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Analysis of Artifacts and Storage Organization: Clinton Lock 2

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The University of Akron

Analysis of Artifacts and Storage Organization:

Clinton Lock 2

Hannah Curtis

Final Honors Project

Dr. Timothy Matney

April 22, 2022

Thesis

In this essay, I will be looking at the life and town that was built around Clinton Lock 2 during the Canal Era (1825-1860). To do this I studied the artifacts from The University of Akron's archaeological excavation of the remains of Lock 2. This included five boxes of artifacts from the excavation. After studying these, I moved on to the history of the town. This led me to try to find sources that looked closely at the history or lives of people who lived in Clinton in the 19th century. I wanted to know where the people came from and who they were. I was also interested in learning about the everyday lives of the people in the town. I found that many of the early townspeople were immigrants or second-generation Americans who had followed the job opportunities that the canal had brought. The artifacts that were found also gave a unique look into the everyday lives of the people in Clinton.

While very general information on the town of Clinton is available, the most significant problem I encountered was the lack of detailed field notes from the archaeological project undertaken at the Lock 2 site. Without the exact information about the archaeological context, it is difficult to understand the importance of the individual artifacts, how they relate to each other, the features and structures in which they were found, and the chronology of the settlement of Clinton. I was unable to locate field diaries, excavation photographs, or an analytical or summary report of the project, which as discussed below, I believe took place in 1999.

Research

At least some of the artifacts found at Lock 2 in Clinton by the archaeological project were deposited at The University of Akron's Department of Anthropology and

were later transferred for storage to the Cummings Center for the History of Psychology. The Cummings Center holds The National Museum of Psychology, The Archives of the History of American Psychology, and the Institute for Human Science and Culture. In around 2010, the Institute agreed to store archeological collections for the Department of Anthropology. The boxes of artifacts are located in a temperature- and humidity-controlled room on the third floor of the Cummings Center, in the Institute for Human Science and Culture. Climate control is key in order to minimize deterioration. The Institute houses just under 200 boxes for the Department of Anthropology. These boxes contain roughly 44 different projects. Some of these were gifts to the University by people who had artifacts, while most were from actual excavations that the university took part in.

This project started with an initial inventory during which all boxes that contained artifacts were labeled with a unique box number. The box number started with I for Institute, this is a visual cue and lets researchers know the boxes are located in the Institute for Human Science and Culture at the Cummings Center. After the I, the labeling starts with one and, in this case, goes up to 193. This system is used so researchers can easily find what they are looking for. These numbers were then entered into an inventory spreadsheet to help understand which boxes belonged to each excavation site. During this initial inventory, with the help of another undergraduate student, we opened the boxes and looked through them to determine the general contents of each box.

For purposes of this study, the site that I focused on, Lock 2, was chosen based on how many boxes of artifacts had been cited in the inventory. The site has an official

site number of 33Su350, using the Smithsonian Trinomial system, meaning this was the 350th registered site in Summit County, Ohio. The 33 represents the state of Ohio alphabetically among the states and *Su* means the site was located in Summit County. None of this information is changed in the Cummings Center to make sure the site information is not lost. The number of boxes needed to be relatively low so it was practical to go through and get all the information that was needed in the fifteen weeks available in the spring 2022 semester. I was drawn to the Clinton Lock 2 site because it was relatively close to where I live, Dalton, Ohio about 20 minutes from Clinton, and contained a lot of historical artifacts. I had grown up going on field trips to Canal Fulton, which is just down the road, and riding on canal boats. The opportunity to work on collections from a place I enjoyed so much as a child was something I couldn't pass up. My small hometown village, like Clinton, was influenced by the railroad so Clinton reminded me a lot of where I grew up. Most of the artifacts include glass fragments, ceramic sherds, gun casings, and other household materials. The glass sherds include multiple colors and types, these include chimney glass, vessel glass, and window glass. You may ask why broken pieces of glass and pottery are so important? They give insight into the everyday lives of people in the past; every artifact that was found was used by people possibly centuries ago to get through their everyday lives.

The artifacts were contained in four different boxes. There were 73 individually numbered bags. These bags were labeled in the field and the numbers were kept on the bags in the archives. Based on this information, I believe that there are probably around 10,000 artifacts contained within this collection. There is a large variety of the artifacts. Most of artifacts can be represented in roughly four large groupings. As a disclaimer,

the numbers for each artifact that I will be putting in the following sections are based on bags in which the artifacts had already been counted by a past student. Counting each individual artifact takes a lot of time and sometimes does not add to the overall knowledge for the site.

There were 2,747 pieces of counted glass, but there were many bags filled with glass that was not counted. I would give a rough estimate of about 5,000 pieces of glass. The glass is all different colors and contains vessel, chimney, container glass, etc. There were also various types of ceramics in the collection, including whiteware, redware, stoneware, and ironware. There were 343 counted ceramics in the collection. In the last two categories there are nails and other metals. There were roughly 679 counted nails of different types. The other category contains all the other metal in the collection. Many were unidentifiable ferrous metal but there were also some metal ringlets, metal springs, and metal stakes. There were roughly 347 items that fit into this category. These categories represented the largest number of artifacts in the collection.

There were other artifacts within the collection that were not largely represented within the collection. These artifacts were not in large quantities and therefore were not recorded in this paper. Pictures and information can be found on the website for the project. ([Field Archaeology Collections - University of Akron Digital Collections \(ohc.org\)](https://www.ohiohistorycentral.org/ohc/Field-Archaeology-Collections)). This is being done by another student who is also completing their honors project so it may not be completely updated when this presentation is finished. Some of these artifacts included roughly 10 buttons, about 20 bones or teeth, and several gun shells. All of these artifacts were part of everyday life for the people who lived along the

canal in the 19th century. There is one artifact that was really interesting to me so I decided to research it even more.

Photographing and Analysis

In this section, I will describe the process used to inventory and record the artifacts from Lock 2. All artifacts were closely studied and photographed. This process took 45+ hours as there were so many artifacts to be photographed. To expedite the process, photographs were taken of the entire bag of artifacts together, which fail to show as much detail for individual artifacts but captured the information about the entire assemblage recovered from the archaeological site. I also recorded descriptive metadata using a spreadsheet including site name, the level at which it was found, and the bag number. After this, any additional bags inside the larger bags were photographed all together so one could get an idea of how many artifacts are in each bag. Then the artifact bags were individually photographed and then, if possible, the artifacts were taken out and photographed individually to get a better look at each artifact. Any distinguishing features on the artifacts were noted, such as makers' marks on pottery or any writing that may be on the glass. Each photograph shows a scale to see the relative size of an artifact based on the scale.

The material and color of each artifact were noted. These are both critical because some types of glass or ceramics can be identified for future research based on their color or the material that they are made from. Measurements were not taken for each individual artifact. This would have taken inordinate amounts of time to do and would not give researchers a lot of information. Any information about the condition of the artifact was taken. If an artifact was in particularly bad condition, this was noted so

that future researchers know which artifacts should be handled with extra care. Any re-bagging that was needed was also noted. All information that was collected from the artifacts was put into a shared inventory and then a shared MSEXcel file so the information could be used by the Cummings Center and The Department of Anthropology to know what the collection holds. This information was also taken and used to create an online database for the collections and the artifacts, by another student and may not be completed on the same timeline as this honors project. This database, [Field Archaeology Collections - University of Akron Digital Collections \(oclc.org\)](https://oclc.org), includes the names of the collection as well as photographs, box numbers and information on what each bag contains. This site functions as the first step in research. It allows researchers to look online at the collection and what it contains before coming to the Cummings Center to do in-person research with the artifacts.

After all the photographs and inventory descriptions were completed, research into Lock 2 as a site began. I first looked at what information the Anthropology department, located on the second floor of Olin Hall in room 237, had in the projects room, located within the Department of Anthropology in room 237A. With the first initial search, nothing of note was found. After this, I began to research the Canal Era, roughly 1825 to 1860, in general. With this in mind, I began looking on Google Scholar for articles that related to the Canal period in Ohio. I found multiple articles that allowed me to research the period in Ohio and learn about the history of the canals in general. Finding specific information on Clinton was more difficult as the town has not been the specific subject of much academic research. A number of avocational historical sources were available. (Dreurey 1991 and Davis & Mancke 1999)

The Village History

The Village of Clinton had very little information about its history. I went to Clinton to visit the locks in person and see if I could find any more information. While there I was able to see the remnants of the locks. (Figure 1). I also tried to visit the Historical Society in Clinton. Like many historical societies in small towns, the one in Clinton is run by volunteers. Unfortunately, this meant that it was not open when I came to visit and would not be open again until the summer season. This was very discouraging as historical societies, especially in small towns, often are one of the best sources of information about the town. Since the historical society was closed, I started looking online to see if I could get ahold of someone from Clinton who could guide me to some resources that I could use. This is when I got into contact with Mrs. Beth Bailey. Mrs. Bailey was born in 1956 and has lived in Clinton her whole life. While she works as a classical musician, she has always enjoyed older buildings and history. She learned more about historical preservation through continuing education at The University of Akron. The locks served as a place to explore when she was a child so she was interested in the history of the canal.

Mrs. Bailey contacted me after I posted on a Clinton Facebook page inquiring about information on the historical society. Mrs. Bailey informed me that the historical society would not be open until Memorial Day but said I could ask her any questions I may have. With this, we started a conversation about some resources that I could use to find out more about the history of Clinton. This led me to *The Story of Clinton*, a book written by a resident of the town that gave me a little more information about the town and the canal. (Dreurey 1991).

After this, I returned to the Anthropology department project room to see if I had overlooked any information on Clinton and I found a loose-leaf book that had the history of Clinton written by a previous graduate of The University of Akron. This book looked at the Clinton Canal Corridor overall and participated with different University of Akron departments to help understand the canal overall. This particular chapter was written by Theresa Davis, and was advised by Dr. Elizabeth Mancke from the Department of History who was known for her exceptional historical research. This chapter pulled information from previous censuses since the 1850 Census providing information about the nationalities of the residents in the town. This historical study looked at the period after the Canal Era had died down in the town, but it showed the descendants of the original settlers of the area were still living in Clinton. In the next section of this paper, I will discuss the population demographics of Clinton in more detail.

Multiple archaeological excavations had been done by The University of Akron Department of Anthropology in the past. These excavations were mostly administered by Dr. Lynn Metzger, and Dr. Jim Ross, and Dr. Nigel Bush was in charge of the archaeological research plans. (Ross & Metzger, 1999). These excavations included McIntosh site in Clinton in 1997, and the Clinton Locks 2 and 3 in 1999. There was a lot of interest in Clinton because there was so much history to be learned. The archaeological excavations unearthed multiple boxes of artifacts that are able to be studied by researchers to learn more about the Canal Era.

A small summary of the excavations had been compiled in 1997. A surface survey was conducted first to look at the water level, vegetation and any remnants of historical structures. (Ross & Metzger, 1997). This discovered Lock 2 and 3, the

muleway and the lockkeeper's house. The next step in the excavation was to do deep trenching. (Ross & Metzger, 1997). This was to understand how far down the canal bed was located based on soil color. This could have also produced artifacts but in this case it did not. Selected areas were then chosen based on fill that was found in the initial search. The area was filled with soil as well as artifacts in the 1940s so sites were used based on this information. (Ross & Metzger, 1997). Test pits were then dug and historical artifacts were found in the second layer of subsoil. (Ross & Metzger, 1997). This was done before the large excavation in 1999 but outlined the initial excavation techniques that were used and eventually led to the larger excavations later.

Learning the history of the town through the archaeological excavation as well as some written histories can bring the stories back to life. Small towns and villages just like Clinton are scattered around many states and they do not have a good grasp on their own history. Clinton was an significant city on the canal and a perfect example of the economic boom caused by the building of the canals. The history of Clinton that was collected from these sources is outlined in the next section.

Ohio in the Canal Era

Waterways are essential to civilization. They provide fertile soil for crops and a way to trade with other people. Utilizing waterways allowed trade to spread across the ancient world and was much faster than going by foot or overland via caravan. The Ohio Erie Canal was created to help promote the economic growth of the state. Prior to the canals, the interior of the state was marked with bartering systems and no easy way to transport goods. (Ayers 11). The New York Erie Canal was the basis for the design of the Ohio Erie Canal and the governor of New York helped get funds for the canal in

Ohio. (Ayers 11). Construction on the canal started July 22, 1825, with the help of German and Irish immigrants from New York. (Ayers 13). The canals were built from Cleveland to Akron and allowed farmers to raise the price of their goods and transport them. After this, more canals were built south of Akron to allow more people to access this network of trade across the state.

The canals were dug 20 to 26 feet wide to allow optimal room for boats to pass through. Once the ditch was dug out, it was lined with clay and sandstone to make it watertight so the water added to the canal would not leak into the ground around it. (Kalabon, et al. 228). Locks were usually made from wood or stone and allowed the water to be raised or lowered depending on the terrain of the canal that was ahead. The boats were kept moving by a team of mules or horses that would pull them along the towpaths on either side of the canal. These would be changed out every 15 miles to prevent the animals from getting too tired. (Hall 5). Canal boats were not just used for hauling freight and goods but also for transporting people all around the state.

Working boats or "Line boats" carried people, freight, and extra mules along their routes. These boats were generally much smaller than freight or passenger boats. (Hall 5). Freight boats carried most of the goods that were transported on the canal. Most loads on these boats included salt, whiskey, lumber, and coal and carried food staples and other necessities to different parts of the state. (Hall 5). These were by far the slowest boats on the canal and could only travel during the day. (Hall 5). Night brought the dangers of crew falling overboard, robbers, and wild animals that may harm the mules who were towing the boats. "Packets" were the passenger boats and would carry people all around the state. They were the fastest boats on the canal going about five to

six miles per hour. (Hall 5). These boats traveled day and night and could carry up to 50 passengers. These had dining rooms and beds so people could stay for days on these boats. Showboats would go up and down the canals putting on either puppet shows for children or singing and dancing shows for adults. The canals became a way of life for many people.

The construction of canals was very expensive and left the state in a good amount of debt while also helping the economy grow. A Loan Law was passed in 1837 which allowed private companies to take out $\frac{1}{3}$ of the cost of projects for canals, turnpikes, or railroads in loans from the state. (Kalabon, et al. 232). This ended up costing the state nearly three million dollars, the equivalent of eighty nine million eight hundred forty five thousand (\$89,845,000) in 2022. (Kalabon, et al. 232). Of particular importance to the fate of the canals, railroads also began to pop up throughout the state. By 1851, the Cleveland, Columbus, and Cincinnati line was opened and offered a faster way to transport goods and people than the canals. (Kalabon, et al. 232). The year 1856 marked a visibly steady decline in canal travel. This was caused by the increased use of railroads. Between 1850 and 1860 more railroads were built in Ohio than in any other decade. (Kalabon, et al. 232). The cost of keeping the canals up and running exceeded the amount of money that the canals were bringing in. (Kalabon, et al. 232). From this point until the Civil War travel on the canals decreased exponentially.

The railroads and the Civil War, however, did not mark the end for the canals. There was a push to keep the canals in good condition and lease them out to other people. (Kalabon, et al. 233). In fact, when the Civil War hit the country, the canals became profitable again as freight was being carried on the boats again. Floods

combined with strikes made the private companies abandon the canals and their leases. (Kalabon, et al. 233). From then on canals were poorly maintained until the funds ran out and travel became less and less frequent. In 1904 there was a serious push to get the canals up and running again at full capacity. (Kalabon, et al. 233). Work was done to try and fix the locks that had been abandoned but the cost of the repairs had exceeded the funds and many projects were left unfinished. The harsh winter of 1912 was the final nail in the coffin for the canals. When the snow melted in the Spring of 1913, it caused immense flooding on the canals and some locks had to be destroyed to relieve the water. (Kalabon, et al. 233). The damage totaled over 100 million dollars, the equivalent of two billion nine hundred four million eighty thousand eight hundred eight (\$2,904,080,808) in 2022. (Kalabon, et al. 233). The canals were never able to recover from this natural disaster and the state decided the canals were more trouble than they were worth as a form of transportation. (Kalabon, et al. 233).

The Canal Era was one of prosperity and growth in Ohio. The canals allowed poor farmers to sell their goods further away and raise the prices of goods. The canals were built to haul freight and people all over the state of Ohio. After the success of the New York Erie Canal there was a push for the same thing to happen in Ohio. While the boats provided profit for the people who traveled and lived around them, the canal system could not be maintained. Annual maintenance of the locks and canals was high. This, combined with natural disasters and the growth of railroads, ultimately led to the decline and eventual end of the Canal Era.

Clinton Lock 2

Locks were essential to the development of towns along the canal. It took passengers some time to get through each lock. Locks were used to raise or lower the boats to match the changing water depths in upcoming stretches of canal. Generally, the locks were much narrower than the actual canals that they were going around. Boats would often also fight for who got to go into the lock first. The process usually took about 15 minutes to completely go through the lock. This meant passengers often got off the boats to stretch their legs while waiting for the water to rise or fall from the lock and would often also seek out stores and restaurants from which to buy things. This led to the expansion of many canal towns. Akron, Ohio is one of the towns that really had the opportunity to grow along the locks and thrive. (Hall 7). Like Akron, Clinton was also surrounded by canals and locks.

Clinton was founded in 1816 in southern Summit County, Ohio by William Harvey. (Perrin 1881). Harvey was born in Cane Creek, Georgia in 1769 and moved to Ohio sometime before 1816. (Ancestry.com). I could not find a record of why Harvey came to Ohio and what he did before he migrated. In 1807 all the land west of the Tuscarawas River was added to Franklin Township. (The Clinton Historical Society). Located along the banks of the Tuscarawas River, Clinton was an attractive place for a settlement. The river allowed for quick access to waterways for transportation and trading goods. This combined with the Chippewa Creek created rich, fertile soil to grow crops all around the area. The intersection of the Tuscarawas River and Chippewa Creek created trade opportunities for the community. This intersection also created a fertile crescent of sorts: when they flooded they left silt and enriched the soil for prolific farming. (Map 1).

In 1825 the Canal Era began in Ohio. (The National Parks Service). The building of canals allowed small towns and villages to grow exponentially almost overnight. The building of the canals brought not only workers for the canal but also farmers, doctors, and merchants to the towns all eager to have a chance at a prosperous life. This influx of people led to houses, stores, restaurants, and taverns being built along the canal and river. This caused the once-quiet town of Clinton to transform into a booming canal city. The canal through Clinton was completed in 1828. (Perrin 1881). The commerce and transportation that the canal brought allowed it to become a center for business and transportation. (The Clinton Historical Society). This put Clinton up as a rival in importance in business to Akron as a canal city along the newly built canals.

Bituminous coal was found in Clinton causing another economic boom in the area. This type of coal is used for power and smithing so it was wildly valuable in the 19th century. Once the presence of good coal was discovered, mines were opened and miners flooded to Clinton to seek the open jobs that the mines created. Coupled with the already booming canal business, the finding of this coal allowed Clinton to grow even larger. The Canal Era did not last for long, however, and when the steam engine became more popular the canals slowly began to go out of use. This coupled with the cost of canal upkeep led to the steep decline of the use of canals in the 1880s. Finally in 1913 a devastating flood left the canals irrepairable. The canal system closed in 1913 and the once-booming canal city eventually became the small village that we know today. (The Clinton Historical Society).

The ethnicity of the people who lived in the region was vastly diverset. Most of the population were people who had been in the Ohio area for generations, however,

the canal and subsequent town brought people from other states and other countries. Clinton and the canal were abundant with jobs for laborers. This was of particular interest to immigrants as well as second or third-generation Americans. (Davis 6). After the canal was built many of the families remained, establishing themselves within the town. The township itself was a blended community. Seven countries are represented within the community at this time. (Davis 6). These are based on countries of birth so it doesn't take into account that there were many second-generation Americans. Individuals has immigrated from Canada, England, France, Germany, Ireland, Prussia, and Switzerland. Many immigrants and second-generation Americans would move to new territory to start new lives and hopefully prosper. (Davis 6). Many immigrants did the manual labor that built the canals and railroads, most of these workers were German and Irish. (Kalabon, et al. 228). According to the 1850 census, about 70 people came from Germany while 341 came from Pennsylvania. However, Pennsylvania had a large German population, and migration from Pennsylvania west to Ohio was very common. Most of these people were either immigrants themselves or descended from recently immigrated people. Germans and the Pennsylvania Dutch make up most of the population and came to the area when the canal began. Most of them were farmers, merchants, doctors, and other laborers who found jobs in the newly formed town along the canal. (Dreurey 2). An overall understanding of the Canal Era is also essential to understanding Clinton Lock 2 and how it fits into the larger narrative of the Canal Era.

Box I.74, Bag 502

One artifact in particular sparked my interest. This artifact I had trouble identifying at first. I assumed it was a valve that belonged on a canal boat. After discussing the

artifact with Dr. Tim Matney and Professor Maeve Marino, both of The Department of Anthropology at The University of Akron, we determined that it appears to be part of an oil lamp. This particular piece was part of the burner, used to pull the wick up and allow the amount of light produced to differ. Based on research on burners, I determined that this particular component likely belonged to a kerosene lamp. (Edminster). If you refer to the images of kerosene burners from the 1870s you can see a lot of similarities. (Figure 2). When comparing this to a picture of the actual artifact the similarities become more apparent. (Figure 3). The middle part on the artifact is filled with tiny holes just like the first image. On the artifact you can also see the knob that would have been used to move the wick. Lastly, if you look at the 3 holes on the sides of the artifact you can see where the parts that held the chimney on were. One is still attached to the artifact but is bent down. (Figure 4).

Lamps were crucial to everyday life in the times before electricity, which wasn't commonplace until the 1920s. Canal boats did not normally travel at night for various reasons, so it is unlikely that this was used on a canal boat but more likely by a townspeople. Lamps could be used to provide light to houses after sunset. Rather than going straight to bed, families could stay up and do essential tasks, such as preparing food or doing schoolwork. Since indoor plumbing was not as common at the start of the Canal Era (1825-1860) and likely not till much later in a small town such as Clinton lamps could be used to light the way to outhouses or out to barns to tend to animals. This particular artifact interested me so much because it was so necessary to the everyday life of the people who had used it. Without lamps, many things would have been made incredibly difficult to do after sunset.

These lamps often ran on oil or kerosene, stored in the bottom of the lamp in a bowl shape. The end of the candle wick sits in the oil or kerosene and the fuel climbs the wick. It is then strung through the burner and the wick housing and can be moved up and down by twisting a knob. On top of the burner was a glass chimney that held the wick so it could not start fires around the lamp. You could put more of the wick out to allow the lamp to burn brighter and longer. To extinguish the flame, you could simply turn the wick down into the housing to extinguish the flame. These lamps came in many different shapes and sizes but they all had roughly the same inner workings. (Figure 5)(The Henry Ford Museum)

The Good and the Bad

Returning to the boxes of artifacts housed at the Cummings Center, there were a lot of good things that came out of this project and some very frustrating aspects to the work as well. One of the good things that came out of this particular project was learning to work with artifacts. In archaeology it is important to know how to handle artifacts after they have been found and cleaned. This hands-on experience as well as learning how to make inventories of artifacts will be incredibly helpful in my future career. This project also taught me different ways of finding information. In the past when working on excavations, I found the artifacts, or they were found at a site I was familiar with, or their provenience was well documented. I knew how they each were connected. With this project, my lack of information made it more difficult to connect the artifacts to the places and people of Canal Era Clinton. A lack of field notes made it difficult to understand a lot about the excavation and where the artifacts were found. If a piece of glass was found near the lamp part we might have been able to determine that the

glass was from the lamp, and that would give us more information about the artifacts. It could also give the possibility of reconstruction of artifacts for future research.

Another difference that I discovered was between archaeological field catalogs and museum catalogs. Each describes the same material, but with different terminology, concepts, and goals. For example, the Cummings Center generally measures all of the artifacts in an assembly, while measuring every artifact is seen as unnecessary (or simply unobtainable) in the archaeological world because it often doesn't give more information about the artifacts or there are too many of them. I also ran into trouble with the paucity of historical information on the actual town of Clinton. Small towns like Clinton often have a difficult time keeping historical records and making this information accessible to the outside public. Most of the records are kept up by local volunteers and this makes it difficult to get information. These problems are something that any person who works with collections may experience, especially if they are working with small towns and villages.

Conclusion

At the beginning of this project, I set out to look at the collections that The University of Akron had, and to make them more accessible to the general public. Doing the first steps and taking photographs and creating an inventory allows the collections to be more accessible. I also wanted to know about the everyday lives of the people who lived along the canal, how they influenced the town and who they were. I found that many of the early townspeople were immigrants or second-generation Americans who had followed the job opportunities that the canal had brought. They built up the town

alongside the growth of the canal system, and most of them stuck around even after the canal began to become less essential to trade and commerce. The analysis of the artifacts also gave a closer look at the everyday lives of the people in the town.

There were some problems that had to be solved. The main problem was the overall lack of information from the archaeological excavation itself. Based on some information I found I believe the dig took place in the summer of 1999. This was overseen by Dr. Lynn Metzger and it seems that most of the excavation was done by students and community volunteers overseen by Dr. Nigel Bush. The steps I took towards fixing this problem for future researchers included the inventorying of boxes and artifacts as well as taking photographs showing the artifacts. The database that this information is on will be accessible to the public and can be used by researchers outside of the university. Uncovering the history of small towns can be extremely difficult because of the lack of information published about them. Rediscovering these histories through archaeology and research is helpful not only to the scholarly community but also to the small towns that get to use this information to reclaim their own history.

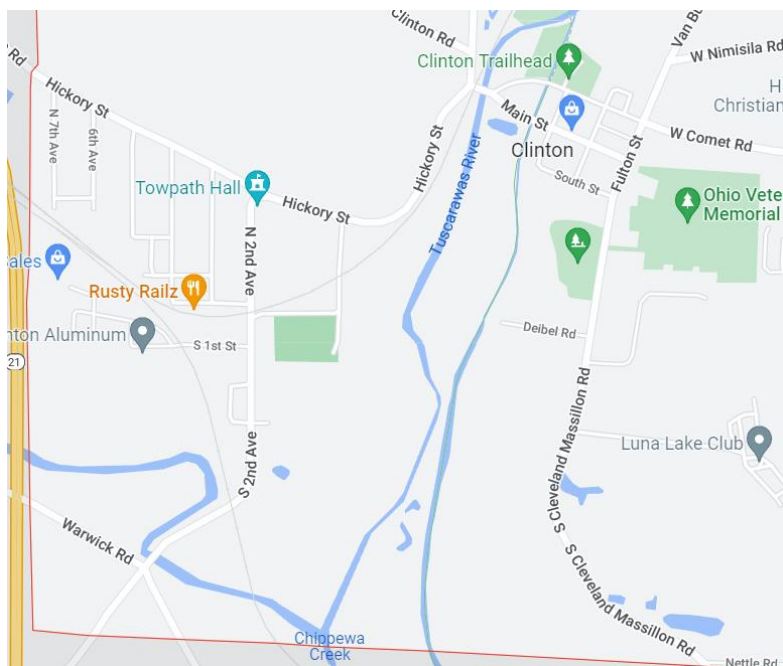
Maps.

1. A recent road map of Clinton showing the flow of the Tuscarawas River and its intersection with Chippewa Creek. (Google Maps. (2022). *Clinton, Ohio*. Road Map. Retrieved from

[https://www.google.com/maps/place/Clinton,+OH/@40.9265247,-](https://www.google.com/maps/place/Clinton,+OH/@40.9265247,-81.6482725,14z/data=!4m5!3m4!1s0x88372c4354734da9:0xa289bb97f0d4ba7b!8m2!3d40.9267224!4d-81.6304022)

[81.6482725,14z/data=!4m5!3m4!1s0x88372c4354734da9:0xa289bb97f0d4ba7b!](https://www.google.com/maps/place/Clinton,+OH/@40.9265247,-81.6482725,14z/data=!4m5!3m4!1s0x88372c4354734da9:0xa289bb97f0d4ba7b!8m2!3d40.9267224!4d-81.6304022)

[8m2!3d40.9267224!4d-81.6304022\)](https://www.google.com/maps/place/Clinton,+OH/@40.9265247,-81.6482725,14z/data=!4m5!3m4!1s0x88372c4354734da9:0xa289bb97f0d4ba7b!8m2!3d40.9267224!4d-81.6304022)



Figures

1. A recent photograph showing the remains of Lock 3 in Clinton, Ohio. (Curtis, H. (2022) *Lock 3* [Photograph]. Clinton, Ohio)



2. An 1870s era kerosene lamp burner (Edminster, D. D. (n.d.). *The Burner Extinguisher*. *The Lampworks*. Retrieved April 14, 2022, from http://www.thelampworks.com/lw_extinguisher.htm)



3. Front view of the kerosene burner from the collection (Curtis, H. (2022) *Kerosene Burner Top* [Photograph]. The Cummings Center. Akron, Ohio)



4. Back view of the kerosene burner from the collection (Curtis, H. (2022) *Kerosene Burner Bottom* [Photograph]. The Cummings Center. Akron, Ohio)



5. An example of a 1870s era Kerosene Lamp (*Kerosene Lamp, 1860-1870*. The Henry Ford. (n.d.). Retrieved April 15, 2022, from <https://www.thehenryford.org/collections-and-research/digital-collections/artifact/16982#slide=gs-169169>)



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Curtis, H. (2022) *Lock 3* [Photograph]. Clinton, Ohio

Curtis, H. (2022) *Kerosene Burner Top* [Photograph]. The Cummings Center.

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