

LAN-AN-ZWIH-KANA-WI
A RETRACEMENT OF THE INDIANA BUFFALO TRACE
BEING THE INDIANA WILDERNESS ROAD - 1805
CLARK, FLOYD, HARRISON & CRAWFORD COUNTIES
INDIANA –

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Lan-an-zwih-kana-wi mounting the East side of Floyds Knobs, NW1/4 Sec. 28-2S-6E

In the beginning of the retreat of the frost giant glaciers, 26,000 years past, animals entered Southern Indiana by crossing the Devonian age uplifted limestone bridge at the Falls of the Ohio, creating footpaths into the Indiana Wilderness. 14,000 years went by as these mastodons, woolly mammoths, giant elk, deer, moose, bear, panther, wolverine, wolf, fox and finally the first humans, created Ancient Footpath Trails to Vincennes and beyond. Some of these amazing Ancient Trails, 14,000 +/- years later, were certainly traveled upon by the First Humans to arrive at the Falls of the Ohio. Those First Humans found themselves in a very lush and natural garden where the animals at the Falls were not afraid of the First Human arrivals because they had not yet learned to fear them. The human families followed those Ancient Trails for 12,000 years before the arrival of the American Bison herds to the Falls of the Ohio.

When retracement is enacted, time span is crucial to understand the many, many, winding Ancient Human and Animal Footpaths which existed for those 12,000 + years prior to the arrival of the ever moving Buffalo, most likely driven across the Mississippi by Native Americans and their practice of farming by fire, mimicking Mother Nature's use of fire, but set by human hands. Fresh new growth of soft green grass and foliage is a beautiful sight among the charred stumps. Life renewed and much preferred over the vast overgrown weeds and old briar patches. Native American Chiefs complained to the new

Territorial Governor, distant cousin William Henry Harrison when he enacted laws against the practice of setting fires to clear land.

Which Ancient Trails did the Buffalo pick to trod upon across our vast central heartland, to follow, pack down, widen and change, as only they could do, into their celebrated Buffalo Road 1805? This massive time gap of 12,000 years, must be fathomed 3d to understand the numerous Footpath Trails and Forks that existed and were, by necessity, created; carving their footpath way forward, whichever way that may be. These Ancient Trails are not always a Buffalo Trace or even used by the Buffalo. A few of those Trails still exist and cross the Buffalo Trace, but are not the subject of my study for Indiana's Bi-Centennial.

The Kentucky segment of this Ancient Trail is the Wilderness Road, being an extension through the Cumberland Gap of Footpath Trails through Tennessee and the Carolina's to the Atlantic Ocean. Famous Colonial Surveyor and creator of Cincinnati, John Filson had escaped capture and perhaps death while carrying trade goods along the Indiana Buffalo Trace returning from Vincennes to Clarksville and Louisville, making his escape away from death under cover of darkness while his two native American Guides fought off the attackers, he sprang away and traveled two days on foot to return to the Falls. Mr. Filson, through published works, created the Legend of Daniel Boone and published the first map of Kentucky, whereupon he noted that the end of the Wilderness Road through Kentucky was at the Falls of the Ohio, or in simpler terms, Indiana is "The Wilderness", as it is where the road leads, but it is not the end of the road and had John lived to make a map of Indiana, I feel assured that it would have shown the connection, unfortunately, Mr. Filson vanished while Founding and Surveying Cincinnati, leaving no trace, a mystery still today. The Indiana Buffalo Road Wilderness Road Trail extends across Indiana to the shallow rock shoals at Vincennes on the Wabash, and then is known as the Illinois Buffalo Trace as it flows west through the rolling native prairie grasslands of the Illini, to St. Louis and beyond to the Great Plains.

The Buffalo are the new kids on the block, for they arrived east of the Mississippi, at about the time of the European discovery of America in 1492, but unfortunately, the mighty Buffalo had vanished from Indiana by 1810 along with most of Indiana's Native American Families and the remnants of their proud Tribes. When the adventurous French explorer Rene-Robert Cavelier, the Sieur de la Salle, was at the Falls of the Ohio in the 1600's, the Buffalo Trace/Wilderness Road crossing the limestone Falls would have been quite evident and easy to see, but not so today. During their 300 or so years of travel from the great plains through Indiana, the Buffalo herds and the ever trailing packs of panthers and wolves (evidence shows they have returned to this area, as I recently saw a huge wild brown/black wolf crossing my 100 acres of forestland), followed parts of existing footpaths, and then by necessity carved their own footpaths, not only through the eight southern Indiana counties, from Clark to Knox, but throughout other parts of Indiana as evidence and legend tells. Ancient Footpath Trails, crisscrossing Indiana, have been evolving by use for the past 12 to 26 thousand years. One set of footprints following another set of footprints to create a hard packed passage forward through the wild places and beyond.

In 1805, President Thomas Jefferson initiated the Rector & Crew, Compass and Chain Mapping Survey, of the Indiana Buffalo Road to facilitate setting out a short lived treaty boundary with the Indiana Native Americans. The heavy hand of Federal Destiny hit the non conforming Indiana Native Americans, who in the first decade of the 1800's, gave up hope for peace with the new nation. Their mass exodus, sadly being watched by Governor Harrison from Grouseland, his new brick home in Territorial Capitol Vincennes. This first brick home in Indiana being named for the millions of birds which called Vincennes home. Monumental economic forces were at work against the natives as the road west to the vast Louisiana Purchase was the Indiana segment of the Wilderness Road and was therefore, a priority, of the new nation for settlement of all the lands west of the Mississippi as well as the Northwest Territory, so patrolling and controlling this passage is reason to survey and map, for without Rector's and the Section Surveyors Notes of 1805 – 1807, this esteemed portion of the Wilderness Road would have simply vanished forever.

1805 was a time of the mass surveying of the Northwest Territory. Literally hundreds of young men attended school to learn “THE ART OF LAND SURVEYING”, then left their snug homes to become an Indiana Land Surveyor. Unfortunately many never returned home, for those venturing into uncharted Forests and fields had to be wary of all types of danger such as hungry Panthers attacking them, since the Panthers normal food source, the Buffalo had all but disappeared from the Wild Indiana 1805 landscape, only their footprints remained, so the Tree hiding Panthers attacked from above and some of the Surveyors fell prey and somewhere a mother cried.

The Surveyor’s mission was to Conduct an Instrument Survey to Map and Monument the Indiana landscape into thousands of square 160 acre farms, with north-south and east-west lines. These inspired Surveyors labored by day, all hoping to survive the dark and harsh, sometimes rainy cold or frozen nights sleeping outdoors in tents if they were lucky, to publish their maps and field notes, same being the basis and system that we use today to create Land Descriptions for Deed Transfers. Up early, they monumented the lines at every ½ mile with wood posts and dirt mounds, few of which are with us today. It is from these hardy Surveyor’s Notes that we are able to find the few Trace evidences which remain today. The Original Indiana Land Surveyors were very PATRIOTIC to the new Nation as they COMMENCED AND CONDUCTED THE GREATEST EFFORT TO DATE TO MAP SUCH A VAST PORTION OF THE SURFACE OF THE EARTH. Each Surveyor, Deputy Surveyor, Party Chief, Instrument Man, Chainmen and axe men were SWORN to uphold the 1785 Instructions to Surveyors by Surveyor General Edward Tiffin. I, as a lifelong Land Surveyor in Private Practice, can say that their efforts and sacrifices set the standards that modern Surveyors follow today. Integrity sought, Dignity achieved.

A summary statement of this Retracement Effort, is to state that, without the Surveyor’s Notes, complete Retracement would be impossible.

In large numbers the Buffalo herds crossed the bending wide mouth Ohio River by way of the intersection of 26,000+ year old Ancient Footpath Trails, whereat the Trail from Nashville, Tennessee and the Shawnee Trail joins Filson’s Wilderness Road; thence descending the south dirt bank, (Louisville/Portland, Kentucky), to navigate the exposed uplifted face of the Devonian Age 350-million-year old fossilized limestone and the fast swirling and churning white water, emerging and entering into the valleys and hills of “THE WILDERNESS“, now our Southern Indiana. As a roaming child in the early sixties, I knew men who daily fished at the Falls for White Shad, so I explored and fished numerous times at this exposed limestone crossing point east of Silver Creek and can testify to the absolute cragginess of the limestone bridge to Indiana. The broken and uneven limestone was no smooth path but sketched with fern and fish fossils and wide deep cracks everywhere that were slippery and could easily break a leg if the traveler was not watchful.

In Indiana the herds chose how they were to cross the many creeks, sometimes using a southern dry weather route, (90 feet north of old Market Street bridge at Silver Creek), or one of the numerous northern wet weather routes, (the Gutford Road), on their way west to mount Floyds Knobs up the famous Trinity Run Valley and the Binford Road in Section 28, 21, & 20; thence in a direct and purposeful heading thereafter across Floyd, Harrison, Crawford, Orange, Dubois, Pike and Knox at Vincennes, whereat the foot sore travelers most likely took time to replenish supplies and paused to rest before wading into the shallow shoals of the Wabash River; thence crossing into the lands of the Illini and the rich grasslands beyond. The noble and proud Indiana Delaware people referred to the Buffalo Trace as – “Lan-an-zwih-kana-wi” – Path of the Buffalo.

My study and limited volunteer effort is, by necessity, focused on the 1805 – 1807 Indiana land Surveyor’s Notes and writings from the many pilgrims who ventured from Clarksville to Vincennes along the Ancient Trace / Buffalo Road. The” Indiana leg” of the Wilderness Road, crosses the falls of the Ohio between Mill Creek and Silver Creek, (1107730.78 N – 294361.34 E), whereupon in 1780 the town of Clarksville was surveyed and mapped by Surveyor William Clark, brother of George Rogers Clark. The main road north from Clarksville was aptly named Vincennes Road, being the path of the Buffalo to Vincennes, (now Emery Lane). My efforts being a Retracement Survey of the July 1805 William Rector

Compass and Chain Traverse Trace Survey and the November 1805 start of the Rectangular Township Surveyors and their notes on the Trace crossing their Section lines. Our success in finding evidence is accomplished by comparing and balancing Rector's 45-mile compass and chain traverse survey to a "best fit" scenario into the rectangular Trace crossing survey notes.

Surveyors Note: Here is the appropriate time to mention that the 1805 Surveyors were allowed 1 chain, or 66 feet per mile of error. When I compared the derived distance from my GPS coordinates of Rector's beginning point on Greybrook Lane in New Albany to the Trace crossing at Blue River and the Crawford County Line, I found Rector's calls fell short by about 1700 feet, which is excellent survey accuracy by Rector and his chainmen (26 miles x 66 feet = 1706 feet).

I then "broke" Rector's polyline of calls into 3 best fit segments, which were closely matched to the rectangular crossing notes.

So, my final cad polyline – kmz line is "my best fit" limited volunteer scenario of the Trace location allowing for reasonable error, +/- 100 feet either way.

In my retracement, I had many exciting "discovery" moments. Sometimes standing and or walking where the Buffalo trod. However, there were many disappointing days wandering and searching for any possible faint Trace scars, nearly invisible now, or following an old abandoned former roadway only to find it turn away from the overall westerly Trace direction, proving it was not evidence of the Trace, merely a now abandoned farm road. For me, as a Retracement Surveyor, I was searching for only one thing – "Scars of Passage and Rector's Footprints", as he is my Original Surveyor, allowing by right, his one chain per mile of allowable error.

The Purpose of this Bi-Centennial Volunteer effort: To Retrace and locate the Indiana Segment of the Wilderness Road/Buffalo Trace and to educate the public as to the exact location of this "Lost Footpath" by establishing a scattering of State Plane Coordinates on the "Lan an zwih kana wi" evidence.

The USGS Maps were scaled to match, based on our GPS readings of section corners and existing roads. Rector's notes were plotted in linear AutoCAD, then USGS topo maps were inserted to overlay the Rectangular Trace crossing calls. We then began field GPS verifications of any scars found from Lan-an-zwih-kana-wi.

Trace Surveyor William Rector & Crew did not start their Historic Survey at the Falls of the Ohio where our study starts, but northwest in Floyd County on the west line of the George Rogers Clark Military Grant on Greybrook Lane in New Albany. Based on scale from the stone on the bank of Falling Run (just southwest of No. 4 teebox at the old New Albany Country Club) , at the angle point set by Surveyors setting out Clark's Grant, the distance from this stone to the Trace Crossing the Grant Line (Greybrook Lane) recorded by Rector arrives at the approximate intersection of Country Club Drive and Greybrook Lane, however no evidence exists East of this location of the trace, which caused me many visits to the area looking for scars of the trace where I found none. Rector also notes that the beginning point actually states " near the Parker Settlement" as his beginning point. As we examine our aerial maps, we see that from the stone on the bank of Falling Run, the west line of Clark's Grant is now monumented by roads all the way to six mile switch of the Monon, except where Greybrook Lane ends at Daisy Lane, whereat the traveled way jogs south to intersect the Ancient Trail (Eighth Street), turning thence north to go around the existing PARKERS STATION, before joining the actual Grant Line just west of Jollisant Avenue. This fact and the passage of Time are the clues to solving the actual Original Trace location.

In my retracement effort I stood at the north end of Vance Avenue and pondered why I could look across Falling Run and clearly see that the Old Original Buffalo Trace went up Daisy Lane, not where Rector said it was. Whow, it then finally dawned on me that TIME was a factor.

The Buffalo from 1790 through 1805 were forced to jog around Parkers Station to avoid the Settlement. Rector did not arrive till 1805, so for 15 +/- years the wary Buffalo were forced to turn southwest at the intersection of Vance Avenue and Falling Run to avoid the humans. Rector's Trace

beginning point was a new and relatively young path forged by the mighty beasts out of necessity. Rector and crew actually surveyed a Southern Fork until his 1805 Fork joined the Old Original Trace just north of Daisy Lane, whereat the Original Trace for 285 years or so was descending from the high hilltop homeplace of former Surveyor and Engineer Albert Greybrook. The actual Old Original Trace is indeed Daisy Lane to the roundabout and beyond through Greybrook Hilltop, being an extension of Vance Avenue, being the Trace from the Market Street Bridge Crossing and being the Trace prior to the arrival of the Parker Family. I sure wish Sir Albert was here to advise us today as to his knowledge of the Trace passing through his family homeplace. It Sure would have saved me a lot of head scratching trying to understand this area of the Trace.

To facilitate scale, I have created 18 individual maps, starting with plate No. 1 at the Clark County Clarksville east end and concluding with plate No. 18 at the Orange/ Crawford County line. Survey instruments – Champion GPS, Indiana State Plane Coordinates, east and west zones.

Gutford Trace – East side of Silver Creek





Gutford Trace – East side of Silver Creek - DJR

Plate 1, 2 & 3 – Clarksville, Clark County and New Albany Floyd County East End

The Clark County segment is based on only a few early survey maps of Clarksville along Silver Creek and the Gutford Road area, as well as, research by my friend Clarksville Historian Jane Sarles and fellow Surveyors Steve Marshall and Vic McCauley.

The Trace mounts the north bank of the Ohio River at the intersection of Croghan and Vincennes Streets, (1107730.78 n, 294361.34 e), in the original William Clark Survey Map of the 1000 acre town of Clarksville, being our true place of beginning; thence meandering north with the present day Emory Lane about one half mile to a Dry Trace Fork, whereupon the Dry Trace Fork went northwest, crossing Silver Creek at a point 90 feet north of the original McCullough Pike – Market Street Bridge location over Silver Creek, the other, northern Wet Weather Fork, continues north with said Emory Lane to cross State Road 62, (Chief White Eye Trail), thence the Trace spread out across the flat Silver Creek Valley just west of Providence High School, as it continues north to intersect with the Gutford Road at the southeast high bank overlooking Silver Creek, fifty feet below; thence northeasterly and northwesterly following the present Gutford Road and said high bluff, passing Jane Sarles home and continuing about 5/8 mile to break northwest away from the present road, along the scar of the original Trace, (1116904.56 N, 292354.84 E), to cross the slate bottom Silver Creek into Floyd County at the Gutford crossing just east of Armstrong Bend; thence this northern fork mounted the west bank of Silver Creek, to join the present Old Ford Road meandering up the hill to the flat ridgetop known as Lone Star and the intersection with the Indiana Ancient Trail - Charlestown Road and the ongoing Ancient Trail out Klerner Lane through the Indiana University Southeast Campus to join Bald Knob Road and the ascent up the steep Floyd County Knobs ;

Thence returning back to the Lone Star intersection, the Trace turned southwest following present day Charlestown Road about two miles to the intersection of the Trace where the Market Street Dry Fork Trace meets at Limerick Hill, the present intersection of Charlestown Road and the Vance Avenue;

Thence returning back to Silver Creek and the Market Street/ McCullough Pike crossing point 90 feet north of the now vanished bridge; thence, from there, it can be ascertained that the Trace made a fairly direct route nearly due west crossing the Ancient Trail “ Slate Run Trace”, through the east end of New Albany, passing Silver Street School, the National Cemetery and Hazelwood Jr. High, thence climbing

Vance Avenue continuing west crossing the Ancient Trail Charlestown Road at a high point of the old Limerick Hill; thence continuing northwest along Vance Avenue to Falling Run;

Thence from Falling Run Valley the 1805 Trace jogs south to avoid Parkers Station at Daisy Lane; thence uphill southwest to join the Rector Survey beginning point on Greybrook Lane and Country Club Lane just south of the 1790 Parker Family Settlement at Daisy Lane and the Grant Line, the Parker Family being one of the very first settlements in Floyd County.

Rector Linear Survey - Compass and Chain Survey Notes: allowable error of 1 chain per mile was proven herein

Now forward West, based on said Rector and other Surveyor notes-

Thence from the jog at Parkers Station at Greybrook and Country Club Drive hilltop the Rector notes of the 1805 Trace bend northwesterly following Greybrook Ridge past Elliott Phillips apartments and then descending down into the Falling Run Valley, where I once was a wild child swinging on grapevines and catching Falling Run catfish for dinner; thence across the Daisy Radio Tower tract to cross Daisy lane near Falling Run Creek and joining the Original Trace from Greybrook Hill; thence bending due west parallel to Daisy Lane to cross Green Valley Road just north of the intersection of Daisy Lane and Green Valley Road; thence bending northwest curving just south of Trinity Run and proceeding through the New Albany Water Park to cross State Street at I-265; thence meandering west through the Psi/Duke substation and continuing along Trinity Run Valley (Binford road being on north edge), to exit said valley (1116508.54 N, 273038.37 E), at the Holtz farm in the northwest quarter of Section 28 -2s-6e; thence turning northwest following the old Trace and stone mining road winding now up the east face of the Floyd County Knobs, said Trace here having been widened by stonemason wagons, mining and hauling stone downhill to the upstart New Albany Village, whose only stone was slate. This strip mine scar is over 1 mile in length and is sometimes mistaken as the Trace.

Plate 4, 5, 6 – Floyds Knobs



West side Floyds Knobs - C. Roberson Land Sec. 20-2S-6E and Little Indian Crossing

The Trace winds and wraps its way up the steep ridge bone knob spine from the Trinity Run Valley through the Holtz farm in Section 28, on its way to the top of the Knobs at Fawcett Fox Ridge, now Chambord; thence westerly crossing Old Hill Road in Section 20 (1118875.25 N, 270921.35 E), at the Hanka driveway proceeding along west, passing the William and Edith Hanka 1800's handhewn log lodge home in the southeast quarter of Section 20, 2s, - 6e; continuing west just north of the old Copler home along the ridge top through the tall oak timber, the Trace is barely visible in the woods, bending just south of a stone at the center of section 20, to follow a flat top wooded ridgetop and descending the west side of the Floyds Knobs through Charles Roberson's land down a well-trod fork on the left (1119161.03 N, 267869.44 E and an existing incline pathway on the right (1119657.49 N, 268075.82 E), before coming together in the Floyds Knobs Valley;

Thence west crossing said valley and Little Indian Creek (1119748.48 N, 267683.89 E) at the existing road creek crossing, (about 1,000 feet south of Paoli Pike at Schupert's corner);

Thence westerly up the western side of the Floyds Knobs Valley and grassy field, passing just south of the Jim Bezy machine shop and a Doe Creek Tributary intersecting said Indian Creek, thence westerly up the hill across Knable Court, meandering west just south of Luther Road, crossing Lawrence Banet Road at Luther Road; thence continuing west, crossing a small tributary at Ken and Sandy Groh's driveway and the center of Section 19; thence meandering west with the Ken Groh driveway (1120461.31 N, 263204.64 E), departing same west up the gentle grass hillside, passing just north of the Dennis Richard's home and then the Monte Givens home before crossing US 150, about 700 feet south of Luther Road; thence northwest through the Sperzel Woods to join Luther Road at the Highlander Ridge high point in Section 24 - 2s,- 5e; Thence flowing west along Luther Road, diverting from the existing road at the Yeager farm entrance; thence westerly through the Ray Yeager farm and following the Rector calls in a direct line through the lands of Richard Libs and passing the Dr. Ragan home place, about 528 feet west of the common corners of Sections 13,14,23 and 24.

Plates 6 & 7 - Floyd Central Area

Both Rector and the Rectangular Surveyors agree that the Trace crossed approximately 528 feet west of the northeast corner of Section 23, t-2-s, r-5-e, on the border between Mt. Saint Francis and Dr. Ragan's home place; thence proceeding west and northwest, passing just north of Floyd Central High School in Section 14 2s, 5e, proceeding northwest through the south portions of Benchmark and Quailwood, crossing northwest into Section 15 and through the Ruckman/McWilliams Farm Plat in Sections 15 and 10, in a direct course about 5,412 feet, to a turn near the NW corner of the SW ¼ of the SE ¼ of Section 10- t-2-s, r-5-e, just southwest of Galena, and being one of the most northeasterly turns of the Trace, whereupon Rector's return treaty line was to be at least ½ mile north of this turn, and it is;

Surveyors Note: The Old Vincennes Road flowing from the intersection of the Falling Run slate bottom creek at the foot of Silver Hills in New Albany, there noted as "The BOILING SPRINGS TRAIL", is one of the very Ancient Traces through Indiana and is noted as the Buffalo Trace in reference deeds, but does not follow Rector's Notes, nearly mimicking his calls but south of as it travels past Floyd Central High School and beyond to Indian Creek. Apparently they are parallel Traces, but little evidence is found where the 1805 Surveyor's note plot the Trace, wherein Old Vincennes Road is today, a valuable arterial asphalt roadway.

Thence proceeding in a long direct line north 69°15' west across the former Schmidt family farm and into Section 9, to briefly join Old Vincennes Road and veering north of the existing roadway to an angle point before crossing Indian Creek north of the existing bridge site on old Vincennes Road; thence bending north along the existing road being the south entrance to the Hays farm, same being joined with the Ancient Boiling Spring Trail from the west end of New Albany, meandering gently along a wide abandoned hard packed trail, and for a short way, an existing driveway, bending northwest just east of a steep ravine along a wide (40 foot) and fairly flat ascending traveled way through the woods to a fork in the trail; the Boiling Springs Trail proceeds north through the Hays farm to Greenville and then out State Road 337 and then State Road 135 and then Old Vincennes Road to Becks Mill;

Returning back to the Hays Farm, the Buffalo Trace bends west at this intersection to proceed across the Hays pastureland ridgetop, proceeding westerly and down across the Greenville branch at a point 4,752 feet north of the southeast corner of Section 8; thence slightly northwest, crossing Buttontown high ridge just south of the north ¼ corner of said Section 8; thence meandering west to the top of Hartfield Hill, 396 feet north of the northwest corner of said Section 8; thence passing through the hilltop Hartfield Villa Complex, to cross Richland Creek just north of the bridge on the Greenville Georgetown Road (1134084.42 N, 231777.39 E), and thence continuing northwesterly across the grass pasturelands of the Hartfield farm, to cross the grassland Dr. Bickers cattle farm along the limestone valley creek to intersect midway with the Maxine Jacobi 400 acre farm boundary, (Collins/Jacobi Family - original homestead – Lady Maxine proudly displays the framed sheepskin deed signed by James Madison on the wall in her two story original brick pioneer homestead just south of the Trace, she being a mentor to my older sister Trudy, so I owe her a debt of gratitude).



Horseshoe found on trace at Hartfield/ Bickers line – Section 6, T-2-S, R-5-E

Plate 7, 8 and 9 – western Floyd and eastern Harrison

Thence proceeding nearly due west across the Jacobi/Collins pioneer home place, crossing the range line between R-4 and R-5 east about ¼ mile south of the Bradford Road; thence bending southwest and west across the south half of Section 1 and a west flowing ridgetop, descending to cross the Floyd/Harrison county line in Coen Tush Road, about 330 feet north of the southwest corner of said Section 1.

At this point both Rector and the rectangular surveyor's notes have been in close agreement, but original footpath evidence has only been available in a few trails through unfarmed hardwood hillside forest areas and stream crossings, such as the east and west slopes of Floyds Knobs.

At Coen Tush Road the Trace descends west to cross the limestone floor Corn Creek, crossing the south line of Section 2 at 3,399 feet east of the southwest corner of Section 2, flowing now southwest across the northwest quarter of Section 11 across the Jim O'Neal farm, being the original Mordeci Collins pioneer home place, with its original 2 story dry stack, hand hewn limestone, double fireplace, still standing in the cornfield south of the Trace; descending from the highpoint of the wooded O'Neal hilltop to flow west through Bradford Woods in Section 10, possible Trace evidence at 1131862.78 N, 215872.89 E; thence continuing west to cross Farmers Lane and the open land popcorn farms, at a point approximately 4,382 feet north of the southeast corner of Section 9, entering now the Central Barren prairie grasslands, whereupon the Native American herdsmen would occasionally set the "barrens" on fire, to create fresh green grasslands for their bison cattle herds to graze and allow them to hunt.

The Trace continues west across Section 9, crossing the south line of Section 9 at a distance of 92 feet east of the southwest corner of Section 9; thence bending slightly northwest into Section 5, to cross state road 135 (Corydon Trace) at the Central Barren community and the west flowing famous Hancock Chapel Road, (1135219.83 N, 205147.22 E); thence from Central Barren the Trace is mostly improved and flows west along, with, or parallel to, the existing Hancock Chapel Road through Sections 5 and 6 – 2s, - 4e, crossing the range line in an amazing long straight line north 80° west +/- for the next 2 miles;

It is of note here for me to clarify a finding of truth based on this Retracement effort and terrain evidence: it is my opinion that as Mr. Rector directed his Compass and Chain Survey Crew, he would have been out front, on point, so as to keep the crew measuring in as straight a line as possible, so as to minimize and avoid all of the unnecessary and mind boggling, longhand mathematical computations that

Mr. Rector would need to perform, sitting up on long hot July nights beside flickering candle lights, plotting and computing all the actual twists and turns of the Traces, so, I believe William directed his ship captain to maintain long straight headings, like a ship on the open sea, Rector guided his crew. The GPS based cad polyline of Rector's notes – kmz line, does not reflect all of the possible, and probable, twists and turns of the actual footpath. So for those who follow Rector and my notes, remember to look left and right.

Rector seems on long beams, however, when traveling by foot, I have found that terrain features force forks in footpaths.

Rector's notes run amazingly long lines for a meandering compass survey following a cattle trail. Straight, instead of following all the small actual turns of the contour following Bison Buffalo footsteps. Mr. Rector, being out front of the measuring crew, could see where the Trace came back onto the bearing they were already on – hence all the seemingly impossible long straight survey calls, where the Trace actually bends back and forth, this way or that. I would have done the same. Prime examples of this fact are the next calls, going straight for several miles from Central Barren, when in truth, that area is Carst, composed of thousands of limestone cave surface sinkholes, which, by necessity, must be walked around by the foot traveler. Future retracers need to remember to follow Rector generally, always remembering to look right or left for Trace evidence of these meanders and actual trodden way.

Plate 12, 13, 14, 15 & 16 – Harrison County

In Section 1 & 2, -2s – 3e the Trace is straight, seemingly regardless of the numerous Carst topography sinks, the Surveyor's notes march in a straight line across the sink barrens of Sections 1 & 2, basically running with and/or paralleling Hancock Chapel Road, then bends northwest crossing into Section 3 at 4,376 feet north of the southeast corner of Section 3, then crossing into the southwest quarter of Section 34 -1s- 3e as it bends just north of the Hancock Chapel Church and burying grounds, at 1,135 feet north of the southeast corner of Section 33; thence west through, and or around, the numerous sinks on the north side of Lagle Ridge as the Trace bends north to cross the west line of Section 33 at 1604 feet north of the southwest corner of Section 33; thence southwest climbing the Lagle Ridge through Section 32, crossing said ridge and Totten Ford Road at the saddle, thence descending southwest following Baldy Creek and Totten Ford Road, to cross the west line of Section 32 at 268 feet north of the southwest corner of Section 32; thence southwest following Totten Ford Road south of Adams Hill into Section 31 and then crossing into Section 36, as the Trace bends northwest on its way to Clark's Ford at Blue River, (1142426.38 N, 161009.81 E), thence descending down the hillside ramp roadway to meet Blue River, whereat a gurgling spring erupts from the east bank to the flat stone floor of Blue River and the Crawford County Line.



Mordeci Collins pioneer dry stacked fire place



Descending the Trace at Clark's Ford of Blue River - Harrison County



Clark's Ford Blue River looking East into Harrison County

Plate 16, 17 and 18 – Crawford County

In Section 36, local legend from the McCutchan family tells the story of always stopping and paying the families respect to the grave of Chief Charlie White Eye, (1143180.48 N, 160660.92 E), whose remains are buried alongside the Trace west of Clark's Ford in Crawford County, now the lands of Mike Fischer; thence the Trace bends north through the Fischer lands, climbing the hillside to reach the bluff overlooking Blue River; thence turning northwest crossing into Section 35 at 3,861 feet north of the southeast corner of Section 35; thence continuing northwest along the existing roadway following the west rim of a magnificent stair stepped limestone cliff face descending 400 feet to Blue River, being a most picturesque part of the Trace, (1147180.42 N, 156896.93 E), thence continuing northwest crossing Daughtery Road into Section 26, and crossing State Road 66, (1148263.33 N, 154649.27 E), thence continuing northwest uphill and along a high ridge through Section 27, passing the west line of Section 27 at 4,884 feet north of the southwest corner of said Section 27; thence continuing northwest along the high ridge (1152327.58 N, 147480.66 E), and thence downhill to cross the west line of Section 21 at 2,310 feet north of the southwest corner of said Section 21, being the Crawford and Orange County Line.



W. O. Ruckman – GPS Survey on limestone bluffs above Blue River