of the falls show the following:

A Section at Newburgh Falls

3 -- Euclid lintel of Bedford formation. Top of sandstone as shown on the bank of the creek, which is much shattered. Just at the top of the falls some large calcareous concretions occur. The upper portion of the falls is composed of massive, grayish sandstone alternating

with shales. This zone belongs in the lower part of the Bedford formation and is the "blue stone" of the Cleveland market. ----------19-1/2 feet

2 -- Argillaceouse Blue-gray shale which is rather gritty, with a thickness of 5 feet 5 inches.

Base of the Bedford formation ----------5-1/2 feet

1 -- Cleveland shale. massive, black bituminous shale which in the fall occurs in thick layers; but weathers into thin, even laminae. This black shale continues to the foot of the falls which is the lowest rock seen at this locality.
Creek level ----------24 feet

The total drop from top of the bank to the creek level from above was 49 feet.

With the evidence thus far accumulated I will attempt to logically reconstruct what the original mill might have looked like.

We know the mill was at the base of the falls. We also know the dam was 66 ft. back from the edge of the falls. The dam as I mention earlier was most likely a stone wall construction. Its function was to provide a mill pond to supply a relatively constant flow of water throughout the changing seasons of heavy and light rainfalls.

Because the mill was the first in the Connecticut Reserve and was to have been quickly built for the benefit of the early pioneers it is my belief that unsophisticated simple and straight forward methods were used during its construction.

A flume would have been built to convey water from the mill pond dam to the undershot mill on the lower level. It was a series of connected dugout logs for the first 66 ft. then a drop at a 45 degree angle to the bottom of the falls then a portion somewhat flattened to the bottom of the waterwheel. The support members of the flume would have been a log frame doweled and lashed together for quick construction. There would have at least been a sluice gate at the dam wall. See Fig. 3 for sketch ideas. The flume log end at the dam might have been wedged into the wall.

The waterwheel had a 12 ft. outside diameter and a width of 15 inches. It was probably a paddle type wheel. The paddles could have easily been fabricated with the aid of a hand saw and pinned in place using short square cross sectioned support boards to fasten them to the major part of the waterwheel. See Fig. 4. The crisscross major radial members would have been hewn logs having notches interlocking with each other. The circumferential wheel segments would have been fashioned from rived clapboard pieces sawn to shape and doweled in place.

The mill house and foundation again would have been made of materials of convenience.

The foundation may have been one of stone or possibly log post and brace construction. The area within a quarter mile of the falls has been quarried for many years. There was a thriving Caine Quarry business in the 1890's which supplied building stones, flagging, door sills, steps, window, caps, curbs and the like for the surrounding neighborhoods.

The mill house also was of log construction. The first hewn house in the Cleveland Newburgh area was built in 1804. Therefore prior to that log cabin construction was in vogue, Cleveland being know as the "Forest City".

The roof was most likely cabin construction. See Figs. 5 and 6. The floors of the day were puncheon, i. e. logs split in half with the flat side up positioned side-by-side forming a flat floor surface. The overall size of the house was roughly 17x24 feet, a typical large cabin size. See fig. 12.

The two mill floor mechanisms were the sash saw and the Grinding wheel housing and bolt.

The sash saw was so named because it was exactly like a typical sash window. The rectangular sash frame rode up and down in two vertical guides. I believe these were logs, which were grooved to accept the sash. When a customer dragged timber to the mill it was fed through the saw blade on a series of rollers. The saw blade was a two-man pit saw of the day with the metal handles blacksmith altered to fit the sash at the top and bottom.The saw blade itself could be replaced. It was pinned in place to each end connectors. See Fig. 7. The lower end was joined to the sash by a metal bar with an eye formed below the sash bottom. Connected to this eye was a crank arm, which ultimately was powered by the main waterwheel drive shaft.
The grinding wheel housing and bolt complex were of a typical design. The bolting reel was a cylindrical frame covered with cloth which acted as a sieve separating the flour from the bran. I believe the upright members which supported the bedstone platform were logs. The upper end of these logs were squared off and the grinding wheel cover platform was held in place by wedges. Grain was fed to the stone eye through a typical hopper. The bolt shaft end beneath the grinding wheel had a wooden spoked gear. See sketches on Figs. 8 and 9. The drive shaft for the grinding stone also had a spoked drive gear which meshed and drove the bolt. At the bottom of the grind stone shaft was a wooden trundle gear which was driven from the largest wooden disc gear with dowels projecting from its face meshing with the above trundle gear. This master gear was mounted to the main waterwheel drive shaft. See Figs 10 and 11. Large pillow blocks were used as bearing for the main shaft. These were fastened to the stone foundation and fixed the entire mill complex.
Â I have included a see-through type drawing which shows a composite of all the above mentioned regarding the mill only. See Fig. 12. It may help you visualize the look of the mill complex. All of the above description is speculative but most research helps to support the concept.

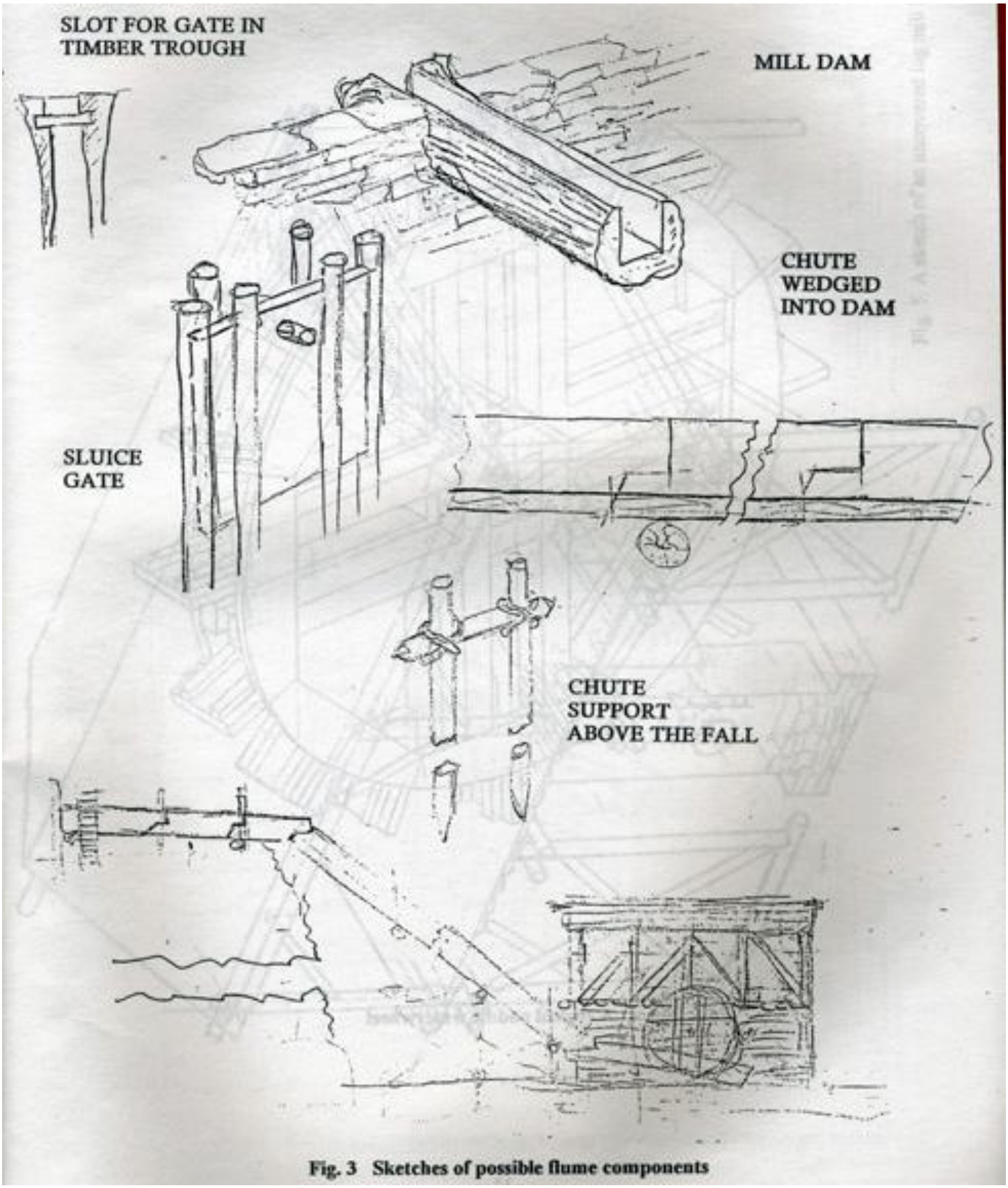


Fig. 3 Sketches of possible flume components

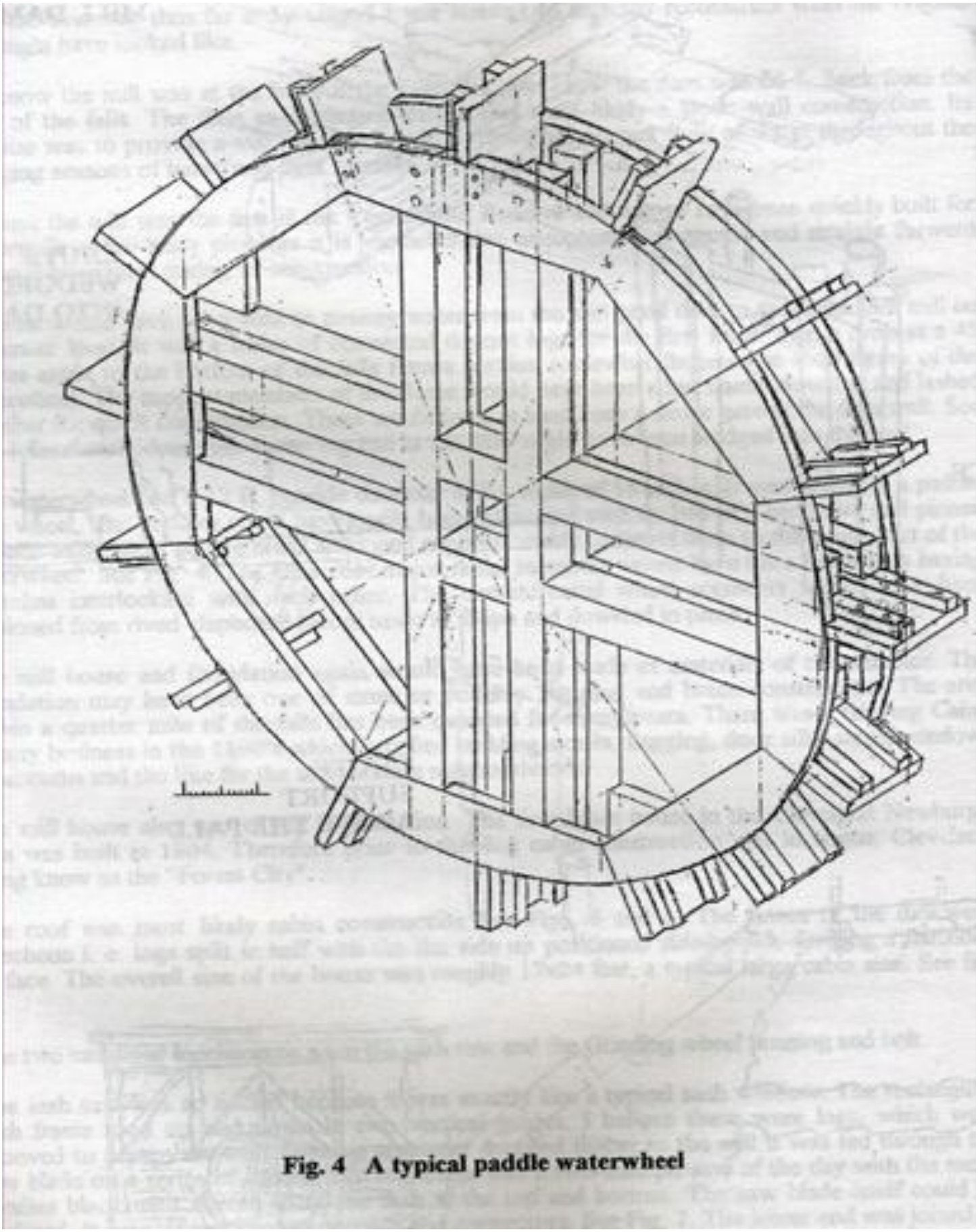


Fig. 4 A typical paddle waterwheel

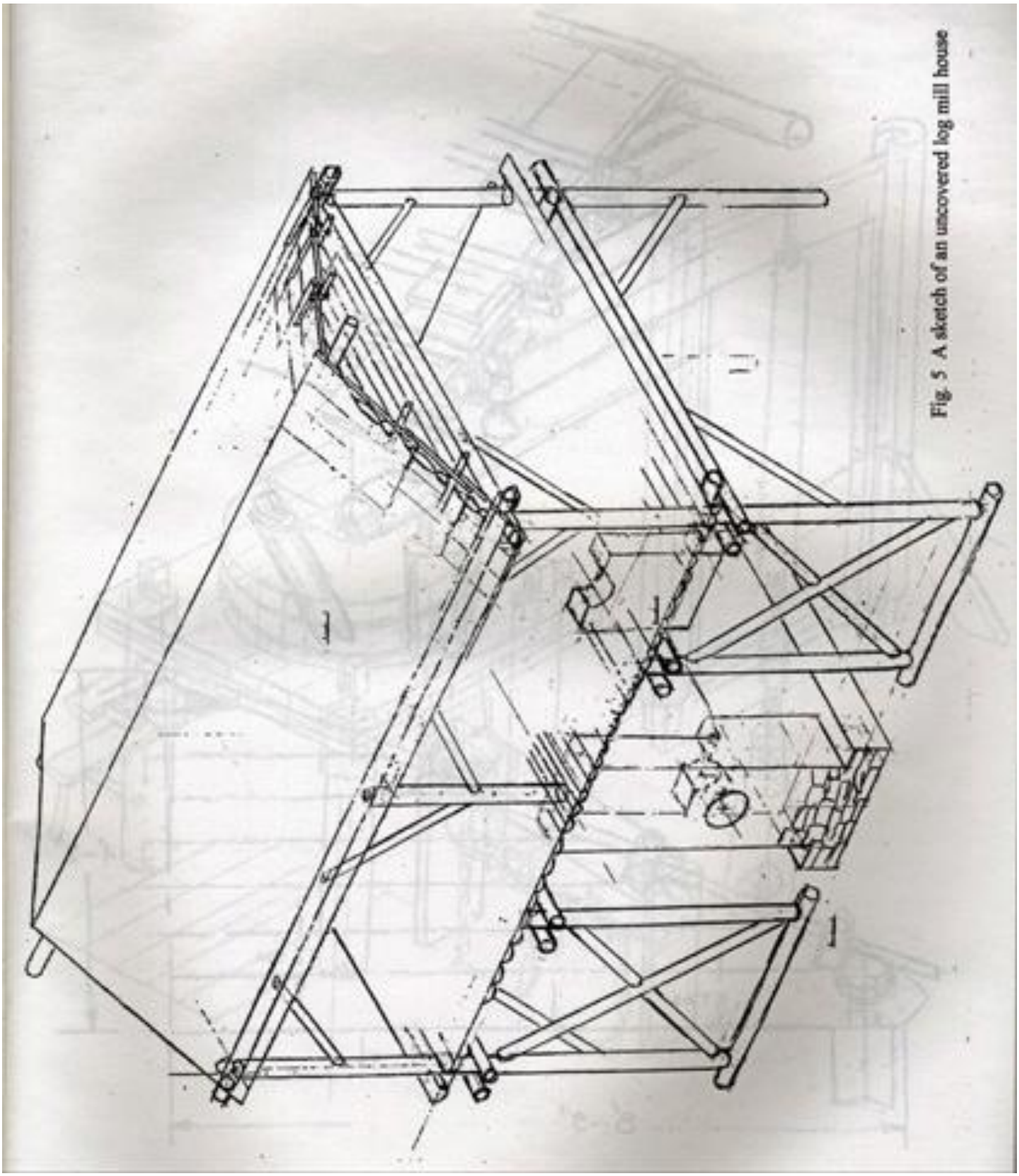


Fig. 5 A sketch of an uncovered log mill house

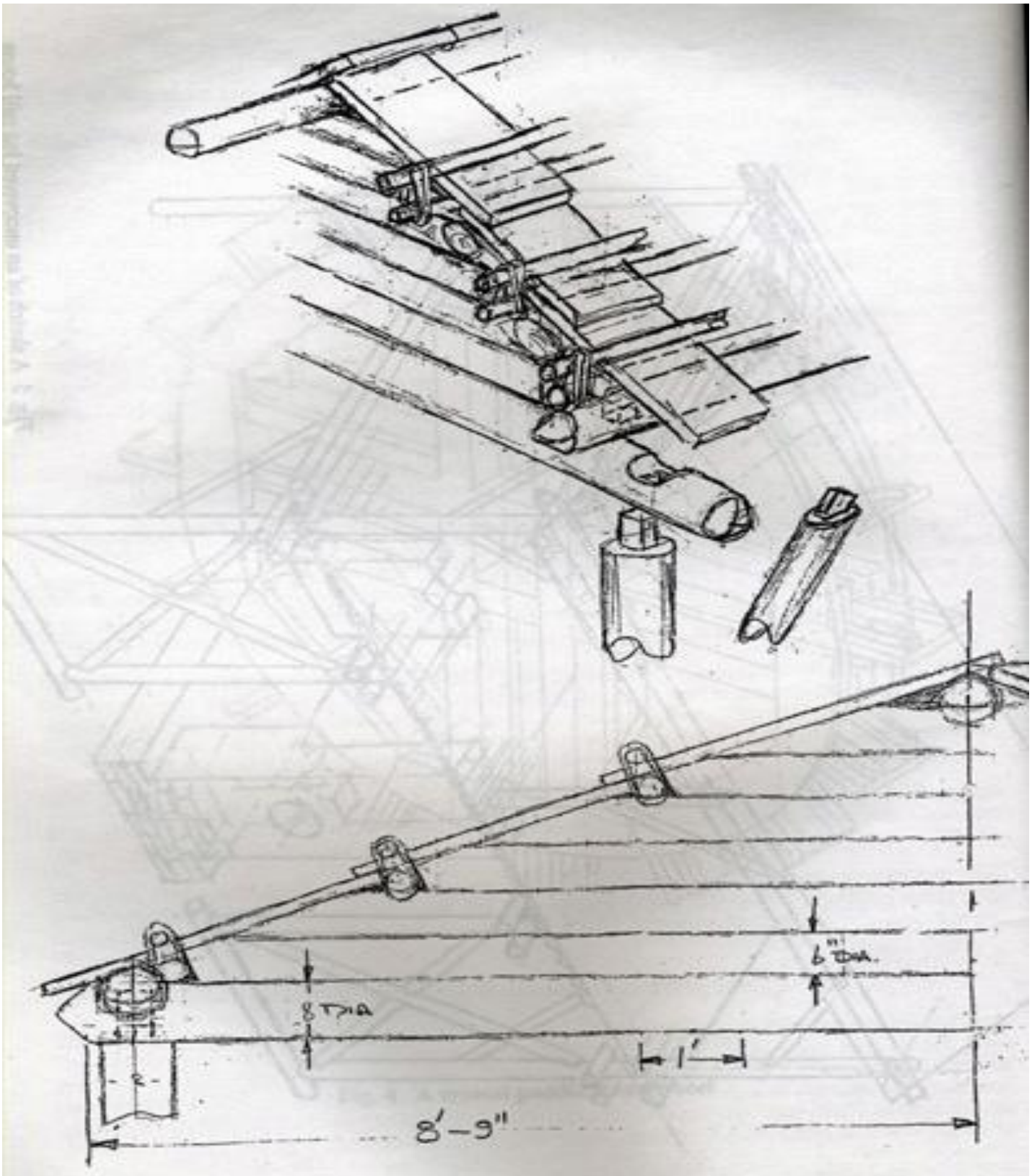


Fig. 6 Log gable construction

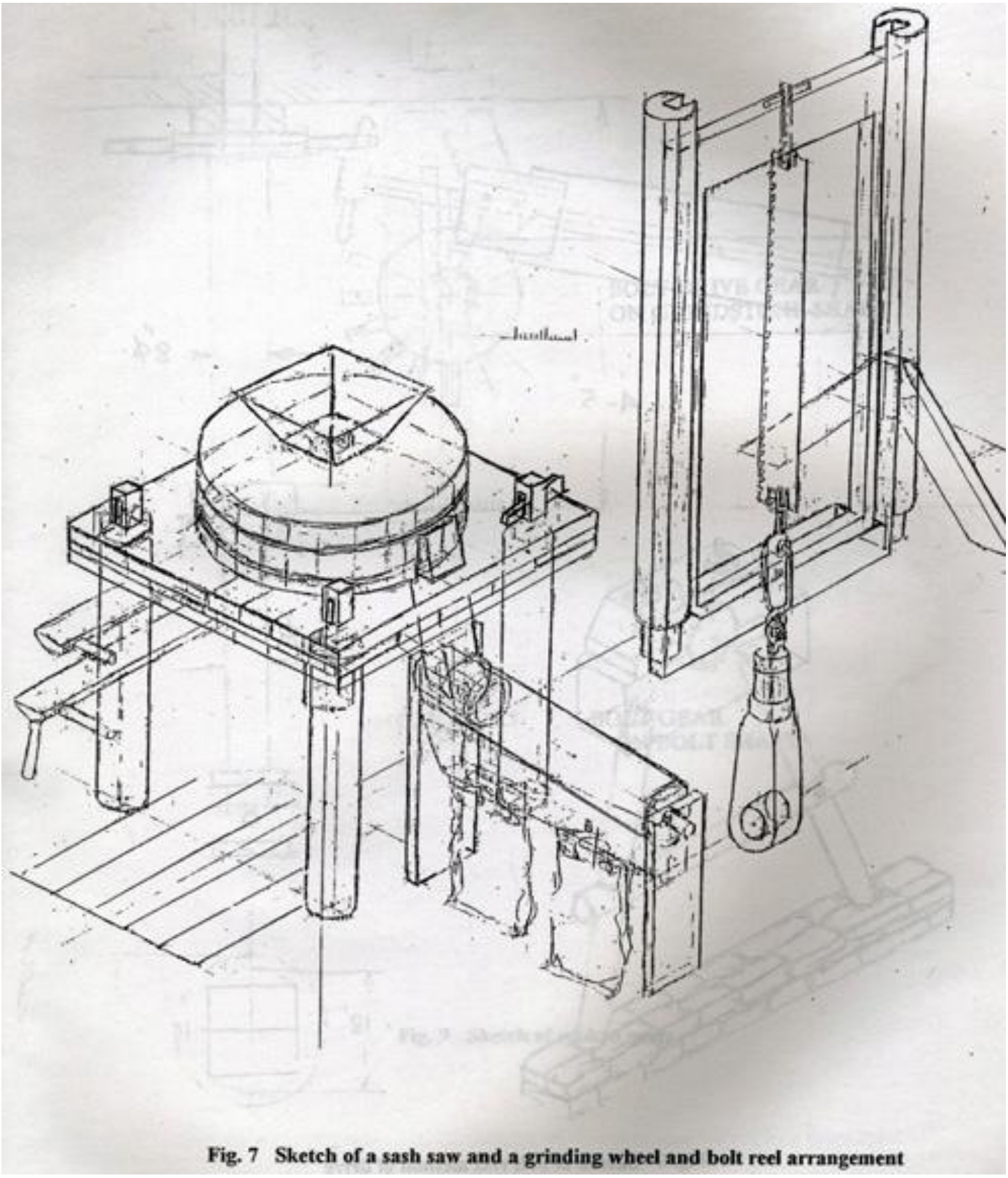


Fig. 7 Sketch of a sash saw and a grinding wheel and bolt reel arrangement

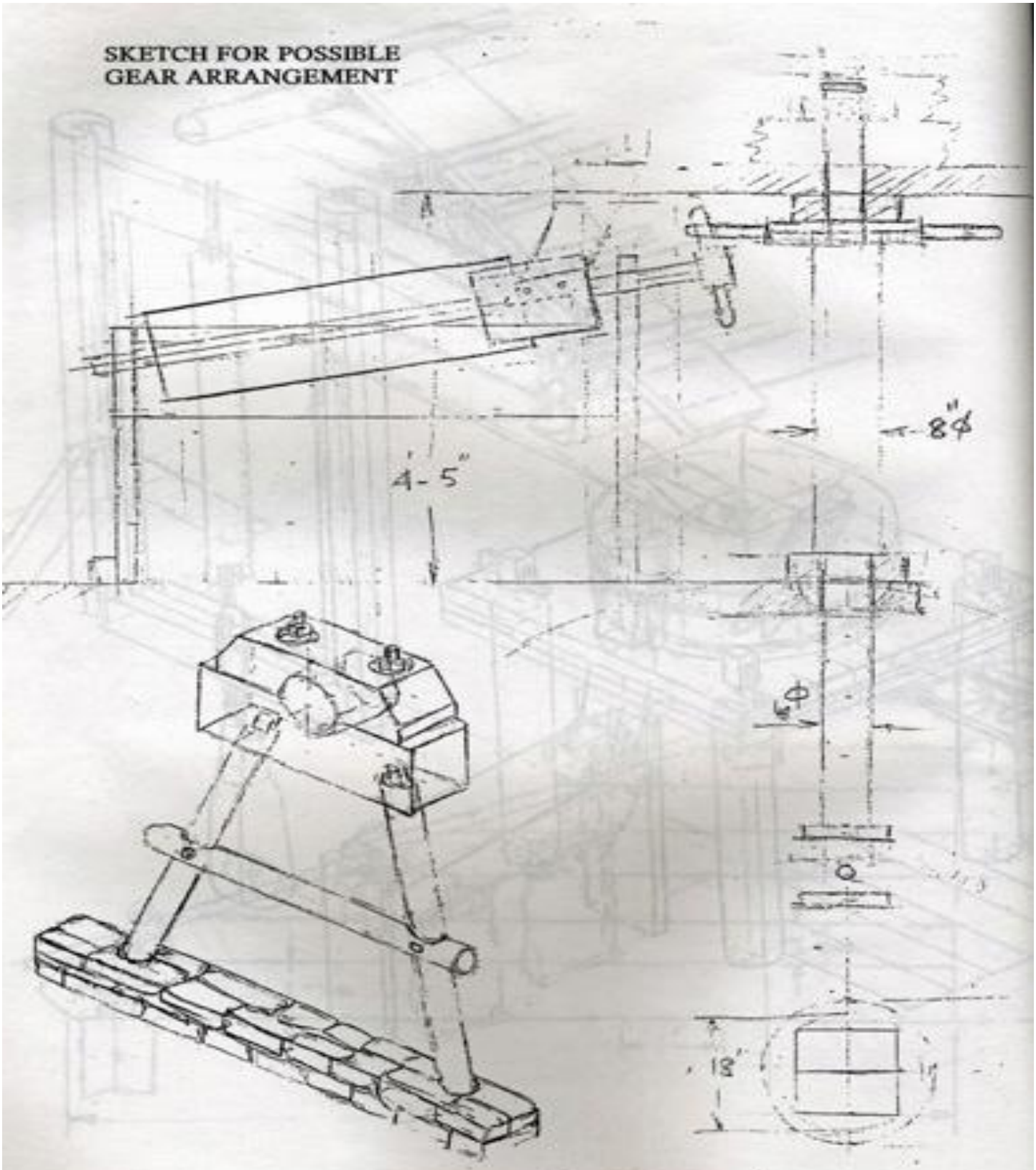


Fig. 8 Sketch of bolt reel method of drive and outboard main shaft support

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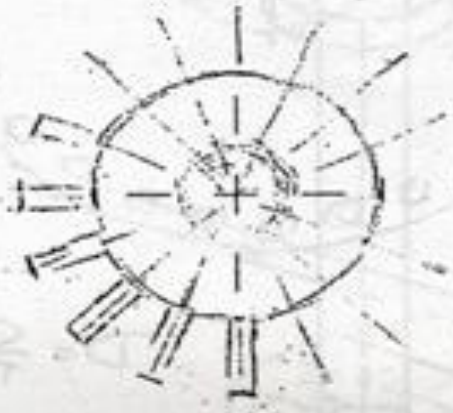
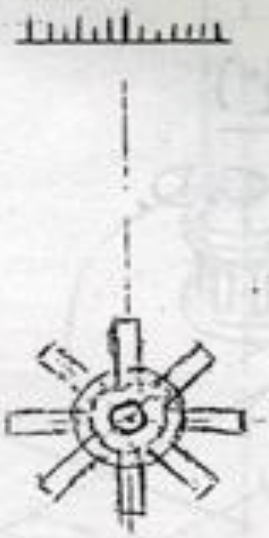
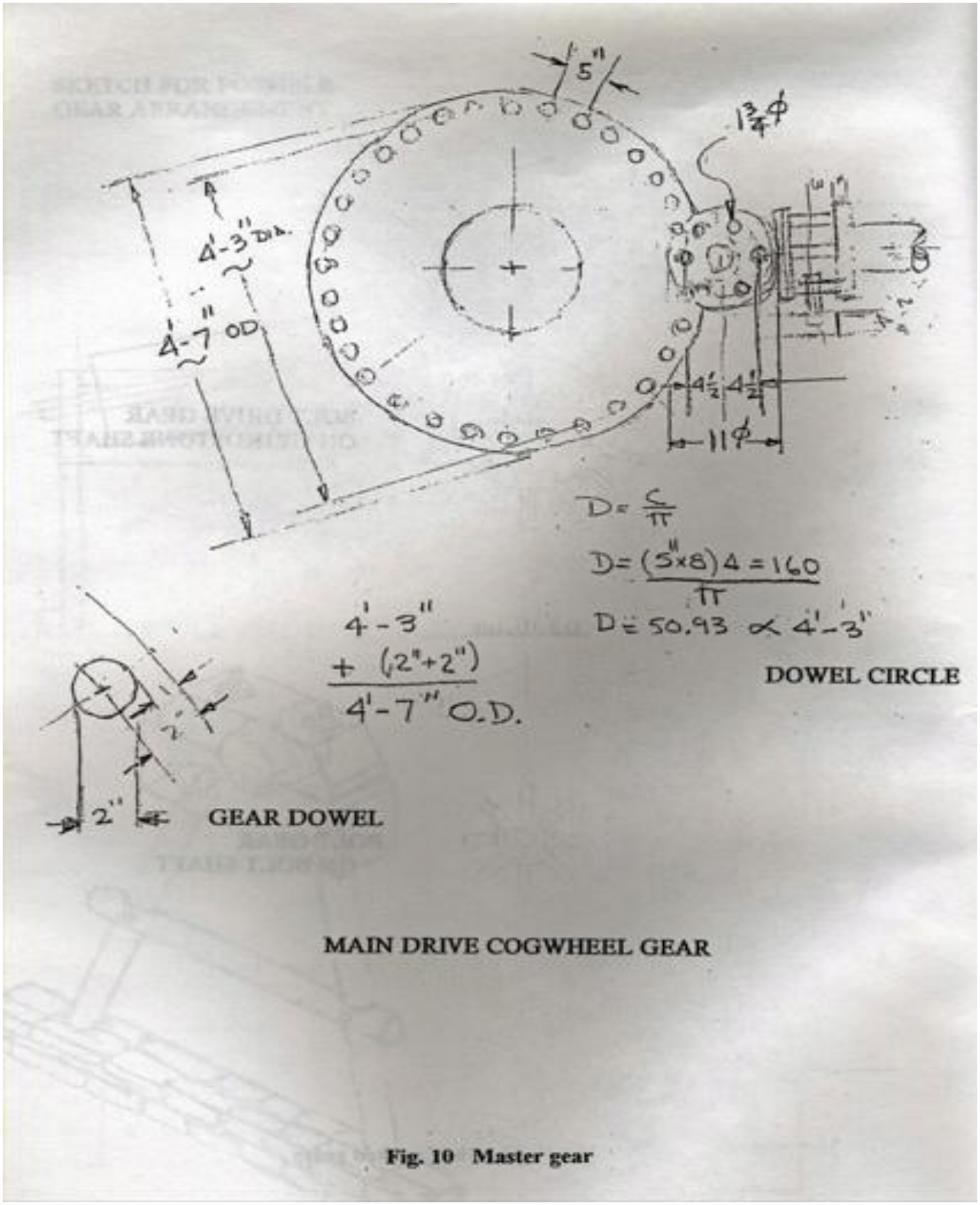


BOLT DRIVE GEAR
ON GRINDSTONE SHAFT



BOLT GEAR
ON BOLT SHAFT

Fig. 9 Sketch of spoked gears



MAIN DRIVE COGWHEEL GEAR

Fig. 10 Master gear

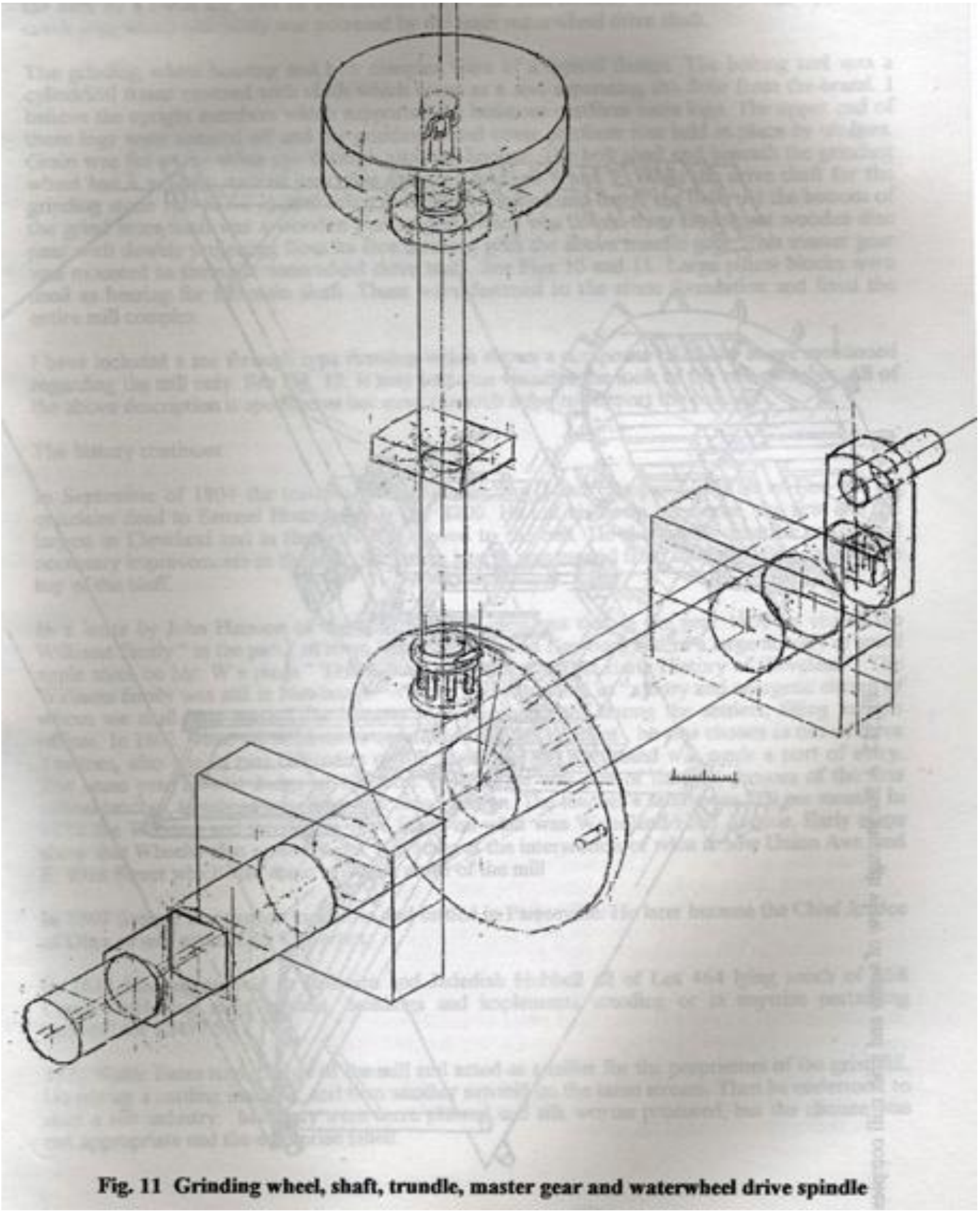


Fig. 11 Grinding wheel, shaft, trundle, master gear and waterwheel drive spindle

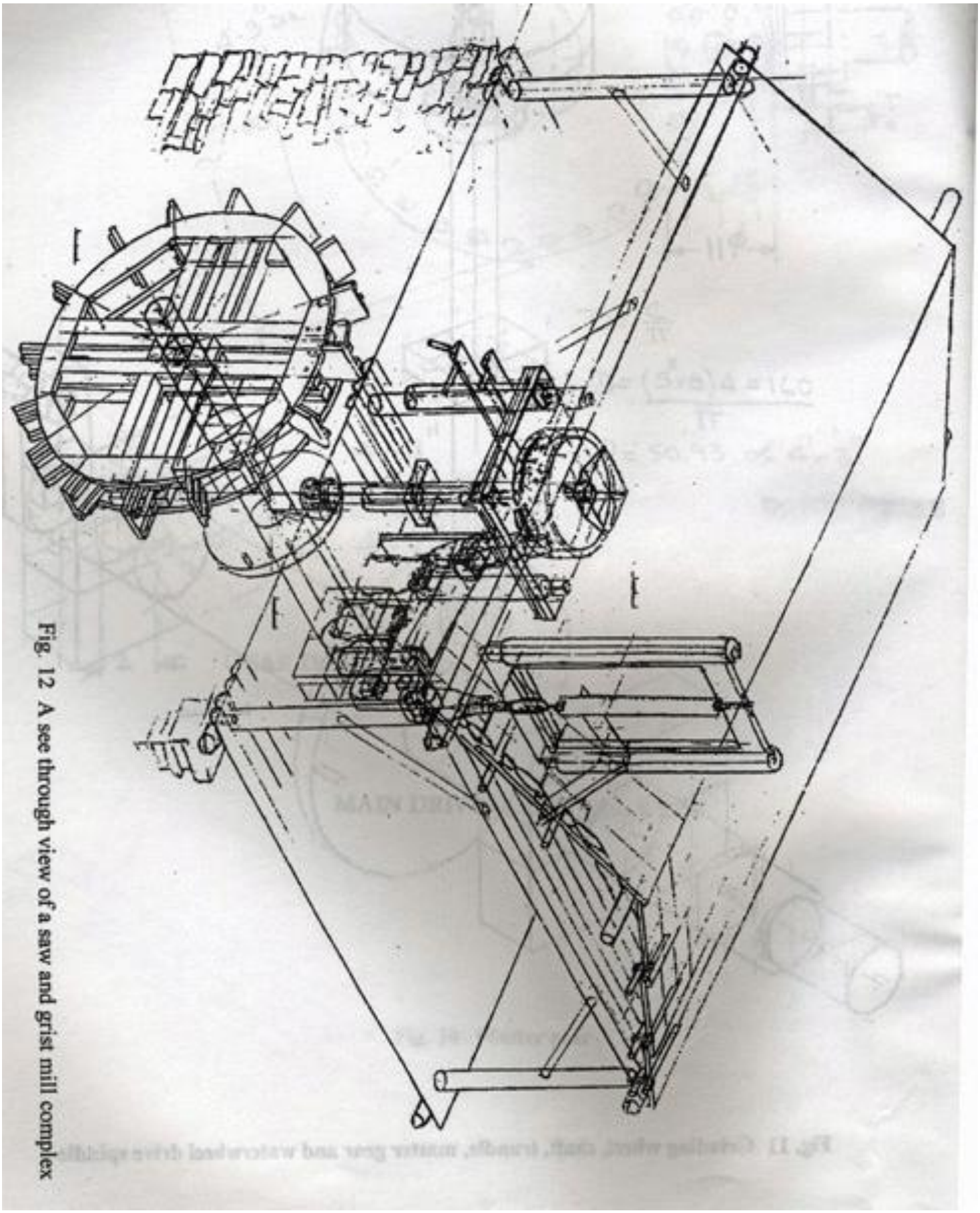


Fig. 12 A see through view of a saw and grist mill complex

The history continues

In September of 1804 the trustees of the Connecticut Land Company sold all of Lot 464 by quit claim deed to Samuel Huntington Jr. for $200. He left his hewn log house, the first and the largest in Cleveland and in the next year moved to the mill. He then made what he considered necessary improvements to the mill. Sometime later it was moved from the foot of the falls to the top of the bluff.

In a letter by John Harmon of Ravenna Ohio he mentions that in the year 1806 he visited the Williams family "in the part (of town 7 range 12) called Newburg and of a large nursery of small apple trees on Mr. W's place". This is from Whittlesey's "the Early History of Cleveland". The Williams family was still in Newburgh. Wheeler was described as "a busy and energetic citizen of whom we shall hear much." He became a prominent figure among the settlers, filling. various offices. In 1802, when the inhabitants organized their government , he was chosen as one of three Trustees, also one of two Overseers of the Poor. In 1805 Cleveland was made a port of entry. The same year he was Judge of Election. In 1806 he was one of the first patrons of the first school teacher, to whose school he sent four children. The teacher's salary was $10 per month. In 1812 the Williams and three sons were living on what was Woodland Hills Avenue. Early maps show that Wheeler also owned about 100 acres at the intersection of what is now Union Ave. and E. 93rd Street which was about one mile north of the mill.

In 1807 Samuel Huntington moved to and settled in Painesville. He later became the Chief Justice of Ohio as well as its third Governor.

In 1811 Huntington sold to Ephraim and Jedediah Hubbell all of Lot 464 lying south of Mill Creek "including mills, vessels, buildings and implements standing or in anywise pertaining thereof" for $2437.50.

1812 Noble Bates took charge of the mill and acted as a miller for the proprietors of the gristmill. He put up a carding machine, and then another sawmill on the same stream. Then he undertook to start a silk industry. Mulberry trees were planted and silk worms procured, but the climate was not appropriate and the enterprise failed.

In 1818 Jedediah Hubbell sold by quitclaim all of his right and title to Ephraim Hubbell for $1218.50.

In 1824 the grist mill, saw mill, and carding machine were for sale by Ephraim Hubbell.

In 1826 Emphraim conveyed to his sons Jason and Benoni for a consideration of $6000 all of the mill lot and its appurtenances excepting for himself the privileges of water and stone on the land.

In 1828 Benoni for a consideration of $3000 quitclaimed his undivided one half in the property to his brother Jason.

In 1829 Jason for a consideration of $6000 sold back to his father Ephraim. In 1835 Ephraim sold the property back to Jason for $3000.

The Hubbell family became involved in a law suit with the result that the property went to a firm named Webb & Averil.

In 1841 Webb & Averil sold to Listenard Stewart.

In 1858 maps show the mill name as J. G. Moses but he may have been the miller and not the owner because in 1869 the Trustees of the Listenard Stewart estate sold to Alva B. Ruggles for $2200 the property then known as "Webb Mill and Mill Lot" containing only one half acres out of the original mill property as purchased by Hubbell of approximately Thirty acres.
In 1872 Alva Ruggles sold property known as "Webb Mill and Mill Lot" to the Cleveland Rolling Mill Company.

In 1874 Henry Chisholm, vice president of the Rolling Mill sold to Thomas Wilson the Webb Mill and Mill Lot property for $5000, excepting and reserving the pump and water pipe connections to the boiler now in said mill and sufficient room in said mill for an additional boiler and pump and other minor restrictions.

In 1890 Thomas Wilson sold the mill and mill property plus an additional piece of land immediately south thereof which they had purchased for a private road to Thomas R. Wilson for $8000.

In 1901 Thomas R. Wilson sold to Daniel R Taylor for $8000.

Sometime prior to 1902 Cleveland's Council was petitioned by the Pennsylvania (Cleveland and Pittsburgh Div.) Railroad to permit the laying of a second track through the main street, Broadway. The residence of the Newburgh area having enough of train smoke and dirt, rose up and killed the move. The railroad then planned to route its track bed straight through the rear of the stables of the old Cataract House, a very famous resort hotel which overlooked the original falls.

June 9, 1902 the City of Cleveland passed an ordinance which required the preparation of plans for the abolishment of grade crossings. Section 1 stated "be it ordained by the Council of the City of Cleveland, that the railroad companies hereinafter designated be required within six months after passage of this ordinance, in cooperation with the Engineer of the City of Cleveland, to prepare and submit to this Council plans and specifications for the abolishment of grade crossings on their respective roads as follows:

> "Pennsylvania Railroad Company, operating the Cleveland & Pittsburgh Railroad, all grade crossings beginning with and including Alabama street (E. 26th street) and thence southerly to the city limits."

It goes on to mention eight other railway companies and their grade crossings.
In 1904 Taylor sold the Mill property to the Cleveland and Pittsburgh Railroad Company.

Many people are amazed to find out that the original Mill Creek waterfall was moved about 300 feet south to its present location. This was a fascinating accomplishment.
Looking back in time the area around the original waterfall was very different in appearance. In the late 1890's the existing railroad track south of Harvard Ave. located on the northeast side of Broadway Ave. crossed over Broadway as a grade crossing in site of the waterfall near Mechanic Street (Miles Park Ave. today) and then ran down hill southwest of Broadway toward Bedford.

The rail line at Harvard was a grade crossing on flat land and ran North to the Cleveland Rolling Mills. The Harvard and Broadway Avenue intersection in all directions was also flat. There was a Cleveland Trust Bank on the Northwest, the Reid building on the southwest, the Woodhouse building on the northeast and a railroad building on the southeast corner. Today there are no structures on the east side corners.

Warner Road ran across the Mill Creek and was also flatland. Woodland Hills (E. 93rd Street today) ran South down a hill across the then existing Cleveland and Pittsburgh RR as a grade crossing. The area between Warner road and E 93rd was the location of the Caine Quarry Stone Cutting Company. It was the major supplier of the stone sidewalk slabs throughout the surrounding neighborhoods.

A street named Hughes existed on the north bank of Mill Creek on the bluff west of Broadway and entered Broadway just North of the Cataract House. Another street named Mull just north of Hughes also existed.

It wasn't until June 5, 1905 much longer than the required 6 months that the Cleveland & Pittsburgh Railroad submitted a plan to Council which was finally approved by the Engineer of the City of Cleveland which consisted of the crossings of their railroad at Harvard street, Broadway Avenue, Mull street , Hughes street, Warner road, Broadway opposite Woodland Hills avenue, a proposed subway at Seager street (called Booth today) and the vacation of part of Brunner street and an unnamed alley.

The actual plan was for a four track line to run behind the Cataract House and through the railroad property between Wales Ave. and Broadway and included, a bridge at Booth, at Harvard, and at Broadway. At Warner Rd. the bridge was to be raised and the railroad bed lowered. The long concrete abutments extended as far as E. 93rd Street ending its access. The four track rail bed behind the Cataract House and the Mill Creek gorge was to be landfill obliterating the original fall location and the horseshoe curve of the original Creek

and was to relocate and create a new fall location. The major "fill" dirt for the gorge was


BROADWAY
HUGHES
464
27
MILES PARK
MILES
WOODLAND
WOODLAND HILLS AVE
COVING
LUCY
GAY
PRA
ADAMS
ST.
ROAD
TURNEY
1892
24

Fig. 13

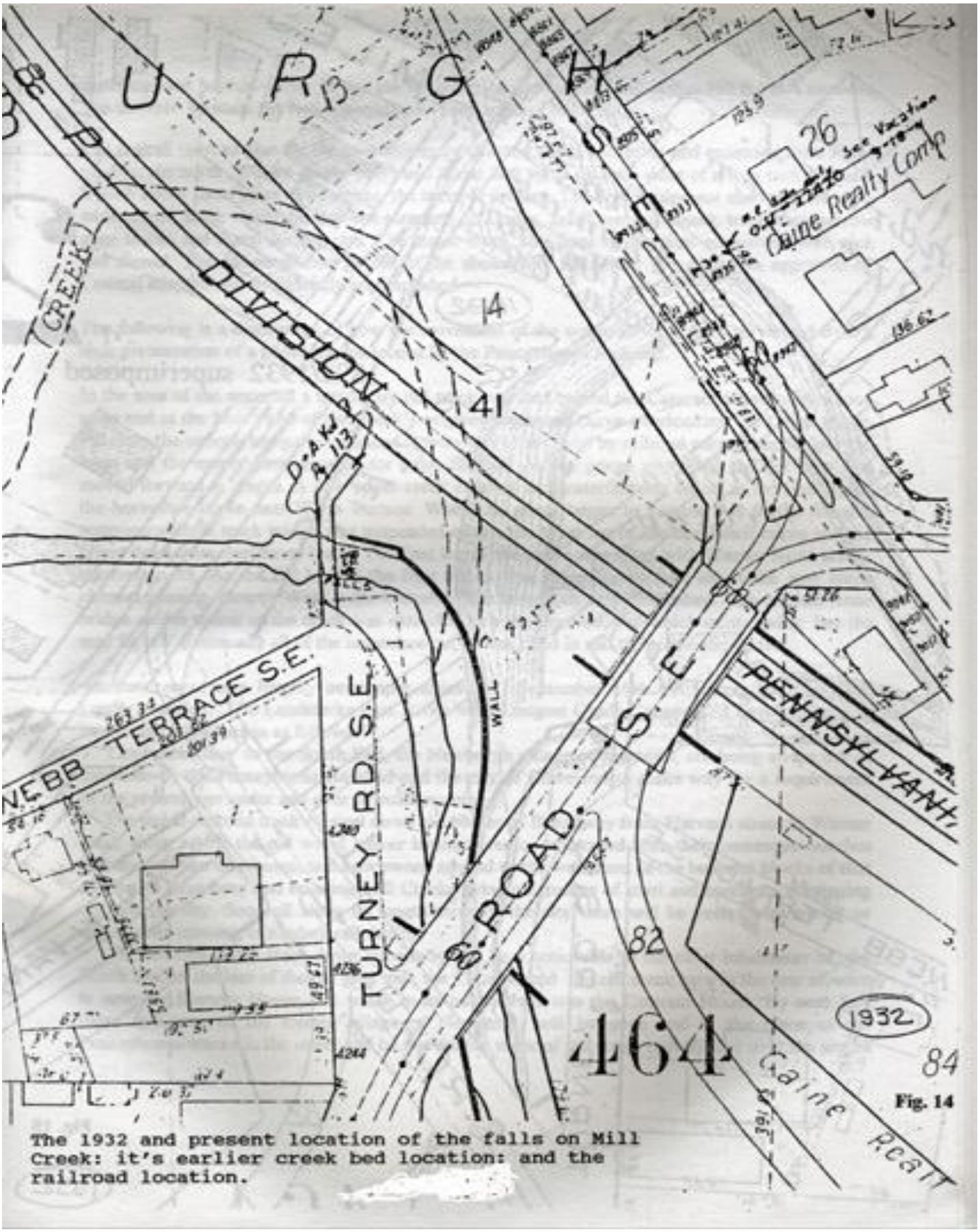


Fig. 14

The 1932 and present location of the falls on Mill Creek: it's earlier creek bed location: and the railroad location.

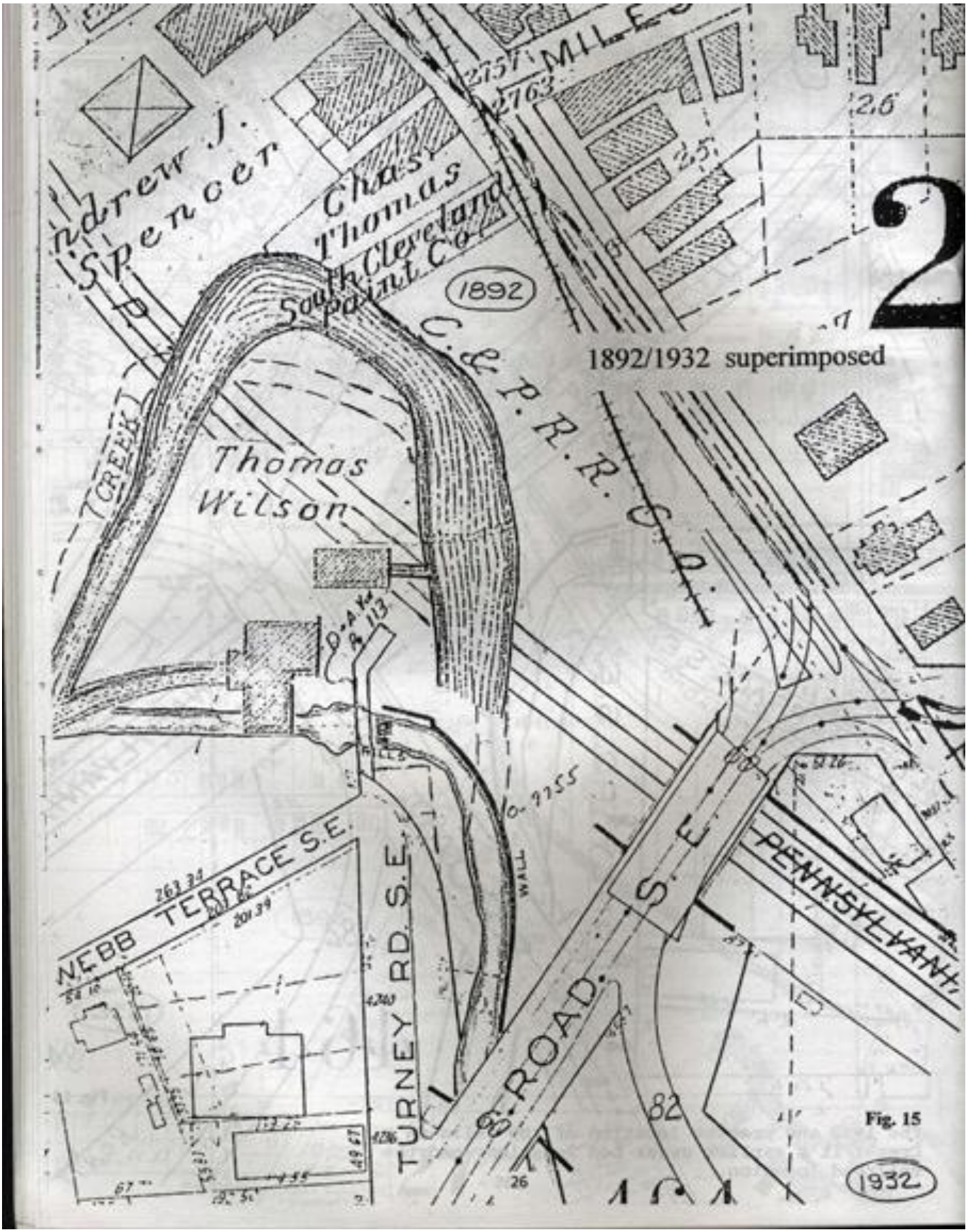

Andrew J. Spencer
Chas. Thomas South Cleveland Paint Co.
1892
C. & P. R.R. Co.
1892/1932 superimposed
Thomas Wilson
CREEK
TURNEY RD. S.E.
WEBB TERRACE S.E.
S. ROAD
S.E.
PENNSYLVANIA
1932

Fig. 15

acquired from the excavation required at all of the Bridge sites . Look at fig. 13 a map of the waterfall in 1892. Then check fig. 14 which shows the fall in 1932. Now check fig. 15 which shows the two maps.

The overall railroad plan for the area ultimately affected about 100 acres and extended from Jones road on the north , E 93rd on the south and about 200 yards on both sides of a four track railroad. It took about three years to complete the massive project. The only equipment used was wagons, mule teams, horse teams, bucket-like scrapers, jib cranes, small cement mixers, temporary narrow gage tracks and dump bucket cars. The major work was done by physical manpower with pick and shovel. The estimated cost for all of the above was $825,000. The plan was approved by Council adapted and successfully accomplished.

The following is a description of how the movement of the waterfall took place as viewed from a slide presentation of a photographic record by the Pennsylvania Railroad.

In the area of the waterfall a temporary rail track was laid behind the Cataract House with a loop at its end at the North end of the Creek's original horseshoe curve overlooking the Creek gorge.

Fill from the various bridge excavations was moved to the loop by railroad cars dumped over the edge and the empty cars returned for more fill dirt. As the gorge was filled the rail loop was moved forward in stages. A new upper creek channel and waterfall was begun at the East leg of the horseshoe curve near Webb Terrace. When the gorge began to narrow due to the filling a temporary single track bridge was suspended across the West leg of the horseshoe curve and the filling done from this flimsy track. The East leg of the curve was filled with Warner Road bridge excavation fill. As the rail bed of the four tracks was beginning to take shape the new creek channel running directly West at the bottom of the horseshoe was established. The original stone bridge access tunnel of the creek was extended as a long curved wall which exists today. See the map fig. 15. Eventually all of the horseshoe curve was filled in and the curve eliminated.

Another record is a lengthy newspaper article of September 10th 1905 from the Cleveland Leader entitled "Old Landmarks Pass Away With Longest Grade Crossing". I have copied it in its entirety less pictures as follows:

> "Landmarks dear to the South End, the Newburgh village of long ago, are being swept out of existence by the Pennsylvania Railroad and the city of Cleveland to make way for a requirement of the present age under and over railroad crossings.
>
> The single railroad track of steel down the center of Broadway from Harvard street to Warner road, along which the old wood burner locomotives once snorted with their passenger coaches that seemed like omnibuses, will now

sweep around to the westward of the business blocks of that section of Broadway and crossing Mill Creek ravine on trestles of steel and concrete, continuing on into the city. Soon all along its length through the city there will be only the overhead or undergrade crossing of modern railroading.

The absence of the track down Broadway will be a noticeable to the older inhabitants of the South End as the loss of the old grist mill, the Cataract and the old stone barn in the rear of what is now the Spencer House, but which in its palmy days was the Cataract House. By next July these remnants of the former village of Newburgh will be gone and in the place of the Pennsylvania tracks in the street will be the double track of the street railway and over the site of the mill and falls and pushing its way through on corner of the barn which once sheltered stage coach horses will be a four track way of steel, an example of modern scientific railroad building."

Work Rapidly Progressing

"Construction of the new overhead crossings and the embankment for the new route of the railroad was begun after the present summer had come. Two hundred men have been at work on the improvement and within a month two hundred more will be started. All fall and winter and through the spring these men will work. If no difficulties, at present unforeseen, obtrude, the entire improvement will be completed in detail by next July. Possibly as early as May of next year one track may be in operation over the new Pennsylvania road.

All effort is now being centered on the completion of the work on Broadway, that the street may not be blockaded any longer than is necessary. This work, it is expected, will be finished within four months unless in excavating bedrock be found when it will take much longer. The overhead crossing at Seager street just north of Harvard will be completed within a few months and the gang of men at work there will be brought down to the Harvard street crossing. The railroad company hopes to have completed by winter time all the stonework some 10,000 cubic yards for the overhead crossings. During the winter the work of making the huge fill over Mill Creek and the Cataract Falls will be pushed. The fill will contain some 144,000 cubic yards of dirt. It will be eighty feet high, some 350 feet long, 68 feet wide at the top and more than 300 feet wide at the base.

At present, Broadway, from Harvard street to the Spencer House is torn up by excavating: Harvard street is closed and partially excavated, men are cutting out the course of the new route under Warner road; cutting a new channel for Mill Creek, and have begun on the long fill across its valley. Several months ago the old grist mill was torn down and now a wide path has been cut around behind Broadway. Trees and fences and homes have been torn down along the new strip."

Memories of the Past

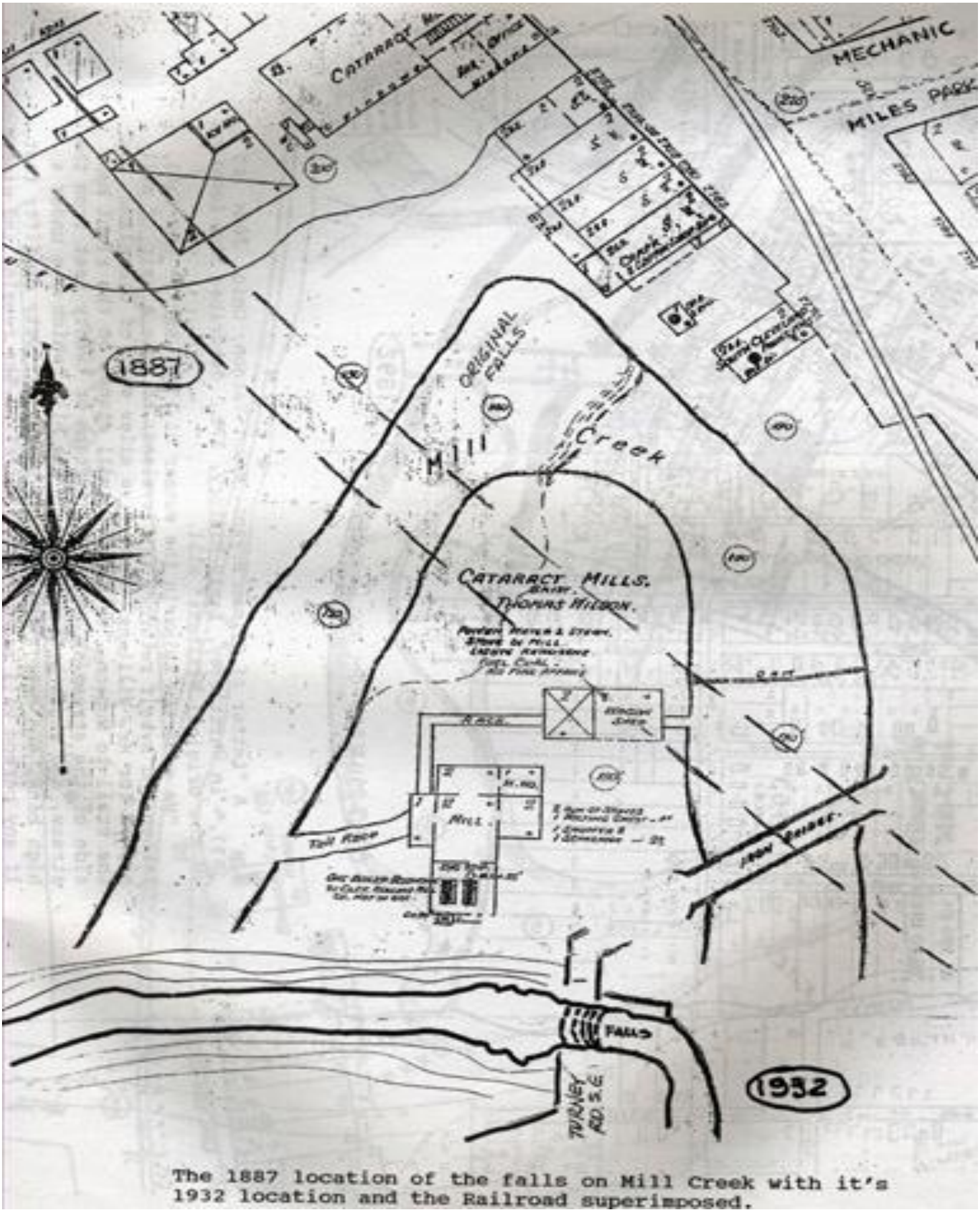
"All these thing make the older inhabitants reminiscent. Their minds go back to the time, years ago possibly. When they were boys, when the damp and rugged valley of Mill Creek and the Cataract Falls were thing of beauty and to be held in high esteem. Artist carried their easels from the city to paint its natural beauties, and photographers and tourists snapped their cameras at its rugged heights. Down under the cliff right by the side Broadway but protected from view of the passerby by a screen of foliage was a swimming hole which more than half the men of the town then boys learn to swim. From this cool quiet pool by the mill race, the water slipped over the slight obstruction on a dam, slid down a path of moss-covered stones and plunged wildly off a cliff into a turbulent pool thirty feet below. Here it rushed around the walled enclosure seeking to break down the barriers of rock and at last finding an opening to the west, passed out into the channel that leads down the narrow valley, winding in and out and around until after perusing a course some five miles in length. It reached the Cuyahoga River not three miles away. Above the old mill dam were quiet pools for fishing and swimming. These were the pride of boyish hearts, but the falls, Cataract Falls, were the delight of boys before the water had become contaminated by too thickly settled surroundings.

Two months ago the railroad company had a large hole in the old mill dam, and with a final burst of riotous bubbling, the water bounded over the cliff and went down the valley leaving the falls as dry as an African desert. A slender stream of water as from a garden hose now trickles down the face of the cliff refreshing the fast whitening moss. This, however, will soon be cut off and the deep hole at the foot of the cliff of stone and the site of the falls will be covered by the embankment of sand and gravel of the railroad. Down the stream one hundred feet another falls will soon appear but it will not be the same, being a mere mechanical makeshift to get rid of the water of Mill Creek."

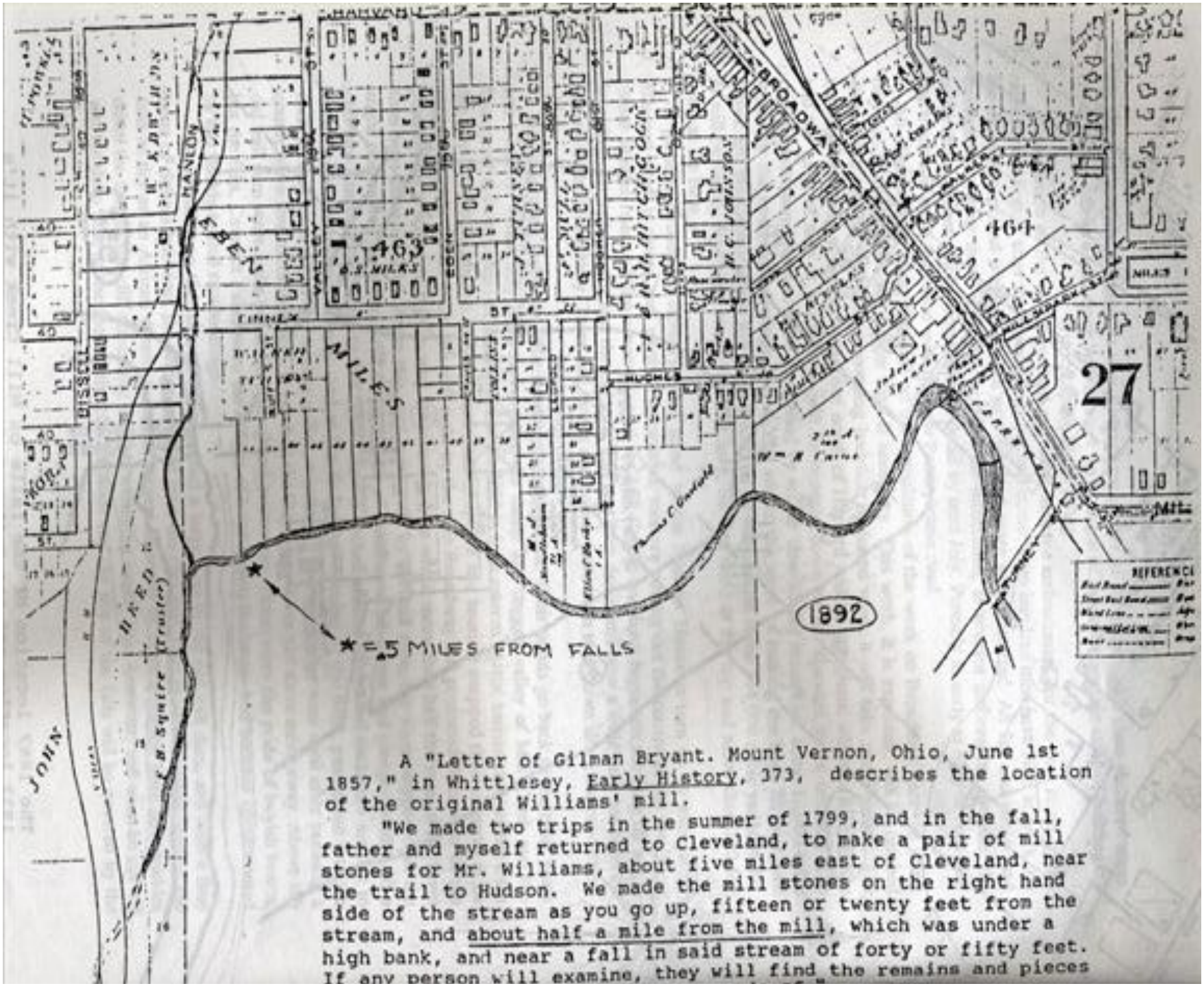
New Mill Creek Falls

"Possibly when it has passed into a ripe old age its rocky bosom may be covered with moss and the falling water may have cut out a pond as deep and as cool as that base of the old falls but this though has not yet come to the minds of the older inhabitants to assuage their grief. The new channel which cuts across the loop will be opened within a week. Considerable headway has been made in the blasting out the stone, and it will take but a few more charges of powder to blow away the bank of the old stream and shift the water to the new course.

The new channel of the creek passes over the site of the old grist mill, old because it was built in 1793 by Noble Bates (this is erroneous - the original was

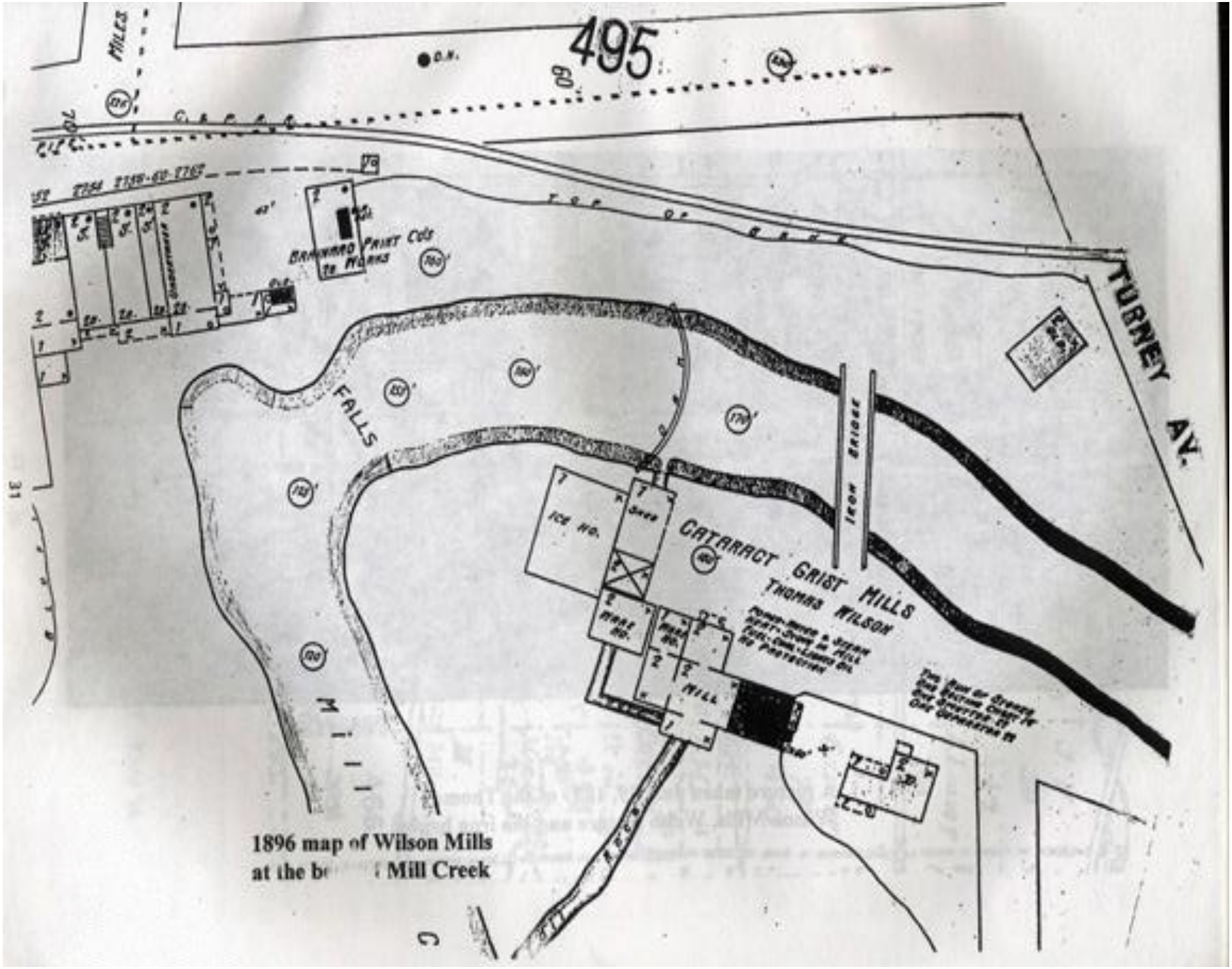


The 1887 location of the falls on Mill Creek with it's 1932 location and the Railroad superimposed.

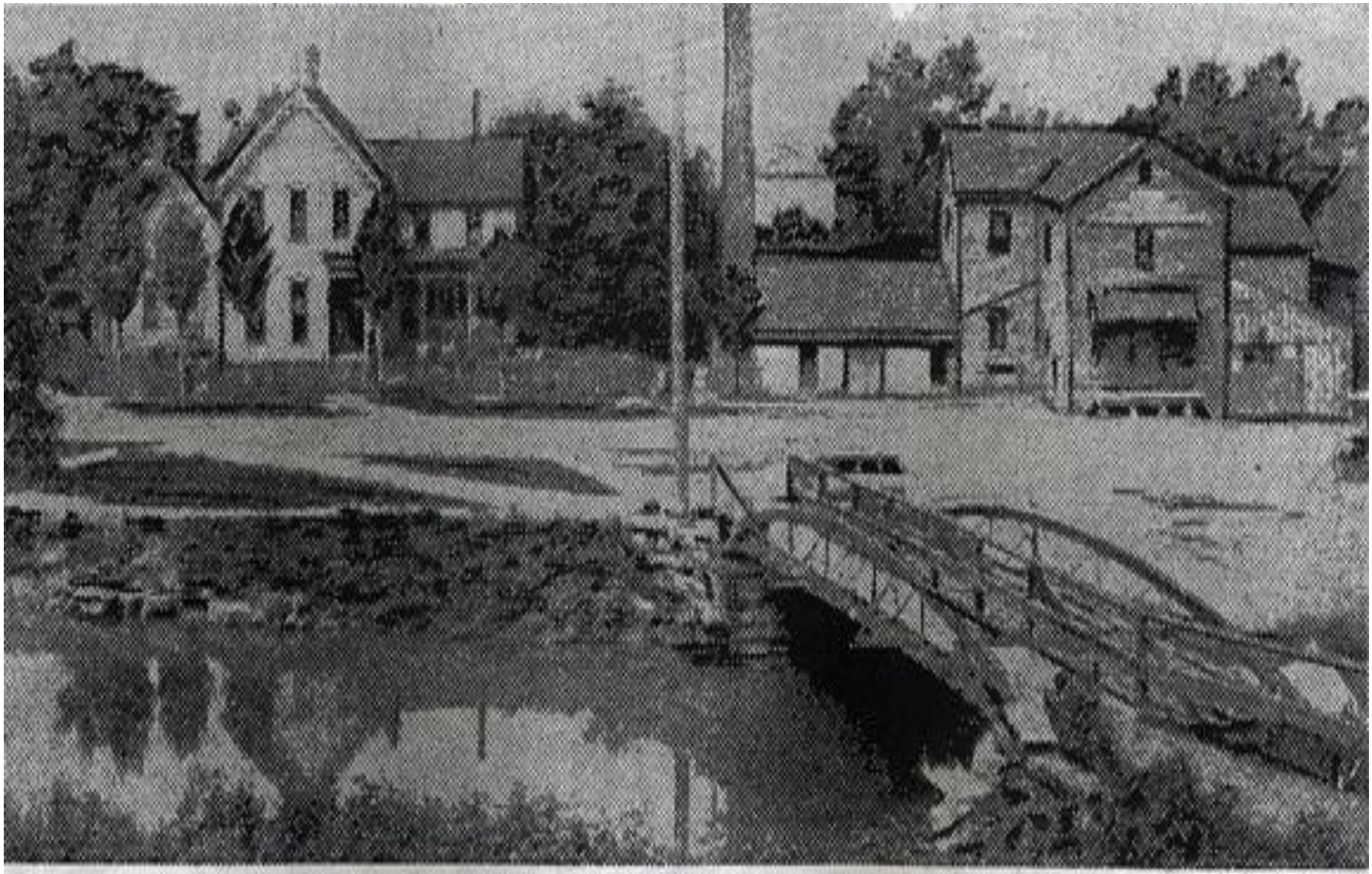


A "Letter of Gilman Bryant. Mount Vernon, Ohio, June 1st 1857," in Whittlesey, Early History, 373, describes the location of the original Williams' mill.

"We made two trips in the summer of 1799, and in the fall, father and myself returned to Cleveland, to make a pair of mill stones for Mr. Williams, about five miles east of Cleveland, near the trail to Hudson. We made the mill stones on the right hand side of the stream as you go up, fifteen or twenty feet from the stream, and about half a mile from the mill, which was under a high bank, and near a fall in said stream of forty or fifty feet. If any person will examine, they will find the remains and pieces

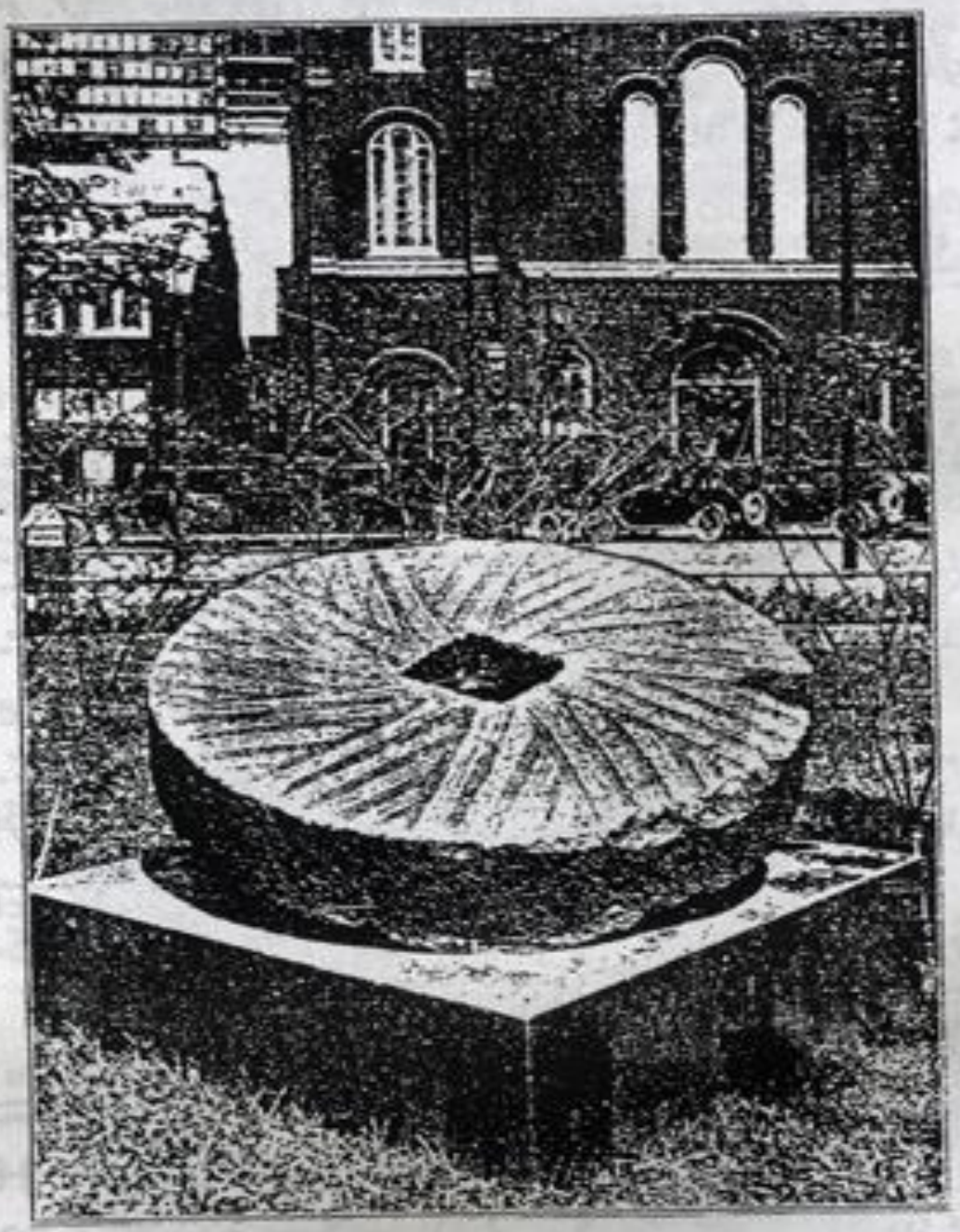


1896 map of Wilson Mills at the b[illegible] Mill Creek



A picture taken July 29, 1899 of the Thomas Wilson Mills, Webb terrace and the iron bridge

An 1852 Newburgh map showing the W. W. Williams property at Union Ave. and E. 93rd St.



The above is a picture of the original bedstone from the Williams mill on Mill Creek in old Newburgh when it was displayed on Cleveland Public Square circa 1887. This stone is the property of the Western Reserve Historical Society. Historic Old Stone Church is in the background.

built in 1799 by William Wheeler Williams) and Major Wyatt early settlers of Newburgh then nothing but a tract of land in the great Western Reserve. The mill was rebuilt several time and but lately was equipped with modern milling machinery. One of its grinding stones is now on the corner of the Public Square opposite the Old Stone church and the other is in front of the home of William H. Caine on Broadway, not far from the site of the mill. These stone were cut from the bank of the creek about a half mile up the stream by the first two proprietors of the mill. The grandson of Noble Bates William Miles now sits on the front porch of his home at the corner of Miles Avenue and Broadway, and watches the work of the demolition of the landmarks."

A Milling Center

"It was this mill combined with the creek and falls, that gave the settlement its fame. From points thirty and forty miles away the pioneers came to the mill to have their corn and wheat ground, camping in the valley until the season's supply was all turned into grist. On the strengths of this business and flourishing condition of this mill the settlement laid claim in 1809, to the honor of being the county seat of Cuyahoga County. Its inhabitants were very much disgusted and dissatisfied, but not discouraged when Cleveland was at last chosen to contain the court house and jail.

The settlers about the grist mill then decided to have a village of their own and organized Newburgh. The village in time became a part of Cleveland and now the mill has passed away and its surrounding beauties are despoiled.

The work of the Pennsylvania company at this point is the most important in crossing improvements it will have to do in the city. Next in importance and in the matter of construction will be the elimination of the grade crossing at Euclid and Wilson Avenues. Of some thirty grade crossing which will be abolished, four will be cared for in the present work in Newburgh, Seager and Harvard streets, Broadway and Warner road.

The crossing at Broadway is, it is said, next to the longest in the country, the longest being at Liberty street, near the Union Station in Pittsburg. The fact that the tracks run down the busiest street of the South End has forced the Pennsylvania company to run its train past that point at a very low speed, in most cases not more than six miles an hour. Although there are no gates at the crossing, there have been but very few accidents and within recent years only one, when a butcher drove his horse and wagon directly on the tracks at night time.

The single track which is all the city has permitted the railroad company to lay down the street, has been the cause of much trouble in the handling of freight. With four tracks extending from the city limits on the south to the Union station

connecting all the company's yards, as it will be according to the present plans, freight can be handled much more expeditiously and a considerably higher speed can be obtained by the passenger trains. The total cost of the improvement will be about $825,000 of which the city will probably bear $250,000, its share of the cost of putting in the under grade crossings at Seager and Harvard streets and Broadway and the overhead crossing at Warner road. Sewers will also be built but the work will be done by the city, and the railroad company will pay a portion of the cost.

When the improvement is completed the railroad company will construct a modem passenger station on Harvard street. The construction will be of brick with all modem improvements. It will be quite a little lower than the tracks, which will be reached by stairs. The track at this point will be raised two and one-half feet above the present level. Harvard street will pass underneath. At Broadway the street will be depressed fourteen feet, and the tracks elevated as at Harvard street, about two and one-half feet. The elevation will be a controlling grade of three percent to the road, which now has various grades or rather humps through the city.

Not even at the present time have all the properties necessary to the carrying out of the scheme been purchased. Option were secured as soon as the route was finally decided upon. A half a dozen of these yet remain to be closed up. In many cases the railroad company has been forced by property holders to take over their entire holdings, even to business blocks along Broadway. The Spencer House, for instance is now owned and operated by the railroad company. In its old stone stable, where a half-century ago the stage coach horses were quartered, teams used by the contractors are now sheltered".”

This concludes the Cleveland Leader report.

When the last Mill complex was destroyed in the railroad construction circa 1905 the door lock and key were acquired by a Mr. Arthur Blaylick who later donated them to the Western Reserve Historical Society. The original grinding "bedstone" of the Williams Mill was taken in 1887 to and displayed on Cleveland's Public Square until circa 1938 at which time it was moved to the Western Reserve Historical Society. The top "runner" stone, which had disappeared for many years was finally located by Thomas A. Knight of the Early Settlers Association on the lawn of Wilfred Caine's home, 9151 Broadway. It was first part of the stone stairway leading up the comfortable old Caine homestead located just south of Miles on Broadway Ave. The Caine home made way for a business establishment and the old stone was moved to the rear of the Caine property. When it was recovered it was moved to a plot of land surrounding the library in Miles Park. The two original stones made by the Bryants are now located in the "Hay Gardens" of the Western Reserve Historical Society Museum in Cleveland.

And the waterfall? It survives today with expectation of greater public viewing.