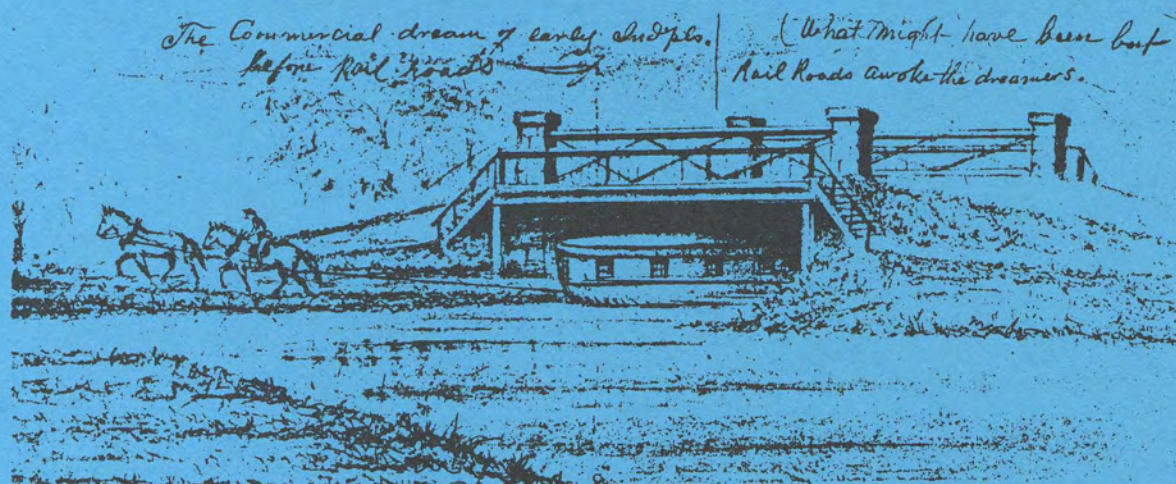


INDIANA, The Early Years

Transportation & Communication



Washington Street bridge across the Central Canal, Indianapolis, by Christian Schrader.
Courtesy Indiana State Library.

BROADSIDES

In Indianapolis, only seven miles of the Central Canal from Broad Ripple south were completed by 1839 when all work on internal improvements stopped. The canal was used for a while to transport wood, corn, hay, and lumber, businesses utilized its water to power their mills. [Sulgrove, *History of Indianapolis*, 115] The canal languished and in the early 1870s was purchased by the Water Works Company of Indianapolis. [Dunn, *History of Indianapolis*, 332]

Christian Schrader, the artist, was born in or near Indianapolis about 1840. Schrader operated a china store on Washington Street. He drew and painted from his childhood memories of early Indianapolis. After his death in 1920, his daughters donated many of his sketches and paintings to the Indiana State Library.

Explanation of the cover illustration	274
Introduction to Transportation & Communication	275
Packet Introduction and Glossary Page	282
Packet Timeline	283
Packet Map	284
Activities for Transportation & Communication	285
Early Years Documents 61P, 62, and 63	293
Packet Document 1/Packet Illustration/ Documents Introductions/Early Years Document 62 and Tran- scription/Early Years Document 63	
Early Years Documents 64P, 65, and 66	301
Packet Document 2/Packet Illustration/Documents Introductions/Early Years Document 65/Early Years Document 66 and Transcription	
Early Years Documents 67P, 68, and 69	308
Packet Document 3/Packet Illustration/Documents Introductions/Early Years Document 68/Early Years Document 69 and Transcription	
Early Years Documents 70P, 71, and 72	316
Packet Document 4/Packet Illustration/Documents Introductions/Packet Document 4 Transcription/Early Years Document 71/Early Years Document 72 and Tran- scription	
Early Years Documents 73P, 74, and 75	325
Packet Document 5/Packet Illustration/Documents Introductions/Early Years Document 74/Early Years Document 75	

Many of Indiana's newly settled farmers soon began producing more farm products than their families could use. The sale of these surplus commodities—mostly corn and hogs—provided settlers with cash money to pay for land bought from the United States government and to buy luxury items such as coffee, imported woolens, and sugar. Unfortunately the production of surplus farm products quickly outpaced the capabilities of Indiana's transportation system to transport those products easily to market. Indeed, probably the main concern of Indiana's farmers from 1816 through 1850 was the improvement of the transportation system.

An improved transportation system was important not only to facilitate the shipping of products to major markets such as New Orleans but also to bring manufactured goods from the East and abroad into Indiana at a cheaper price. Improved transportation also meant improved communication. Merchants, farmers, and politicians all depended on letters and newspapers from the East for news of prices, families, and legislation. As late as 1829, a letter mailed from Washington, D.C. took twelve days to reach Indianapolis. [Baker, *Postal History*, 67]

Rivers

In addition to Indian trails and buffalo paths, rivers and streams served as the major highways for both the early settlers and the later farmers of the Old Northwest. Flatboats provided the main down-river transportation; more steamlined keel boats provided exceedingly slow and laborious upriver travel. Even after the advent of the steamboat, keelboats and flatboats continued to ply western rivers, large and small.

Steamboats appeared regularly on the Ohio River in the mid 1820s. By the mid 1830s steamboats had been improved so that they drew very little water, which permitted them entry into shallower waters. The official list of boats on the Ohio-Mississippi route in 1834 numbered 230. In this same year the tonnage of the Ohio and Mississippi steamboats exceeded the tonnage of the Atlantic Coast. [Buley, *Old Northwest*, 1:423] "The effects of the steamboat on transportation were not so sudden and revolutionary, as gradual and momentous. Early boats were slow, unreliable, and the captains frequently unaccommodating. Then, too, traffic was dependent upon the stage of the river. Several months of low water in summer and ice in winter left normally only spring and autumn months for navigation." [Buley, *Old Northwest*, 1:427]

Steamboats appeared on inland rivers in Indiana as early as 1823 when the "Florence" traveled the Wabash River as far as Terre Haute. The following insert appeared in the *Vincennes Western Sun*, May 10, 1823:

Steam Navigation.—The Steam boat *Florence*, capt. Donne, arrived here from Louisville on the 2d inst.—after discharging part of her cargo consigned for this place; she proceeded on her voyage to Terre Haute; she has since returned—and is now ascending the Ohio to the place from whence she came.

The *Florence* is the first Steam boat that has ever ascended the Wabash. [Thornbrough and Riker, *Readings*, 304]

In 1827, the first steamer arrived at Lafayette. The White River was not as accessible as the Wabash, but in 1831 the steamboat "General Hanna" docked in Indianapolis but got stuck on a sandbar on the return trip. The "General Hanna" was the only steamboat ever to reach the inland capital city. [Barnhart and Carmony, *Indiana*, 1:284]

The growth of steam-powered travel on the Great Lakes lagged behind that of the rivers. In 1833, just two steamboats reached Chicago. In 1836, forty-nine steamboats arrived at Chicago. But by 1839, a regular line of steamboats ran from Buffalo to Chicago, requiring sixteen days for the round trip. [Buley, *Old Northwest*, 1:424] As early as 1836, Congress appropriated money for a new port of Michigan City, but it was a few years before it was a satisfactory port. [Moore, *Calumet Region*, 53n]

Numerous accidents and explosions involving steamboats prompted some state governments, including Indiana, to attempt to regulate this booming industry. In 1837, the Indiana legislature passed an act requiring the examination of steamboats and their captains for safety and knowledge. [*Laws (general)*, 1836-37, pp. 77-79] The effectiveness of this act depended on similar legislation from surrounding states.

Roads

Although rivers and steams played very important parts in the growth of Indiana's farm economy, as the population increased and moved northward through the state, roads became more necessary. They were needed to connect inland farmers with the river arteries and to connect settlers with local governments.

State government first addressed road improvement in Indiana in 1821 after the site for the new state capital had been selected. One hundred thousand dollars from the 3 percent fund was appropriated by the Indiana General Assembly to clear and improve a network of roads in southern Indiana with Indianapolis as the northern terminus. [Barnhart and Carmony, *Indiana*, 1:286] The 3 percent fund was a donation from the federal government: 3 percent of the proceeds of federal land sales in Indiana designated for internal improvements. Unfortunately, Indiana's fund did not even reach \$100,000 until several years after the 1821 appropriation had been approved; as a result early road building was haphazard at best and certainly not a great improvement.

Road building and maintenance during this time were the responsibility of each township in a county. Able men were required to work on the roads a few days each year. Some of the earliest roads in Indiana were made by horses or oxen dragging a log through the forest from one point to another. The stumps of larger trees were left in the roadway, cut off so that a wagon axle would pass over.

There were several techniques for road building. In swampy areas, logs were laid side by side across the road to form a "corduroy" road. In the 1840s, plank roads became popular for short stretches of road. Planks, three inches thick and eight feet long, were laid across stringers which ran along the course of the road. [Taylor, *Transportation Revolution*, 30] Private companies built plank roads, charging tolls for usage. They were relatively inexpensive to build, but repairs were expensive and frequent. Macadamized roads provided the most convenient traveling conditions but were very ex-

pensive since they required much labor. Macadamized roads were not common in Indiana during the first half of the nineteenth century, but a few attempts were made to improve major thoroughfares. (See the Background information for Early Years Document 67P)

Two important roads built during Indiana's pioneer period were the National Road and the Michigan Road. The National Road, funded by Congress over a period of several years, was initially surveyed by 1827. It was not completed through Indiana until 1838. In 1848, Congress turned the Hoosier portion of the road over to the state to maintain. The state promptly leased the road to a private plank road company. [Buley, *Old Northwest*, 1:449]

During this same period, Indiana's legislators approved the construction of a north-south road from Madison to Michigan City. The first reference to the Michigan Road was made in 1826 by Governor James Brown Ray who was negotiating with the Potawatomi Indians of northern Indiana. In the resultant treaty, the Indians surrendered to the state a one hundred foot right of way throughout their lands. By 1830, the road had been located, and construction begun. The Michigan Road was completed in 1836; the cost of its construction being met by the sale of lands along the right of way.

The following quotation from a letter written in 1830 aptly describes road conditions throughout most of Indiana during the pioneer period:

From Versailles, we took the track to Vernon, through a rugged and swampy road, it having rained the night before. The country is hilly, and interspersed with runs, which are crossed with some difficulty, the descents and ascents being very considerable. The stumps, "corduroys" (rails laid horizontally across the road where the ground is marshy) swamps, and "republicans," (projecting roots of trees, so called from the stubborn tenacity with which they adhere to the ground, it being almost impossible to grub them up), rendered the difficulty of traversing this forest so great, that notwithstanding our utmost exertions we were unable to make more than sixteen miles from sunrise to sunset, when, both the horse and ourselves being completely exhausted, we halted until morning. [McCord, *Travel Accounts*, 140]

Internal Improvements Bill, 1836

By the mid 1830s the citizens of Indiana agreed that major improvements in the state's transportation system were necessary. They were also in agreement that state government should underwrite the costs of the improvements. In January, 1836, the General Assembly agreed upon a statewide system of internal improvements—an event which signaled joyous celebrations over all the state. The system included the following improvements:

1. The Whitewater Canal was to begin at the junction of the Whitewater River and the National Road and continue to the Ohio River at Lawrenceburg;
2. The Central Canal was to begin at a point on the Wabash and Erie Canal between Fort Wayne and Logansport, travel toward Indianapolis, and then follow the West Fork of the White River to Evansville;
3. The Wabash and Erie Canal, begun four years earlier, was to be extended from the mouth of the Tippecanoe River to Terre Haute, eventually to connect with the Central Canal in Knox County;
4. A railroad from Madison to Lafayette via Columbus, Indianapolis, and Crawfordsville;
5. A macadamized turnpike from New Albany to Vincennes;

6. A resurvey of the route from Jeffersonville to Crawfordsville for construction of a railroad or a macadamized road;
7. An appropriation for the removal of obstructions in the Wabash River from its mouth to Vincennes;
8. A survey for a canal or railroad from the Wabash and Erie Canal near Fort Wayne toward Michigan City. [Barnhart and Carmony, *Indiana*, 1:324]

The system of 1836 was one of the most momentous laws ever enacted by an Indiana legislature. Its appropriations totaled \$10,000,000 at a time when the normal revenues of the state averaged considerably less than \$75,000 yearly, while the number of Hoosiers was almost certainly fewer than 500,000. Moreover, almost all of the population was rural, and the privations and self-sufficiency of pioneer life were yet to be overcome. The obligations entailed by the system were far beyond the resources of the infant state, and the reckless use of public credit soon resulted in fiscal chaos when the depression of the late thirties and early forties brought catastrophic consequences to Indiana. [Barnhart and Carmony, *Indiana*, 1:322]

This system was enthusiastically received by almost every citizen in Indiana even though no provisions were made for paying even the interest on its notes. From the start problems of inexperience in engineering and labor management plagued the system. Anticipated revenues were nonexistent. Worldwide financial problems and outright fraud only worsened Indiana's credit problems. By 1839 the system had disintegrated for lack of funds. By 1841 the state was in default, not even able to pay the interest on its internal improvements debts. Private companies, however, took over parts of the system which were completed throughout the forties and fifties. The Whitewater Canal was completed from Cambridge City to Lawrenceburg in 1845; the extension of the Wabash and Erie was finished to Evansville by 1851; and the Madison and Indianapolis Railroad was completed to Indianapolis in 1847.

The disastrous financial situation brought about by the state's overextension on internal improvements resulted in a provision in the Constitution of 1851 which prohibits Indiana lawmakers, even today, from incurring debts beyond what can be provided by annual state revenue.

Canals

Hoosier excitement about canals began soon after statehood when Governor Jonathan Jennings referred to the practicality of a canal connecting the Ohio-Mississippi system with the Great Lakes. Not all citizens thought that canals offered the best solution to internal transportation problems. Many thought that the new steam railroads offered the most potential. Much debate and discussion was advanced concerning the merits of each system. Canals were cheaper to build and maintain; money spent on these systems would stay in Indiana; and water power created by the system would benefit many. Railroads, however, moved much faster; and they could be used during any season of the year. [Barnhart and Carmony, *Indiana*, 2:22]

Canal supporters won the day. In 1826 the General Assembly chartered the Whitewater Canal which was to be privately capitalized. Private monies were not forthcoming, and Hoosiers had to wait until 1832 when money from land sales along the Wabash River provided the incentive to begin construction of the Wabash and Erie Canal. Actual construction on the Whitewater Canal did not begin

until 1836 at which time the Whitewater system as well as the Wabash and Erie had become a part of the state's legislated Internal Improvements system.

In spite of the state's financial difficulties, the Wabash and Erie Canal was completed from Lafayette to Toledo, a distance of 187 miles, on July 4, 1843. In its peak year, 1851, 2.8 million bushels of corn left the Wabash and Maumee valleys for Lake Erie. The Whitewater Canal, which was completed in 1845, also served as an important link between farmers in southeastern Indiana and merchants on the Ohio River. Both canal systems served as an impetus to the growth of towns along their respective routes. But neither system returned any profits to its investors; neither system was able to overcome the financial drain of numerous floods, breaks, and repairs; neither system adequately answered the needs of Indiana's settlers for better transportation. [Madison, *Indiana Way*, 85] For an account of a trip on the Wabash and Erie Canal see Thornbrough and Riker, *Readings*, 336; for more information about the Whitewater Canal, see the Background information for Early Years Document 70P.

Railroads

The advance of the railroads into Indiana was a major cause for the demise of the canals. On October 1, 1847, the first train from Madison, on the Ohio River, to Indianapolis arrived amid great fanfare and celebration. An article in the Indianapolis *Indiana State Sentinel* described the event:

Yesterday was a proud day for Indianapolis. At an early hour thousands of the people of Central Indiana and other portions of the State thronged the streets of our city. At ten o'clock Capt. Evans's company of volunteers entered the city on the west and Spalding's Mammoth circus on the east, the latter preceded by Ned Kendall's celebrated band, with its enlivening strains. They met about the centre, amid the thronging thousands.

At one o'clock, P.M., the multitudes met at the depot, and precisely at 3 o'clock the booming of Capt. Chapman's cannon announced the approach of the cars, containing a large concourse of visitors and travellers.

After the arrival of the cars, Governor Whitcomb addressed the thronging thousands in an appropriate address. From yesterday we may date a new era in Indianapolis and Central Indiana. The illumination and fireworks in the evening were a brilliant affair. [Thornbrough and Riker, *Readings*, 342]

The popularity of the Madison and Indianapolis line was evident as early as 1845 even though the road was completed only to Edinburg. The following table indicates the numbers of passengers and kinds of freight transported in one week on this fifty-six mile stretch of railroad:

"OUTWARD	INWARD
213 passengers.	175 passengers.
201,115 lbs. merchandise.	9,830 bush. Wheat.
970 bbls. Salt.	853 bbls Flour.
35 bbls. Whiskey	252 bush Flaxseed.
18 bbls. Tar and Oil.	90 bush Corn.
9 bbls. Molasses.	80 bush Rye.
13 half bbls. Beer.	115 bush. Apples.
13 Kegs Powder.	96 Pork barrels.
120 bush. Stone Coal.	420 Lard kegs.
12,000 shingles.	11,250 feet Lumber.
10 ploughs.	20 Cords Wood.
2 Threshing Machines.	20,000 Staves.
	8,300 lbs other Freight."

[Daniels, "The Village," 28]

The popularity of the Madison and Indianapolis line spurred the growth of other rail lines in Indiana. Through the years from 1850 to 1860 there was the greatest growth in laid track, although several lines were begun in the late 1840s. The following list is from the triweekly Indianapolis *Sentinel*, November 12, 1850. It indicates that only four railroad lines were actually complete at that time. Note also that the majority of the proposed lines were in the southern and central sections of the state.

	Length	Com- pleted.	Con- structing.
"Madison and Indianapolis,	88	88	—
Shelbyville and Edinburgh,	16	16	—
Shelbyville and Knightstown,	26	26	—
Rushville and Shelbyville,	19	19	—
Indianapolis and Bellefontaine,	83	28	55
New Albany and Salem,	100	27	73
Jeffersonville,	66	8	58
Lafayette and Indianapolis,	61	—	61
Peru and Indianapolis,	70	—	70
Crawfordsville and Lafayette,	26	—	26
Evansville and Illinois,	50	—	50
Lawrenceburgh and Indianapolis	87	—	87
Junction,	38	—	38
Terre Haute and Richmond,	141	—	141
Richmond and New Castle,	50	—	50
Martinsville and Franklin,	20	—	20
Southern Michigan,	100	—	100
Richmond and Ohio,	4	—	4
Cincinnati and St. Louis,	160	—	160
	1205	212	993"

[Daniels, "The Village," 64]

Communication

As important as transportation was for the growth of Indiana's commercial agriculture and for the increased availability of imported food and goods, it served another purpose as well—communication. Letters and newspapers were the only means of communicating, and each played an important role in the lives of settlers and merchants alike. Mail service was, therefore, an object of much discussion and importance.

In 1816, there were thirty-three post offices in the state. The postmasters were federally appointed and paid by commission—a percentage of revenues through their offices. Postmasters awarded contracts for mail carriers along specified routes. The earliest mails were carried on horseback, but as soon as roads were improved, stagecoaches became more common carriers. In 1830, a stage driver was offered a contract for \$396.00 per year to carry mail from Terre Haute to Lafayette in a two-horse stage. By 1837, there were three daily mail stages running to Indianapolis—from Terre Haute, Madison, and Logansport. [Baker, *Postal History*, 67-68]

Unfortunately, those same horrible road conditions which plagued travellers often delayed the mails as well. Perhaps no profession better exemplifies the problems of communication than the newspaper profession. Pioneer editors and publishers certainly depended upon the transportation system for paper and supplies, but, more importantly, they were desperate for the news. Eastern mails

brought eastern papers, broadsides, federal documents, magazines, and books from which editors liberally borrowed information for their own publications.

The advent of the telegraph into Indiana in the late 1840s dramatically changed the gathering of news, making daily newspapers possible. But the financial security of Indiana's pioneer editors remained tenuous at best. A close study of early papers throughout the state reveals an almost continual change of names and owners throughout the first half of the nineteenth century.

Conclusion

In the years from 1816 to 1850 the success of Hoosier farmers, and thus Indiana's economy, depended heavily on cheap and easy opportunities for transporting excess farm products such as corn, pork, whiskey, and flour to paying markets. Indiana's natural resources, specifically the Ohio River and Lake Michigan, benefited only a small portion of the state's population. Attempts by the state to improve transportation and communication by building roads and canals suffered from the lack of adequate technology, funding, and supervision. The advent of railroads came too late to aid the sturdy pioneers.

Despite the lack of adequate transportation facilities, Indiana's economy did grow during this time period. This fact must be directly attributed to the perseverance of both farmer and merchant in enduring the hardships of abominable roads, raging rivers, and broken canals in transporting produce to market.

Most settlers coming to pioneer Indiana traveled by flatboat down the Ohio River until they reached the Indiana shore. Settlers had few roads to use, so many families followed Indian trails or made their own trail through the forests. When roads became more common, they were still not very good—such things as wood planks, logs, or gravel were used for some roads. Dirt roads were muddy when it rained and dusty when it did not, and often tree stumps were not removed. There were few bridges over rivers and streams.

As farmers raised more corn and hogs, they became businessmen and needed ways to get their products to market. Steamboats were the first real im-

provement for travel on the Ohio and Wabash rivers. Canals then improved water transportation. By 1850 railroad companies were laying tracks all across Indiana providing the fastest and easiest way to travel.

Poor transportation also made communication difficult. Word of mouth or letters often conveyed news. Newspapers provided settlers with information generally reprinting items from papers elsewhere. It often took two weeks for news from the East Coast to get to Indiana. Bad weather and poor roads kept mail stages and riders from staying on schedule. The railroads starting in the late 1840s thus began to keep Hoosiers better informed.

Document 1 is a broadside advertising the opening in 1825 of a new tavern in Merom located on a busy road between Vincennes and Terre Haute.

tavern — an inn providing food and lodging for travelers

subscriber — a person who financially supports an undertaking

Document 2 is an advertisement from an 1838 newspaper. It describes the new paper to be published in Martinsville.

prospectus — a description of a proposed project circulated to obtain support

patronage — financial support given by customers is one meaning

super royal sheet — a size of printing paper measuring approximately 28 inches by 21 inches

Document 3 lists the costs for locating part of a road between Crawfordsville and Lafayette in 1837 and 1838. The workers and supplies necessary to survey such a road are also listed.

McAdamized — a road made according to J. L.

McAdam's system which consists of putting down several layers of broken stone, each layer is packed by traffic before adding the next layer

surveyor — a person who determines the form and location of a tract of land by measurement in order to draw a map or give a detailed legal description

chains — a measuring line of 100 iron rods used in surveying, its length is 66 feet.

rodman — a worker in surveying who holds a measuring pole called a rod; a rod is 16½ feet.

Document 4 reproduces a page from the 1839 Lawrenceburg toll collector's book. It lists people and freight, their destinations, and the toll charges for them at this White Water Canal location.

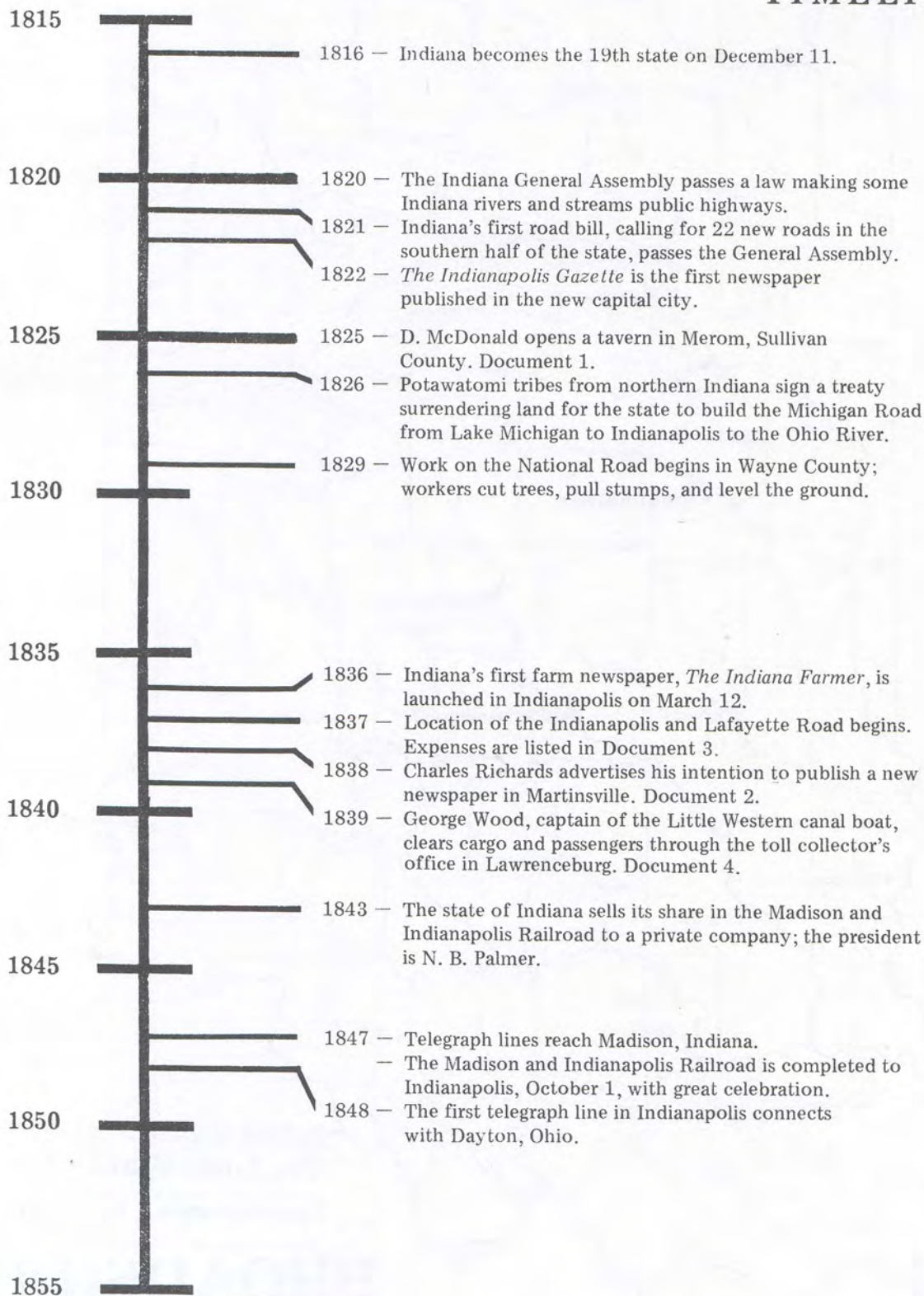
Document 5 is an 1850 map showing the locations of Indiana's canals, railroads, and projected railroads. It also shows Indiana's major rivers.

BROADSIDES

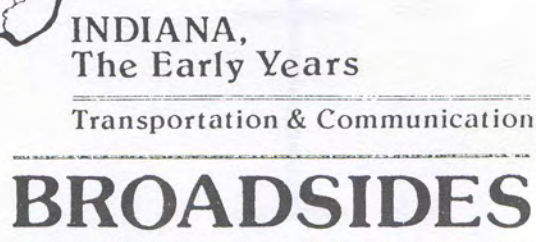
INDIANA, The Early Years

Transportation & Communication

TIMELINE



Indiana, the Early Years
Transportation & Communication



- Discuss the illustration with the class. Compare the canalboat with modern water vehicles. How was it powered? How big was it? What amount of goods and passengers could it carry?
- Use in conjunction with Early Years Documents 70P, 71, 72.

Introductory Discussion

- Discuss with class the information in the introduction.
- Discuss modern electronic communication methods, such as television, radio, telephone, telegraph, satellite communications.
- Compare the preceding methods with modern written methods of communication, such as newspapers, magazines, and books.
- Discuss the demise of personal communication by means of letter writing. Determine what has replaced letters in communicating with faraway family and friends—i.e., printed greeting cards, telephone, and personal visits. Poll class as to who has written or received a letter in the last year, determine other ways students have communicated. Work out charts showing trends, etc.
- Discuss transportation in your community. Is there public or mass transportation available? How do people travel?
- Study map making and map reading. Gather a variety of types of maps for students to use.

Additional Things To Do

- Research to find dates and inventors of as many modes of transportation and communication as possible. Make a time line including inventor(s), dates, and places of importance. Illustrate with photos or drawings.
- Have interested grandparent(s) visit class to talk about transportation and communication changes in their lifetime(s).
- Study letter writing, both form and etiquette. Have students write a letter to parents informing them of the study of communication and transportation.
- Have students make maps of their routes from home to school, including street names and identifying landmarks.
- Contact local Scout, 4-H or Senior Citizens offices for Pen Pal Programs.

Early Years Document 61P

Packet Document 1 - Broadside - Tavern, Merom, Sullivan County, April, 1825

Document Introduction

Discuss with class the background information and special vocabulary.

- Are we returning to the way of the 19th century inn with the bed and breakfast concept of today?
- Discuss the change in name and function from “inns and taverns” to “hotels and motels.”
- List and define other words that we use in place of “inn” or “hotel,” e.g., lodge or lodging, accommodations, hotels, bed and breakfast, etc.

- Discuss the regulations governing 19th century Indiana taverns. Relate the regulations to those of today.

Additional Things To Do

- Collect ads from newspapers and magazines, then compare accommodations with the Merom broadside.
- Plan a family trip to an Indiana state park inn; use maps to plan a route, plan an itinerary, plan expenses, etc. See Finding Aids for contacts about Indiana state park inns.
- Check with a local historical society or library for information about early inns and taverns in your area. Why were they located there—or why not? How does it compare to the situation today? Why?
- Using sources in the Bibliography in Finding Aids (especially Buley, McCord, and Lindley) locate information about the cost of travel and compare it to modern prices.

Early Years Document 62

Ledger Account - William B. Mitchell account at Union Hotel, Indianapolis, May, 1837.

Document Introduction

Discuss with class the background information and special vocabulary.

- Discuss how this bill was paid; how would we pay our bill today?
- Discuss the barter and credit systems of payment. See the introduction to Commerce, Trade, and Agriculture.

Additional Things To Do

- Bring in printed food ads and figure the worth of the food in today's market.
- Using the food ads figure total costs for the trip planned with Early Years Document 61P.
- Study the butchering process used in the 19th century.

Early Years Document 63

Menu - Madison Hotel, Madison, c. 1851

Document Introduction

Discuss with class the background information and special vocabulary.

- Discuss the foods mentioned; find out what the unfamiliar foods are by using a dictionary.
- Note the times of meals and compare them to today. Why are they different?
- Discuss the notations near the top of the menu.
- What familiar foods are missing from this menu; why? Discuss how foods were obtained, seasonal availability, food preservation by drying, pickling and salting. From the discussion try to discover what time of year the menu was used.

Additional Things To Do

- Bring in modern menus from restaurants and magazines.
- Discuss modern nutrition concepts; make up menus that are nutritionally sound.
- Plan meals for your family-planned trip with Early Years Document 61P.

Packet Document 2 - Advertisement - Morgan County Herald Prospectus, *Indiana Farmer*, October 6, 1838.

Document Introduction

Discuss with class the background information and special vocabulary.

- Compare the proposed newspaper to a present-day weekly paper.
- Where do you get your news? List your news sources, types and locations: e.g., television, radio, Chicago, Indianapolis, New York, etc.
- How much do you identify with your news center, i.e., Shelbyville receives Indianapolis television news, but how closely does the community identify with Indianapolis?
- If your community has a variety of news sources—e.g., local paper, regional radio, national television—determine how you relate to or identify with each.

Additional Things To Do

- Write a “prospectus” for a present-day weekly paper for your town/neighborhood.
- Write a prospectus for a school/class newspaper. Figure the costs of paper, typing, and printing. Then publish your own paper working with the school office or even a high school journalism class.
- Study the history of printing, especially focusing on the development of printing equipment.
- Study the development of electronic media and communication methods; include, for example, the telegraph.
- Visit your local paper or radio or television station.
- Have a newspaper or other media person visit class to talk about gathering and disseminating the news.

Composite Newspaper Advertisements - *Village Times and Switzerland County News*, Vevay, June 1, 1837.

Document Introduction

Discuss with class background information and special vocabulary.

- Discuss the items advertised in the paper.
- Based on its advertisements, what type of store is Clarkson and Dufour? What modern stores are comparable?
- Discuss “Produce Wanted”; What did Clarkson and Dufour do with that much produce? Clue: Where is Vevay? Begin a discussion of water travel, emphasizing the importance of rivers for town growth before the advent of the railroad.
- Referring to “Farm for Sale” advertisements discuss farms and “improvements”; using Johnson, *A Home in the Woods* and Buley, *The Old Northwest* learn how settlers cleared the land and built their homes. (See Finding Aids)

Additional Things To Do

- Locate the “For Sale” property on a map of Indiana or Switzerland County.
- Get an ad page from a local paper and compare it to the document; write ads for items in the past, present, or future.
- After a credit discussion (refer to Early Years Document 71) to illustrate the 19th century system of credit, play a barter game.
- Study the growth of Indiana river towns and their contributions to the development of the state. Locate early towns on an Indiana map. (See Maps)

- Study the types of boats used for water travel and commerce in the 19th century.
- Study river lore, folktales, and music.

Early Years Document 66

Contract - Israel Hayter and William Scott, Fort Wayne, July 21, 1834.

Document Introduction

Discuss with class background information and special vocabulary.

- Discuss the history of the U. S. Postal Service; how was a mail delivery charge paid in the 19th century? Can this still be done today? How?
- Study the development of rural free delivery.

Additional Things To Do

- Write a letter to a friend and seal it with wax. (See Supplemental Information)
- Write the U.S. Postal Service for commemorative stamp information and discuss it with the class; then design a stamp(s) to honor a local person or event.
- Visit your local post office.
- Arrange a class visit by a mail carrier.

Early Years Document 67P

Packet Document 3 - Report - Indianapolis and Lafayette McAdamized Road, North of Lafayette, 1837-1838.

Document Introduction

Discuss with class background information and special vocabulary.

- What is "McAdamized"? Determine the original and present (macadamized) use of this word.
- Locate the route of the road. Is the road there today?
- In the list of expenses located at the top of the chart, "taking releases" refers to the purchase of rights of way. Is this done today? What other legal process can the government use to acquire land for public uses?
- Compare the costs listed to the modern costs of road construction.
- Discuss types of early roads; e.g., plank, corduroy, gravel, brick, or cobblestone. Investigate the construction of streets/roads in your community.
- Continue discussion of travel and the importance of good roads for growth of an area.
- Using a map of early Indiana roads (see Maps) locate towns and cities that grew along them. How has this affected growth in the 20th century. Using a modern map note the interstate system and commercial growth at exits/entrances. How did the construction of I-70 affect towns on U.S. 40?

Additional Things To Do

- Using the roads listed in this document under "Remarks," locate the towns mentioned; on an Indiana map draw in roads between the towns. Compare your map to a modern map. Do these roads exist today? Why or why not?
- Examine the Land Ordinance of 1785 and the Ordinance of 1787 (Northwest Ordinance) for articles concerning township divisions. According to these ordinances, how was land divided and sold?

- Study surveying and the tools used. Why is surveying still important today?
- Invite a surveyor or representative of city, county, or state highway departments to talk to the class.
- Do simple surveying on the school grounds. (See Supplemental Information)

Early Years Document 68

Broadside - Cumberland Road Prospectus, Richmond to Terre Haute, August 26, 1829.

Document Introduction

Discuss with class the background information and special vocabulary.

- What is the Cumberland Road? Where did it begin and where did it end? By what other names is the road known? How much did it cost to build, and who built it? How did it affect the growth of the United States?
- Discuss the document description of the road. Why was it 80 feet wide? Why weren't trees removed?
- What is the most important road in your town? Why?
- Investigate the names of streets in your town. Why are they so named? How are streets named? Have the names changed through the years? Why?

Additional Things To Do

- Study/compare development of the county, state, and U.S. highway systems.
- Locate your county centennial atlas or history. Find any early road information or maps; compare with modern roads within the county.
- Make a map of early roads in your county.
- Place modern towns on your county map. How did roads affect the growth of towns in your county?
- Map the Cumberland Road through Indiana. Locate the towns that grew up along the road, being sure to locate the towns listed in the broadside.
- What types of road vehicles were used in the 19th century? Collect pictures or draw. Use *Art Smart* to locate paintings of vehicles. (See Finding Aids)
- Collect local folklore connected with roads or road names.

Early Years Document 69

Letter - Julia Merrill to Kate Merrill, Crawfordsville, December 17, 1849.

Document Introduction

Discuss with class the background information and special vocabulary.

- Refer to Early Years Document 66 introduction for other discussion topics.
- Read and discuss travel accounts from Lindley, *Indiana As Seen By Early Travelers*, and McCord, *Travel Accounts*. (See Finding Aids)

Additional Things To Do

- Trace the route Julia's stagecoach followed from Indianapolis to Crawfordsville on a modern map.
- Study modern and experimental travel modes; i.e., Japanese Bullet Train, French Train de grande vitesse, and the U. S. Shuttle. Collect relevant magazine and newspaper articles.

- Invent vehicles or roads for future travel and illustrate them.
- Keep a travel journal or account of an imaginary trip of the past, present, or future.
- Write a descriptive letter about a family trip, so that your grandchildren will understand your trip.

Early Years Document 70P

Packet Document 4 - Toll Collector's Report - George Wood to N. Brown, Brookville, August 31, 1839.

Document Introduction

Discuss with class background information and special vocabulary.

- According to the document what was transported on canals? How much did it cost to use the canal?
- Discuss tolls; do we have tolls today? Why?
- Discuss with the class the reasons for the canal boom of the early 19th century (refer to the river travel discussion with Early Years Document 65) emphasizing the importance of transportation routes for growth.
- Why were canals considered important to Indiana? (Refer to river travel discussion and the absence of navigable rivers in the state.)
- On a map locate Indiana canals; find those planned and those which were completed. (See Maps)
- How did the Indiana canal system connect with the larger U.S. canal system? Are any parts of canals still in existence in Indiana? In the U.S.? Which ones? Where?
- What kind of boats were used on canals? (See Transportation & Communication Packet Illustration)

Additional Things To Do

- Investigate how canals have been built and if any are still used and where.
- Collect pictures of canals, tow paths, locks, and canal boats, both old and new.
- Make a map locating Indiana towns/cities along canal routes. Which ones were located because of the canals?
- Visit Metamora Historic Site. (See Finding Aids)

Early Years Document 71

Broadside - Laborers Wanted, Evansville, May 1, 1837

Document Introduction

Discuss with class background information and special vocabulary.

- Was a canal proposed through your county? Was it completed?
- Based on migration patterns in Indiana, who do you think responded to this ad? Note that different people went to different areas to work—in northern Indiana, the Irish; in southern Indiana, the Germans.
- What was the pay? Compared to store prices and farm wages in other documents, are the wages good?

Additional Things To Do

- Locate on a map places mentioned in the document.
- Critical reading: look at the advertisement, then write your own advertisement to attract a teacher/student to the school.

- Study canal art, folklore, and music. Investigate at your local library and other resources. (See Finding Aids)
- Answer this advertisement. Now write a letter home describing your first month on the job.

Early Years Document 72

Letter - M. H. Milford to E. J. Lucas, Delphi, June 17, 1844.

Document Introduction

Discuss with class background information and special vocabulary.

- Locate on a map the places mentioned in the document.
- Review canal information from Early Years Documents 70P and 71 concentrating on canal engineering and the flood dangers discussed in the letter.

Additional Things To Do

- Write a letter recounting an imaginary canal trip.
- Using a world map locate places that still have and use canals.

Early Years Document 73P

Packet Document 5 - Map - Railroad Map of Indiana, 1850.

Document Introduction

Discuss with class background information and special vocabulary.

- Compare routes of railroads indicated on map to those of the early roads and canals. (See Maps)
- Discuss the development of railroads; why were/are they important?
- How did they affect growth of the U.S.?

Additional Things To Do

- Study the history of railroading and the development of train vehicles.
- Plan a train trip. Write Amtrak for schedules and fares.
- Study modern train transportation; collect photos and current magazine articles concerning trains such as the Japanese Bullet Train.
- Set up a train display in class using drawings, photos, and model trains.
- Take a train ride or visit a museum with train and railroading exhibits. (See Finding Aids)

Early Years Document 74

Broadside - Madison and Indianapolis Railroad, Madison, February 18, 1843.

Document Introduction

Discuss with class background information and special vocabulary.

- Discuss the development of train travel.
- Discuss how the development of railroads affected canal transportation.
- Discuss early train equipment. Compare the rail coach on the broadside to the 19th century stagecoach.

Additional Things To Do

- Contact your local historical society or library for information, photos, or memorabilia concerning the development of railroading in your county.
- Collect photos and advertisements for train travel, past or present. Talk to family and friends to find out about their experiences with train travel.
- Arrange for a train collector to visit class with a variety of train engines and cars.
- Map the towns and cities in the broadside to plot the course of the Madison and Indianapolis Railroad.
- Visit the Madison Incline.

Gazetter - *Horn's Railroad Gazette*, New York, February 24, 1849.

Document Introduction

Discuss with class background information and special vocabulary.

- What do we have today that is equivalent to *Horn's Railroad Gazette*, e.g., road atlas, plane and train routes and schedules?
- Based on the available travel literature what means of transportation is most used today? Has this always been so? When, how, and why did it change?

Additional Things To Do

- Develop math exercises using mileage and fare amounts listed in the document as well as the steamboat and stage fares listed in the far right column.
- Collect modern travel literature; call train/airline/bus companies for schedule books, and contact, for example, Hoosier Motor Club for travel guides.

To Travellers.

THE subscriber has opened a

TAVERN,

in the house formerly occupied by D. Far-
quan, in *Merom*, Sullivan county, Ia. where
Travellers can be accommodated as well as
the country will afford, and on reasonable
terms—his *stable* is good, and well furnished
—his *table* and *bar* plentifully supplied, and
nothing shall be neglected (on his part) to
make the weary traveller comfortable.

D. Mc.DONALD.

Merom, April 1825.

(4-1825) [1703]
To Travellers.

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D. Mc.DONALD.

Merom, April 1825.



Photograph of Tavern Broadside.

Description

Packet Document 1 is a broadside advertising the opening of a new tavern. The broadside measures 7" x 6 3/8". The document is in fair shape although the right and bottom edges are somewhat ragged. The tiny holes along the left side indicate that this advertisement was at one time bound with other documents; although not visible in this reproduction, the left side has been folded back 1 1/4 inches for the binding. Packet Document 1 is part of the Lasselle Collection given to the Indiana State Library by the estate of Charles B. Lasselle after his death in 1908. Many items in that collection were received in bound form and subsequently separated.

Background

According to the *Oxford English Dictionary*, a tavern may be defined as an inn providing food and lodging for travelers. This definition more closely describes the tavern in Packet Document 1 than does our modern definition of tavern.

The tavern in Packet Document 1 was located in Merom, Sullivan County. The town was laid out in 1817 and became the county seat in 1819. Merom was, for a time, the most important town on the road from Vincennes to Terre Haute and served as a port for the flatboat trade on the Wabash River. The activities of government and commerce, no doubt, brought tavern owner D. McDonald much business. Apparently so much so that in 1840 he built a hotel in Merom. [History of *Greene and Sullivan Counties*, 665]

Merom's fortunes and, probably, D. McDonald's as well, took a turn for the worse in 1842 when the county seat was moved to Sullivan. Property owners in Merom were given the right to exchange their lots for similar lots in Sullivan, or they were paid the depreciation in value of their property. [History of *Greene and, Sullivan Counties*, 485] A brief survey of available Sullivan County records failed to reveal any further information about D. McDonald or his activities.

Travelers moving to or through Indiana during the first half of the nineteenth century found a wide variety of accommodations. An early account by William Forster describes a tavern in Indiana in 1821:

This backwoods tavern consists of two log houses, with a covered log passage between them; each perhaps fifteen to twenty feet square; the largest is our landlords dwelling house for himself, his wife, and six children. How they dispose of several other members of the family it is difficult to imagine. The apartment which we inhabit just holds four beds; one of them is allotted to John and me, our companion and four other travelers will, I suppose, divide the other three between them. It is a most thoroughly disagreeable way of life. [Lindley, *Indiana As Seen By Early Travelers*, 256]

Food served at taverns also caused comment from travelers. Richard Lee Mason left this note in his journal: "Saturday, Nov. 6— Supped on pumpkins, cabbages, rye coffee without sugar, bones of venisons, salted pickles etc. - all in the midst of crying children, dirt, filth and misery. The last entertainment made the first serious unfavorable impression on my mind relative to the west." [Lindley, *Indiana As Seen By Early Travelers*, 237]

Such incidents were not uncommon in the more unsettled areas of the state, although the rapid growth of some cities and towns provided ample business for more substantial accommodations.

The rapid growth of both travelers and taverns brought about governmental licensing and regulations. An 1832 act of the General Assembly authorized county commissioners to license tavern keepers provided they paid a fee and produced signatures of twenty-four freeholders willing to certify that the tavern owner was of good moral character. Furthermore, the tavern owner had to prove to the commissioners that he had owned for at least one year a good house with at least three apartments and convenient stable with at least four good stalls; and that he owned at least two beds and bedding above what was used by his family.

Tavern owners could not allow gambling or disorderly conduct, sell spiritous liquors on Sunday, except to travelers, or sell liquor to minors, apprentices, or servants without the consent of parent or master. Finally, every tavern owner was required to post in a public place a complete list of his rates and prices for food, lodging, liquor, and stabling. [*Revised Statutes of Indiana*, 1838, pp. 581-583]

Supplemental Documents

Early Years Document 62

Early Years Document 62 is an account from the 1837 ledger book of the Union Inn in Indianapolis. The left side of the page shows how much money Mr. Mitchell owned Basil Brown, the owner of the Union Inn; the right side of the page showed how Mr. Mitchell paid for his bill at the hotel.

One of the first inns built in Indianapolis was the Eagle Tavern located on the north side of Washington Street just east of Meridian Street. It was a double log cabin, probably very similar to the one described earlier. In 1826 or 1827 the log structure was replaced by a two-story brick building which became known as the Union Inn. [Sulgrove, *History of Indianapolis*, 264]

It is possible that the William B. Mitchell listed on the Union Inn ledger is the same General William B. Mitchell who was elected in 1841 as a representative to the Indiana General Assembly from Elkhart County. General Mitchell moved to Indianapolis from Pennsylvania in 1836. [English Collection, Indiana Historical Society Library] In August, 1836, Mitchell accepted an assignment to help survey the course for the Erie and Michigan Canal. [*Indiana Documentary Journal Reports*, 1837, No. 5, p. 16] The survey continued in the spring of 1837 with Mitchell in charge of the corps of engineers. [*Indiana Documentary Journal Reports*, 1837, No. 17, p. 29] Port Mitchell in Noble County was named for the General. In 1837 Mitchell moved his family from Indianapolis to Elkhart where he bought land and became involved in the Democratic party. He was elected to the Indiana Senate in 1843. Mitchell died at Elkhart, June 11, 1844. He was 48 years old. Although it is likely that General Mitchell and the Mitchell listed in Early Years Document 62 are the same, no conclusive proof has been located.

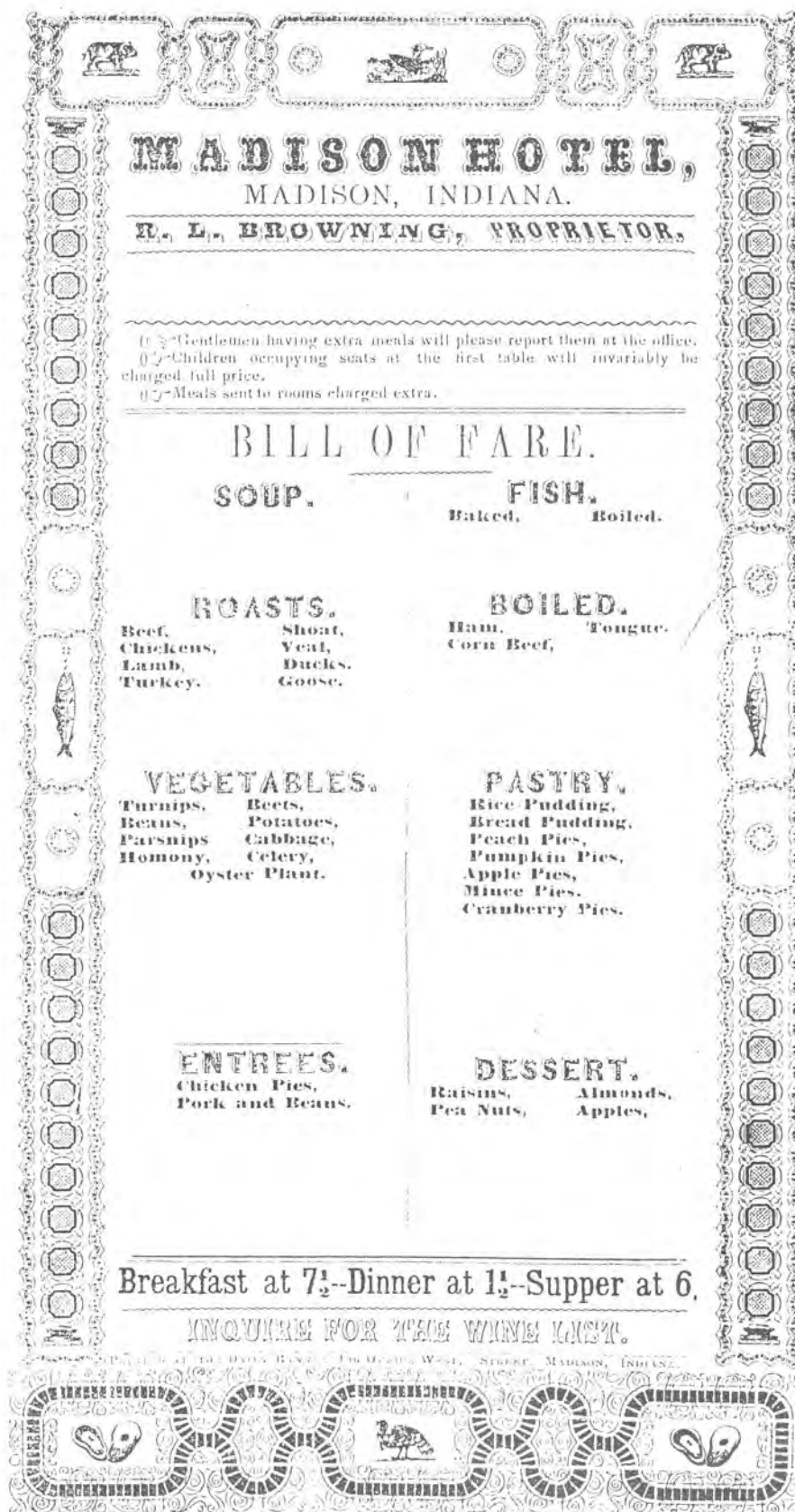
The book listed is probably *A Description of Tremont House, with Architectural Illustrations* published in Boston in 1830. It was written by William Havard Eliot; its large number of illustrations would account for its high value.

Early Years Document 63 is a bill of fare for the Madison Hotel, built in Madison, Indiana, in 1850. Francis Costigan, who designed the Lanier and Shrewsbury mansions in Madison was the architect. R. L. Browning was the second landlord of the establishment, coming to the Madison in 1851. [Muncie, *History of Jefferson County*, 73-74]

Early Years Document 63

1837	D ^r	Contra
April 17 To boarding self family 2 weeks from 17th April to 12th September 1837 - 25th p. m. 152 25 1/2 month of Bridgeport wife 19 35 <u>\$171.60</u>		May 6 By Cash 5.00 By 238th Bacon 22.80 Aug 24 By Cash Twenty five dollars 25 - By Pension 10 - Oct 10 By Cash 10 -
1837 17th B. Mitchell D^r May 12 To boarding self & family 3 1/2 month of 2 houses <u>\$77.72</u>		Contra May 17 By 233th Bacon 22 35 By 50 " flour 17 - By 3 and wood 4 50 By 4 eggs 33 By meal & sausage 50 1 Bacon 25 - 1 Ham 2 00 1 rain. outfit 1 10 51 2 and 1/2 420 By 10 475 By 1 rocking chair 1 30 By 1 Bk. of Gen. L. House 3 74 By Cash in full 10 - <u>\$77.72</u>
1837 Mr. Gillespie D^r June 2 To 5 days board self & wife 5.00		

1837-W ^m B Mitchel	Contra	
May 12 To boarding Self & family	May 17 By 223 1/2 ^{lb} Bacon—@10—	22 35
9 1/2 weeks & 2 horses—	By 50 ^{lb} flour—@3 1/2—	1 75
	By 3 cord wood—@1.50—	4 50
	4 1/2 doz Egg—@	33
	By Meal & Sausage—	" 50
	1 Bur[e]lau—	25 —
	1 Hencoop—	2 00
	1 rain vefsell—	1.50
	51 ^{lb} lard 8 1/3. 425 Kg 50—4.75	
	By 1 rocking Chair—	1 30
	By 1 Book of Tremont House	3 74
	By cash in full—	<u>10 —</u>
		<u>\$77.72</u>



MADISON HOTEL,

MADISON, INDIANA.

R. L. BROWNING, PROPRIETOR.

() - Gentlemen having extra meals will please report them at the office.
 () - Children occupying seats at the first table will invariably be charged full price.
 () - Meals sent to rooms charged extra.

BILL OF FARE.

SOUP. ROASTS. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Beef, Chickens, Lamb, Turkey.</td> <td style="width: 50%;">Shoat, Veal, Ducks, Goose.</td> </tr> </table> VEGETABLES. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Turnips, Beans, Parsnips, Homony.</td> <td style="width: 50%;">Beets, Potatoes, Cabbage, Celery, Oyster Plant.</td> </tr> </table> ENTREES. Chicken Pies, Pork and Beans.	Beef, Chickens, Lamb, Turkey.	Shoat, Veal, Ducks, Goose.	Turnips, Beans, Parsnips, Homony.	Beets, Potatoes, Cabbage, Celery, Oyster Plant.	FISH. Baked, Boiled. BOILED. Ham, Corn Beef, Tongue. PASTRY. Rice Pudding, Bread Pudding, Peach Pies, Pumpkin Pies, Apple Pies, Mince Pies, Cranberry Pies. DESSERT. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Raisins, Peanuts,</td> <td style="width: 50%;">Almonds, Apples,</td> </tr> </table>	Raisins, Peanuts,	Almonds, Apples,
Beef, Chickens, Lamb, Turkey.	Shoat, Veal, Ducks, Goose.						
Turnips, Beans, Parsnips, Homony.	Beets, Potatoes, Cabbage, Celery, Oyster Plant.						
Raisins, Peanuts,	Almonds, Apples,						

Breakfast at 7½--Dinner at 1½--Supper at 6.

INQUIRE FOR THEM WHEN ASKED.

PUBLISHED BY THE PROPRIETOR, R. L. BROWNING, 100 N. W. COR. MADISON, INDIANA.

Document Number 2. Advertisement from the
Indiana Farmer, October 6, 1838.

Early Years Document 64P

PROSPECTUS.
OF THE
Morgan County Herald.

THE subscriber intends publishing a paper under the above title in Martinsville, commencing on Saturday the 13th of October next, or before that period should sufficient patronage be received.

In thus presenting a prospectus to the people of Morgan county, I feel it necessary to give a brief outline of the course which is intended to be pursued. In politics the paper will be neutral; but its columns will be open for communications from all political parties, provided they are written in a proper spirit, and nothing shall be wanting on the part of the publisher to make his paper a useful and interesting sheet to its patrons. The beneficial influence of a well conducted newspaper, has been acknowledged at all times and in all countries since the invention of "the art preservative of all arts," and its importance at the present time, (when two thirds of the newspapers in America are owned or managed by men seeking only the advancement of private interest at the sacrifice of public welfare,) must be apparent to the most superficial observer. Such a press it is the object of the publisher to establish.

In addition to the current news of the day, the **HERALD** will contain an original and well written letter on the subject of Education each week, and every variety of reading that may be deemed of general interest, composing poetry, light literature, scientific, historical, and agricultural information, &c. &c.

TERMS—The **HERALD** will be published every Saturday morning on a fine super-royal sheet, with good type, at two dollars per annum, payable in advance; or, two dollars and fifty cents if not paid within six months; or, three dollars if payment be delayed until the end of the year.

CHARLES A. RICHARDS.

Indiana Farmer.

VOL. 2.

INDIANAPOLIS, October 6, 1838.

NO. 5.

BY J. W. OSBORN & J. N. WILKES
All communications for the Editor, and all orders, should be sent to the Editor, at the office of the Farmer, at the corner of the Main and Third streets, in Indianapolis.

Subscriptions to the Farmer, for one year, in advance, at the rate of \$1.00 per annum. No money is required for the first number. The price of the paper, for one year, in advance, at the rate of \$1.00 per annum. The price of the paper, for one year, in advance, at the rate of \$1.00 per annum.

Advertisements in the Farmer, at the rate of \$1.00 per line, for one week. For one month, at the rate of \$2.00. For three months, at the rate of \$5.00. For six months, at the rate of \$10.00. For one year, at the rate of \$20.00.

From the Wisconsin Cultivator.

Diseases in Horses, Cattle, Hogs, &c. &c.

Our ignorance as a people, of the causes, nature, and treatment of the diseases to which these animals are subject, is a matter of serious regret to every man who knows how intimately their existence and healthfulness are connected with the profits and comfort of the farmer. The frequency of their deaths forms a sad item among the losses of some farmers, and sometimes among the pain the loss is irreparable. The want of success which so generally follows the treatment pursued, is evidently the result of ignorance, and indeed it is frequently acknowledged that we frequently kill in our attempts to cure. The diseases of animals are far more numerous than those which have been given the subject due attention and care. These diseases are susceptible of proper classification. All follow their regular course, and their regular signs, and have their symptoms which they can be recognized, and accurate diagnosis. They all require a more and appropriate treatment, adopted to cure or alleviate each disease, and particularly adapted to each stage of the malady. In the treatment of horses, cattle, &c., as in the treatment of human life, scientific principles should guide the administration of all curative means. Law, which has said with no less truth than emphasis, that all "infallible cures," for the cure of our diseases "are infallible cures." The fact then being evident, that in order to treat successfully to prevent and treat diseases of cattle, and comparative anatomy and physiology must be studied, and understood, the nature of the several maladies (as suggested, their symptoms ascertained, and the operative effect of medicines on the different animals learned—the questions arise, how is all this knowledge to be attained, in a sufficient number of persons to make the benefit of it available by all? We answer: it is to be realized by producing a complete change in public sentiment on this matter.—Let the same feeling exist here, that prevails in Europe, and veterinary efforts of science and skill would soon become numerous and useful, and their usefulness would be realized. Look at the contrast. Here the man who makes any pretense to a knowledge of the diseases of the stock, is too often regarded as a "veteran doctor," the very name of which stinks in the nostrils of the vast majority of our citizens, looked upon with contempt, and kept as far as possible in the outskirts of the social circle. In Europe, the instruction of comparative anatomy, and the diseases of horses, cattle, &c. form a distinct branch of education. In many of their universities, there is a professor provided for each of these branches of study, and filled, by men of profound research, and high attainments. Consequently, there, the veterinary surgeon holds no important station in the rank of science, and substantial no influence.

Now we are pleased that we can announce to our readers that a step has at length been taken on this side of the Atlantic, towards effecting the necessary change in American sentiment. We learn through the New York Observer, that

the New York University will hereafter be conducted after the manner of German institutions—sustaining about twenty professorships, among which will be reserved one for comparative anatomy, and another for veterinary surgery. We must therefore hope that proper encouragement to the study of these useful branches of education, will soon be held out by all other kindred institutions in our country. In order to promote as much as we are able, the diffusion of knowledge in relation to the prevention and treatment of the diseases in question, we will cheerfully publish any communications which may be received in regard to them; if such communications will convey useful instruction, without a probability of leading into error. We will also copy in the "Cultivator," from time to time, whatever we consider most useful to our readers, who in the proper care of their stock, from whatever source we may obtain it.

Available Means of Agricultural Improvement.

Societies and premiums were tried in vain in Germany, to renovate agriculture, says Mr. Fleichman, and it was theoretical farming.—The practical farmer, uneducated and full of prejudice, he says, was not able to understand the principles of the new system; the man of scientific education had no experience and knowledge of applying science to practice properly, and so both failed or improved slightly. At last, Agricultural Schools were established, and the science and practice were taught simultaneously. "When such schools," he continues, "the influence of the schools was felt throughout the whole country." Rotation of crops was introduced; the stock was increased and improved; the fertility of the land was renovated; prejudiced neighbors became convinced; they began to imitate, to treat with, to think, and in a short space of time, the old system was abandoned, and the farmer now saw and realized the advantages of the science of agriculture.

"I look to the establishment of agricultural schools," says our highly intelligent Observer, "responsibility was being put on another state of things than agricultural exhibitions. To him who has made no advance," he adds with great truth, "an agricultural exhibition is a source of mortification and a wounding of self-love—the cause of, therefore, his own labours, and still, into the back ground—but a school will awaken the spirit of improvement, and a few young men going forth from such an establishment, will be like a little heaven in the next mass."

It requires but little reflection and foresight to predict, with great certainty, that unless something is speedily done, by the people and their people's representatives, to improve the state of our agriculture, the farmers of Europe will soon supplant all material means of our wealth, in the products of our soil. We already find that the bread-stuffs of Europe, and wheat of Asia, put in requisition to feed our population. Even the low price of wheat in Europe, and particularly from the recent improvements in agriculture, which are diminishing and raising the products of agricultural labour there, the disparity in the actual cost, to the cultivator of these products, is constantly increasing against us. The venerable Pakenborough, and may be yet enjoy a long and happy life—was the first to demonstrate the utility of combining the science with the practice of agriculture—of making farmers gentlemen, and gentlemen farmers—of combining intellectual with physical power, and literature with labour—in a school for the education of young men. The sagacious Frederick, king of Prussia, soon saw the advantages to the state, which were likely to result from schools like that at Hildesheim, and soon established the great school at Marburg, under the distinguished Tücher, and has since incorporated

its principles into the common schools of his kingdom. Bavaria, Austria, and other of the German states, and France, have since established like schools. Russia has agricultural schools near St. Petersburg and Moscow, liberally endowed and supported by the government; and even Ireland, it will be seen by the extracts in our last, has started in this noble career of usefulness. The United States, which should be foremost in efforts to enlighten, improve and elevate the agricultural population, will, we trust, be last to establish agricultural schools, and the last to profit by their beneficial effects.

The only present available means of acceleration of the instruction of these schools among us—for established they ultimately must and will become—has been the establishment of agricultural periodicals among the people. We have most about twenty of these in our country. They are every day increasing the sphere of their usefulness, and the extent of their circulation. They are bringing into notice the best practices in husbandry, and propagating the principles of agricultural science. They are producing a salutary change in the public mind in regard to the importance of improving our husbandry, and the change will ere long, we trust, be felt and to be acted on by the bulk of our farming community. The sooner the better, for all classes of our citizens.—Cultivator.

WHEAT.—Contrary to the expectations of all who were used to "lean and wheat fields" last harvest, the market has opened at full as high price as those of last year. Last week wheat sold at some of the middle of the country at from \$1.00 to \$1.10 per bushel, but prices receded somewhat on Saturday. The crops of wheat being such prices, are probably the failure of the new crops in Maryland, and other states—and the fact that the fields of Western New York have not yielded as they promised. Yet we have at least an average crop. Flour in New York, on Saturday last, was quoted at \$7.50 to \$7.75.—Cultivator & Epitaph.

The Wool Market.

Potomac, Dec. 31.—This has been a very busy day in the wool market, and the prospects are bright for the future. The market has been very active, and the price of wool has been very high. The quality of the wool has been very good, and the quantity has been very large. The market has been very active, and the price of wool has been very high. The quality of the wool has been very good, and the quantity has been very large.

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Potomac, Dec. 31.—This has been a very busy day in the wool market, and the prospects are bright for the future. The market has been very active, and the price of wool has been very high. The quality of the wool has been very good, and the quantity has been very large. The market has been very active, and the price of wool has been very high. The quality of the wool has been very good, and the quantity has been very large.

Description

Packet Document 2 is a prospectus or advertisement which was placed in the October 6, 1838, issue of the *Indiana Farmer*. This Indianapolis based weekly was published from 1836 to 1845 by various publishers. The advertisement measures 2 3/4" x 3 3/4". The newspaper measures 10 1/4" x 14 5/8". The paper is in good condition and is bound with the other issues of that volume.

Background

The *Morgan County Herald* as described in the prospectus apparently did not survive long, if in fact it ever existed. Two sources checked made no mention of Charles A. Richards or the *Morgan County Herald*. The Morgan County 1840 census lists a Charles Richard as the head of a family of three; one person was engaged in farming. The *Journal* established in 1845 is listed as the first newspaper in Morgan County; James Richards was the editor, and it lasted approximately one year. [Blanchard, *Counties of Morgan, Monroe, and Brown*, 33-34; Miller, *Indiana Newspaper Bibliography*, 328]

The first newspaper in Indiana was the *Indiana Gazette* established by Elihu Stout in Vincennes in 1804. This paper survived until 1806 when the only printing press in the state was consumed by fire. It took fifteen months for editor Stout to acquire another press, so it was not until July, 1807, that the paper was started up again under the new name, the *Western Sun*. Stout remained editor of the *Western Sun* until he retired about 1845. [Carmony, "Pioneer Press," 190]

The *Western Sun* was unusual in its longevity. Many more Indiana editors during the early years attempted and ultimately failed in their efforts to keep settlers informed. Numerous problems plagued the pioneer editor. Transporting not only presses, but also paper, ink, and information on a regular basis was almost impossible. Subscribers were not easy to find and keep, particularly in the early years. Often these subscribers could only pay for their papers in country produce such as chickens, butter, or apples. Most editors took in job printing in order to keep solvent. Government printing, broadsides, and political circulars were the keys to the success of early editors. Early Years Document 63 is but one example of such job printing.

Early newspapers in Indiana were usually made of a single sheet of paper folded once to make four pages. The page sizes varied from 12" to 18" by 18" to 30". Front page headlines were not used, and there were very few illustrations except simple woodcuts used for ads. Early newspapers stressed politics and government matters with the most recent news printed on pages two and three. Pioneer papers also aided the prevailing good causes such as temperance, education, agriculture, and transportation. Many local papers served as the voice for political parties; many also printed numerous articles promoting their own locale to incoming settlers and speculators. [Carmony, "Pioneer Press," 224-230]

The first newspapers in Indiana were printed on hand-operated presses; steam presses did not appear until the late 1840s. Most papers were printed weekly. The *Indiana Journal* announced bi-weekly circulation during legislative sessions in 1828. The first daily paper appeared in Madison, Indiana, in the 1830s; there is no record of a Sunday paper until just prior to the Civil War. A subscription cost from \$1.50 to \$3.00 per annum. Carrier boys delivered some papers, but most subscribers called at the print shop to pick up their papers. [Barnhart and Carmony, *Indiana*, 372]

Local newspaper editors depended heavily on eastern mails which provided newspapers, broadsides, federal documents, magazines, and books from which they copied information for their own publications. Very little local news was included because most settlers were much more interested in what was happening outside of their isolated locale. In the late 1840s the arrival of the telegraph made local daily papers possible by allowing western papers to receive news in advance of the eastern mails. [Barnhart and Carmony, *Indiana*, 372]

Supplemental Documents

Early Years Document 65

Early Years Document 65 is a composite of classified advertisements from the June 1, 1837, edition of the *Village Times and Switzerland County News* published in Vevay, Indiana. The paper measures 13 1/2" x 19 3/4", is bound together with other numbers of the volume, and is in good condition. The chosen ads are representative of those in most newspapers from the pioneer time period. They have been enlarged for easier reading. The paper is available from the Newspaper Section, Indiana State Library.

Early Years Document 66

Early Years Document 66 is a contract which gives the wages and responsibilities of an Indiana mail carrier in 1834. Notice that the name of Israel T. Hayter is spelled several different ways throughout the contract.

The letters carried by pioneer mailmen were seldom in envelopes; rather they were simply folded, addressed, and sealed with wax in order to save postage. Letters could be sent either prepaid or not. Rates during a large part of the pioneer period were 6 cents for a single sheet sent under 30 miles; a single sheet sent over 400 miles cost 25 cents. The rates doubled if two sheets of paper were used. [Buley, *The Old Northwest*, I:470]

Composite from *Village Times and Switzerland County News*,
June 1, 1837, Indiana State Library

VEVAY, IA:

THURSDAY, JUNE 1, 1837.

OIL & PAINTS. A general assortment for sale by
CLARKSON & DUFOUR.

Wooden Ware.

CHURNS and **WASH TUBS**, of a superior quality and of different sizes and prices, on hand and for sale low by
CLARKSON & DUFOUR.
May 18, 1837.

5 Pieces **BROAD CLOTH**, just received and for sale by
Jas. H. DUFOUR.
May 11.

BROWN SHEETING & SHIRTING.
4-4 and 5-4 brown Sheeting, from 12½ to 18 cents, and 3-4 and 7-8 brown Shirting from 12½ to 14 cents per pard, just received and for sale by
CLARKSON & DUFOUR.
May 18, 1837.

5 Dozen **Tuscan and Straw Bonnets**, just received by
Jas. H. DUFOUR.
May 11.

COVINGTON COTTON YARNS. A general assortment on hand and for sale by
CLARKSON & DUFOUR.
May 18, 1837.

5 Pieces **Pantaloon Stripes**, just received and for sale by
J. H. DUFOUR.
May 11.

3 Dozen **Splendid Gauze Veils**, just received and for sale by
Jas. H. DUFOUR.
May 11.

Hats! Hats!!

WE have just received 6 dozen **Wool Hats**, and 10 dozen **Palm Leaf Hats** which we will sell low for cash.
CLARKSON & DUFOUR.
May 18, 1837.

Produce Wanted.

WE wish to engage the following articles of Produce, to be delivered at our ware-house in Vevay after harvest.
5,000 bushel **Oats**,
20,000 do **Wheat**,
100 tons good **Timothy Hay**.
CLARKSON & DUFOUR.
May 18, 1837.

GENUINE NERVE & BONE LINIMENT, constantly on hand and for sale by
CLARKSON & DUFOUR.
May 18, 1837.

FARM FOR SALE.



THE subscriber offers for sale a beautiful farm, situated on the bank of the Ohio river, one mile and a half from Vevay, known as Bosset's place, containing thirty acres of cleared and improved land, with an orchard of nearly six acres, consisting of cherry, apple, and peach trees—a new brick house, with six rooms, and stone cellar 32 by 16 feet, a brick kitchen, barn &c. and a patent Cement Cistern capable of containing sixty bbls.

Also—One parcel of nine acres, consisting of vine, apple, peach, quince, and other trees, with a frame house, kitchen, barn, &c. known as Dierent's place, situated at the junction of the Ohio river and Indian creek.

For terms apply to the subscriber on the premises.
LEWIS E. WITELL.
May 25, 1837. 36-1f

Take Notice.

ALL those whose accounts are of a year standing, are hereby requested to come and pay the same, or settle them by giving their notes. All who fail to comply with this notice, may expect to pay costs, as we cannot, in any instance, allow an account to stand longer than one year, without being closed by cash or note.

CLARKSON & DUFOUR.
May 18, 1837.

TO FARMERS.



THE subscriber wishes to inform his customers, and the public in general, that he has now ready made and for sale, a good assortment of

PLOUGHS,

Mattocks, Hoes, Hames, and Chains;

And also, a fine lot of

WILLIAMS' AXES.

He is ready to do any kind of work in his line that may be handed in; and he will warrant any work done in his shop.

He has also a good assortment of

IRON AND STEEL,

which he offers for sale.

FREDERICK L. GRISARD.
Vevay February 16, 1837.m6o22.

Articles of agreement this day entered into between William Scott of the one part and Israel T. Heyter of the other [?] that the said Israel T. Heyter in consideration of the payment and compensation hereinafter mentioned to be made by the said William Scott, obligates and holds himself to carry and [?] the United States Mail from the Town of Logansport in the State of Indiana to the town of Fort Wayne in said State twice a week ((For [?] the period of one year next using this draft)) in An manner and within the periods of time agreed upon in this contract of the said William Scott with the post Master general and to conform in all things with the laws & promises of the postmaster Department as the said Scott was & is bound to do under his ((said)) contract therewith For which sum the Said Scott is to pay him the said Harter the Sum of Five hundred dollars, to be paid quarterly, that is to say the one fourth of the said five hundred dollars to be paid every three months ((as the said Scott shall be entitled to his drafts [?] said department))— said Harter is to furnish all things necessary to transport said mail on horseback except mail bags at his own expense. And in addition to the said five hundred dollars for the said Harter is to be entitled to and is to receive all the extra allowance made by the United States or the post Master department for carrying said mail, and the said Scott is to ((give him)) a statement of the conditions and [end of first page] Terms of his said contract to enable the said Harter to comply thereunto. It is further agreed and understood by said parties that the said Harter has the privilege & [liberty ?] of continuing this agreement for the ballance of the time of said Scotts contract if he may think fit, at the termination of the year aforesaid upon the same terms heretofore stated for the one year. In witness ((whereof)) the said parties have hereunto set their hands this 21st day of July 1834

Witness
G.W. Ewing

William Scott seal
Israel T. Hayter seal

Received on the above contract fifty dollars to be deducted from the last quarterly payment of the year stated in the foregoing contract July 21st, 1834. Israel T Hayter

Document Number 3, Road Construction Report, 1838.

REMARKS.

For the purpose of saving expenses, it was agreed between J. L. Williams, the Principal Engineer, and myself, that if possible, one Resident Engineer, and Assistants, should do *all the* *lecturing* on the Jeffersonville and Crawfordsville McAdams road, and also on the Indianapolis and Litchyette McAdams road north of Crawfordsville, which last road, by an act of the General Assembly, was required to be prepared and let during the summer. After L. B. Wilson, the Resident Engineer on the road from Jeffersonville to Salem, had surveyed the line of said road from New Albany to Salem, he was, in conformity with the above plan, transferred with his corps to Crawfordsville, to locate the road from that place to Litchyette. It was soon discovered, however, that the hurried locations which were making, were inaccurate, and that if things were made upon them, it might cost the State a large amount for no purpose; and as the time for letting the work from Salem to New Albany was approaching, it became necessary to place Mr. Wilson on that line again, so as to stake it out preparatory to letting. Mr. O. F. Jenkinson, was then placed as Resident Engineer on the road from Crawfordsville to Litchyette, and also on the Jeffersonville and Crawfordsville road north of Crawfordsville. The Assistant Engineers, Rodden, &c. of Mr. Wilson's corps, were paid for the time they were on the road north of Crawfordsville, as also the Assistant Engineers, since engaged with Mr. Jenkinson, which makes the number *double* of what really were at any one time on the road.

D. H. MAXWELL,
Acting Commissioner Indianapolis and Lafayette McAdams Road.

THE D. H. MAXWELL ACTING COMMISSIONER ON THE SAME

100
90
80
70
60
50
40
30
20
10
0

[illegible]

D. H. S. N. V. V. L.

Documents 67P, 68, 69

Early Years Document 67P

Description

Packet Document 3 measures 16 3/8" x 12 3/4". Library staff have penciled the date of the document in the upper right hand corner. A very faint penciled notation on the lower right suggests that this document was originally a part of the *Indiana Documentary Journal*. A search of the *Journal* for 1838 indicates that this document is located in Report No. 20, page 515. The document reproduced is in the Broadside Collection, Indiana Division, Indiana State Library.

At some time in the past this document was repaired by affixing transparent silk to the document with heat, which also strengthened areas that appear to be fold marks. This method has two disadvantages: the silk fabric deteriorates with time and obscures the printing to a slight degree.

Background

Before statehood the first road in Indiana followed animal and Indian trails. As more settlers moved into the area and the new state began to grow, it became important to have more and better roads. Two significant factors pushed forward the construction of roads: the need for state leaders and businessmen to receive news from the East, and the need for farmers to move their products to market.

In January, 1836, the Indiana General Assembly passed the Mammoth Internal Improvements Act which provided state financing for the construction of canals, railroads, and turnpikes throughout the state. The Indianapolis and Lafayette McAdamized Road was a part of this act although it was originally planned as a railroad running from Madison through Columbus, Indianapolis, and Crawfordsville to Lafayette. [*Revised Statutes of Indiana*, 1838, p. 339] In February, 1838, the General Assembly changed that part of the Madison and Lafayette Railroad from Indianapolis to Lafayette to a Macadamized road and immediately appropriated funds to begin. [*Revised Statutes of Indiana*, 1838, pp. 354-355]

A Macadamized road was a special kind of road construction invented by a Scottish engineer, John L. McAdam (1756-1836). J. L. Williams, Chief Engineer of Indiana in 1838, described Macadamizing as a two layer stone covering. The first layer was composed of stone broken in cubical pieces weighing not more than eight ounces. This layer should be spread six inches deep and then rolled with a heavy roller or packed by the travel of wagons and carriages. Once this layer was packed, the second was applied, consisting of broken stone weighting not more than five ounces. This layer should be five inches thick. Williams added that the broken stone for both layers must be thrown on with a shovel and then leveled by raking. [Williams, *General Rules*, 157]

The 1839 report of the Internal Improvements Board stated that contracts had been let in 1838 for grading and bridging the twenty-seven miles from Crawfordsville to Lafayette. The 1840 report advised that because the road was still in an unfinished condition, it was exposed to "constant dilapidation." The troubled financial

status of the state cut funding for all but the most important improvements projects. In 1847 the state abandoned the Indianapolis and Lafayette McAdamized Road, and no private company was found to purchase and finish it.

Supplemental Documents

Early Years Document 68 is an excerpt from a broadside which was posted to notify persons along the path of the National Road that construction bids were being accepted. The broadside also specifies how the work on the road was to be done. The document is dated in Indianapolis on August 26, 1829, and is signed by two Cumberland Road superintendents, Homer Johnson and John Milroy. It is located in the Indiana Division, Indiana State Library.

Early Years Document 68

Early Years Document 69 is a letter written in 1849 by Julia Merrill to her sister Kate. This letter describes in detail Julia Merrill's stagecoach ride from Indianapolis to Crawfordsville—probably along the route that would have become the Indianapolis and Lafayette McAdamized Road. A transcription of the entire letter is provided here.

Early Years Document 69

The Merrill family, to which Julia and Kate belonged, was one of the most prominent in Indianapolis. Their father, Samuel Merrill, moved to Vevay, Indiana, from Vermont in 1816. Merrill was an attorney who served three terms in the state legislature. From 1822 to 1834 he served as State Treasurer. In 1834 Merrill assumed the position of president of the State Bank of Indiana. In 1844 he became president of the Madison and Indianapolis Railroad. Merrill was a trustee of Wabash College. When he left the Railroad in 1848, he purchased a bookstore and publishing company which was to become Bobbs-Merrill. Samuel Merrill died in 1855.

Catharine Merrill, a daughter of Samuel Merrill, was born in 1824 in Corydon, Indiana. She taught school in Indianapolis and then studied in Germany for two years before the Civil War. She served as a volunteer nurse during the war and afterward taught in Cleveland. She returned to Indianapolis in 1869 to accept the chair of English Literature at Northwestern Christian University (now Butler). Merrill retired from the University in 1885 but continued teaching until shortly before her death in May, 1900. [Dunn, *Greater Indianapolis*, 265-267]

This newsy letter needs some annotation. "City of science," according to the Reference Librarian at Crawfordsville Public Library, is perhaps a general reference to the fact that Wabash College, whose motto is "Science and Virtue," is located in Crawfordsville. Peter Parley is the pseudonym of Samuel Goodrich an author and publisher, whose series of textbooks and readers was very popular. [National Cyclopaedia of American Biography, 5:355] "Brownings," "Palmer House," and "Carlyle's" were all boarding houses and stagecoach stops in Indianapolis. [Dunn, *Greater Indianapolis*, 1:23] Note that they all appear on Early Years Document 58P. According to the *Dictionary of American English* a "coloured gem man" was a black street vendor of hot johnny cake or corn bread.

Cumberland Road Broadside Excerpt (1829)

Indiana State Library

CUMBERLAND ROAD.

SEALED Proposals for contracts for opening the Cumberland Road, located through the state of Indiana, will be received by the Superintendents, at the following places and times, to wit:

At the Post Office in Centreville, Wayne county, until the seventeenth day of September, ensuing, for all that part of the Road lying between the line dividing the States of Ohio and Indiana, and the 25 mile tree: At the Post Office in West Liberty, Henry county, until the 21st day of September, ensuing, for all that part of the road lying between the 25th and 53d mile trees: At the Post Office in Indianapolis, until the 24th day of September, ensuing, for all that part of the Road lying between the said 53d mile tree East, and the 16 mile tree, West from Indianapolis; At Mr. Stile's, on Mile Creek, until the 28th day of September, ensuing, for all that part of the Road lying between the said 16 mile tree, and the 40th mile tree West: And at Terre-Haute, Vigo county until the first day of October, for all that part of the Road lying between said 40th mile tree, and the line between Indiana and Illinois. The Superintendents will attend at Centreville, from the 17th until the 21st day of September, in order to enter into articles of agreement, with contractors; leave Centreville on the 21st, and arrive at West Liberty on the same evening, remain there until the 24th, then leave and arrive at Indianapolis same day, remain there until the 28th day of September, then leave and arrive at Mr. Stile's same day, remain there until the 1st day of October, then leave and arrive at Terre-Haute on the 2d, remain there until the 5th day of October, to enter into contracts. The Superintendents have taken this method of receiving proposals and entering into articles, believing it to be the best and most expeditious; and making the least travel and expense to persons wishing to contract. It is expected that persons laying in proposals will attend punctually at the places and times before mentioned, as no other notice will be given, and no delay made.

The work to be done in the following manner:

The Road is to be opened eighty feet wide, the timber on that width cut down and removed. The central part of thirty feet to be cut in the following manner, to wit: All the trees of one foot in diameter (at one foot from the ground) and under, to be cut level with the surface; all from one foot, up to eighteen inches, to be cut not exceeding nine inches; and all over eighteen inches diameter to be cut not exceeding fifteen inches from the surface, and all stumps within the said centre of thirty feet, must be rounded and trimmed in such a manner as to present no serious obstruction to carriages. On the remaining fifty feet, all the stumps must be left not exceeding one and a half feet in height. The work must be commenced immediately, and completed by the first of February next. No advances of money will be made, but monthly payments to contractors, equal to three fourths of the value of the work actually performed. Should any person offer for more than one section, he will specify distinctly and separately each section, and not more than ten miles will be given to any one contractor. Commencing at Indianapolis, the Road will be divided both Eastwardly and Westwardly, into sections of one mile each, in the following manner, viz: Eastwardly from the 71 mile tree to the 70, to be the first section Eastwardly, from the 70 to the 69 the second section, and so on to the Ohio State line. And Westwardly, beginning at Indianapolis, from thence to the 1 mile tree to be the first section, from the 1 to the 2 mile, the second section, and so to the Illinois State line.

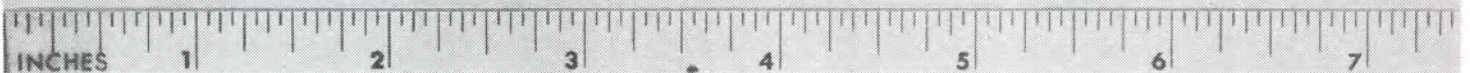
Persons (who are strangers to the Superintendents) will forward or produce testimonials of character and capacity to perform the work. Letters sent by mail, must be post paid, and directed to the Superintendents of the Cumberland Road, endorsed Proposals.

Julia Merrill to Her Sister Kate, December 17, 1849
Indiana Historical Society

Orangeville Dec 17th 1849

My dearest Kate:

You wonder perhaps that you have not heard from me before - but I will tell you of my journey and the friends I have performed since I arrived in this city of science - and you will cease to wonder longer. You know first how I left - Pa left me at Brownings introducing me to a Mrs Curtis of Vazeyville a very pleasant travelling companion, indeed one of the kindest I ever met with, but I knew nothing of this then. He was accompanied by a Mr Hadrich he nephew of Peter Parley's I believe - but inheriting none of his uncle's genius - and a Miss Lizzie - a sweet looking girl from Springfield Mass - on her first journey west - and consequently wholly ignorant of what waits before her. Their trunks were piled in and down we went to the Station House - there we received the accession of a coloured german - and Henry's cake - which by the way I carried all the way in my hands - poor cake! it was well softened.



Transcription

Crawfordsville Dec 17th 1849.

My dearest Kate,

You wonder perhaps that you have not heard from me before. but I will tell you of my Journey and the feats I have performed since I arrived in this City of science and you will cease to wonder longer. You know just how I left — Pa left me at Brownings introducing me to a Mr. Curtis of Lafayette a very pleasant travelling companion, indeed one of the kindest I ever met with, but I knew nothing of this then. He was accompanied by a Mr. Goodrich a nephew of Peter Parley, I believe — but inheriting none of his uncles genius — and a Miss Lizzie— — a sweet looking girl from Springfield Mass — on her first journey west — and consequently wholly ignorant of what was before her. Their tremendous trunks were piled in and down we went to the Palmer House — where we received the accession of a coloured gem man — and Johnny cake — which by the way I carried all the way in my hands — poor cake! it was well softened.

[end of first page]

Then away we went to Carlysles and here Georges box and a letter was put under my care. and a poor cold woman with a little boy crowded in — remember now there were eight living breathing souls crammed in a space of four feet square.

But we compressed — pulled our buffaloes closely around as to shelter us from the driving snow and set of in excellent humors..

Away we went — banging and jogging — jolting and swearing — nobody did the latter however but the driver.

Mr Goodrich soon lost his good nature and scolded — Miss Lizzie laughed most merrily — Mrs. Curtis declared at each additional jolt that it wasn't a circumstance — the poor woman was very still and now and then the little boy cried — while with each new mile my stomach vowed it wouldn't stand such treatment and declared most positively it would leave the stage.. So we went until at three we reached Brownsburg — tired enough — a poor dinner & poor fire — sent us back into the stage in not much better spirits — indeed Mr. Goodrich commenced complaining most bitterly of the West — as I knew if I talked I could keep from being sick — at the risk of being thought pert I commenced vindicating our home — and for an hour or two we enjoyed ourselves finely by keeping up a spirited conversation. At eight we were at Jimtown. There we found a capital

[end of page 2]

supper — a roaring fire — oh how we eat and warmed. At nine we left for the weary work of the last seventeen miles — I cannot tell you how they were passed — but — it grew colder & colder.. The poor woman shivered & shrugged down with her little boy under my buffalo — Mr. G — presumed to be so 'imprudent' as to make a pillow of my muff. The driver and the negro — used every effort to keep warm — beating their arms rapidly about them — and springing now and then from their high seat. At two o'clock I found myself safe a sound in a warm bed with Kitty and with a very grateful heart. They were all glad to see me and wish much for you and I do too....

yours affectionately
Julia.

Early Years Document 70P

Document Number 4. Toll Collector's Report,
August 31, 1839.

Collector's Office, Lawrenceburg, 31 August 1839

I, George Wood Master of the Boat Little Western

Lawrenceburg do certify that the following is a full and true statement of the present Cargo of said Boat,
and that I have paid toll thereon as follows, N. Brown

Collector at Brooksville as per Clearance No. 39

ARTICLES.	WHERE FROM.	WHERE BOUND.	M.	LBS.	Miles.	Per Mile.	Tolls.	
							Dollars.	Cents.
Canal Boat	Wykeup Lock	Lawryt			27		54	
1 Bu Flour	"	"		1296	18		62	
50 Bu Oats	"	Harrison		1750	16		36	
1 Chair	"	do		50	"		02	
25 Bu Corn	"	Lawryt		1375	27		64	
							42	18
To	<u>N N John</u>							
2 Bbls Fish	Rochester	Jones Lock		474	10		08	
Mrs Harris	Cases	Hardinsburg		4745	24			
Mr Taylor & Son	Rochester	Lawryt			48			
Mr Chelmyard	-	Hardinsburg			6		93	
					18		101	

Geo Wood

here ends the Month

I, George Moore Master of the Boat Little Western do hereby certify that the following is a full and true statement of the present Cargo of said Boat, and that I have paid toll thereon as follows: at 1250000000

Collector at Chattanooga 20 per Centage 2500000000

ARTICLES	WEIGHT PAID.	M.	TOL.	MILS.	PER DIS.	TOLLS.	
						DRY.	WET.
Barrel Wood Haystack							54
6 Bbls Flour							62
50 Bbls Lard							36
6 Churns							12
20000 Corn							64
To A. N. A. Store							12
2 Bbls Fish Pickles							13
Mr. Brown							18
Mr. Brown							24
Mr. Brown							48
Mr. Brown							6
Mr. Brown							101

Total Paid 2500000000

here comes the Month

Documents 70P, 71, 72

Early Years Document 70P

Description

Packet Document 4 is a printed form which measures 7 11/16" x 9 3/4". The form is bound in a record book which measures 8" x 9 3/4". Leather covers the spine of the book and also the corners. Printed paper covers the cardboard end boards. The coverings, both leather and paper, are very worn. This book records canal tolls at Lawrenceburg from July, 1839, to April, 1842. The book is located at the Indiana Historical Society Library.

Background

First on the list of projects in the 1836 Internal Improvements Act passed by the Indiana General Assembly was the Whitewater Canal: "The Whitewater Canal, commencing on the west branch of the Whitewater River, at the crossing of the National Road, hence passing down the valley of the same to the Ohio River, at Lawrenceburg and extending up the said west branch of the Whitewater above the National Road as far as may be practicable "[*Laws of Indiana*, 1835-36, p. 6]

A survey of the Whitewater Valley in 1834 by W. Gooding and J. Williams presented many difficulties in constructing this canal. Their report showed a fall of 491 feet over the proposed course of the seventy-six mile canal. It ultimately required fifty-six locks, seven dams, and twelve aqueducts. The canal crossed ten creeks and twice crossed the Whitewater River. [Fatout, *Indiana Canals*, 63]

In late summer 1836, a crowd of 4,000 people celebrated the first letting of contracts for the canal which was to be twenty-six feet wide at the bottom, forty feet wide at the top, and four feet deep. The tow path was ten feet wide. [Garman, "Whitewater Canal," 24] Not until June, 1839, did the citizens of Brookville see the first canal boat come up from Lawrenceburg, a distance of thirty miles. That same year the State Board of Internal Improvements ceased work on all of the systems because of the poor financial condition of the state. Continued financial problems prompted the General Assembly to invite private companies to complete the canal.

In 1842, the Whitewater Valley Canal Company was formed to complete the canal from Brookville north to Cambridge City. The state gave the company all the revenue from tolls and rents for fifteen years. At least 1,500 of the valley's farmers and merchants bought stock in the company, and work was resumed.

In October, 1845, the first boat reached Cambridge City. The anticipated surge in canal tolls and rents, however, did not materialize. A series of floods in 1846 and 1847 saddled the already struggling canal company with huge repair bills while only a portion of the canal remained open to bring in revenue. Time and time again, the residents came forth with hard-earned money to help rebuild their avenue to the Ohio River. Finally in 1850, the canal company asked the state to resume ownership but to no avail; in 1855, the company went into receivership. In 1865, the company

was sold to the Indianapolis and Cincinnati Railroad; its towpath became a road bed for the railroad. [Fatout, *Indiana Canals*, 149-156]

While financial problems for the troubled canal may have been overwhelming, the feat of digging a seventy-six mile ditch was no small task. The *Annual Report of 1837* states that an average of 975 men worked to construct the canal from Lawrenceburg to Brookville. The laborers usually lived in crude log shanties and spent their days cutting down trees and wading through bogs. The laborers were subject to fevers, ague, dysentery, and cholera. Unskilled Irish workers built the canal banks, shoveling dirt into one-horse carts; more skilled laborers cut wood and built bridges, locks, and aqueducts. Because money was so scarce, workers were often paid in canal company stock or notes which usually did not trade at face value. Their wages were approximately \$18.00 per month. The company also paid the cost of boarding, furnishing tools, and expenses for each man. Before 1831 some work could have been done for one third less. [*Indiana Documentary Journal*, 1837, p. 51]

In spite of all the hardships, for a time canal boats and packets plied the waters between the Ohio River at Lawrenceburg and Brookville, and beyond.

Packets were flat bottomed and blunt-nosed with a box-like structure on top. Well-kept packets were painted with red trim. Three horses or mules were hitched to a 250-foot rope of three-inch hemp. The teams pulled the boat at between four and eight miles per hour, and fresh teams were taken on every fifteen or twenty miles. Often the horses were decorated with bright ribbons and brass bells.

The interiors of the passenger packets were carpeted and lighted by chandeliers. A center salon served as a day parlor. At night, the ladies slept in a retiring room separated from the parlor, which was used by male travellers for sleeping. The parlor also served as the dining room, where 25 cents bought breakfast or supper and 37 1/2 cents bought dinner.

Tolls paid by the passing freight and passenger boats made up the canal company revenues. The job of toll collector was an important one and the collector was appointed by the canal superintendent. A collector's annual salary was \$100.00. [*Indiana Documentary Journal*, 1839, pp. 49-50] At the end of 1839 the tolls collected at the port of Lawrenceburg totaled \$606.36. [Fatout, *Indiana Canals*, 94] As more sections opened, tolls did increase; however, the traffic on the Whitewater Canal never amounted to as high a volume as that on the Wabash and Erie Canal.

Supplemental Documents

Early Years Document 71 is a broadside from the Indiana Division of the State Library. This broadside was posted in public places to solicit laborers for the Central Canal project at Evansville in 1837. This project was the southern part of the Central Canal which was to connect Evansville, Indianapolis, and the Wabash and Erie Canal between Fort Wayne and Logansport. A survey of the 1840 Pigeon Township, Vanderburgh County, census showed a few families with unusually large numbers of male family members between the ages of 20 and 30. For example, the White family showed a total of 25 males aged 20 to 30. These large numbers could indicate many canal laborers living within one household.

Early Years Document 71

Early Years Document 72

Early Years Document 72 is from the Aborn Collection, Indiana Division, Indiana State Library. It describes an accident on the Wabash and Erie Canal near Logansport. The accident was the result of a bank of the canal giving way. This was a frequent and expensive occurrence on Indiana canals, particularly during rainy seasons.

Collector's Office, Lawrenceburgh, 31 Augst 1839

I, George Wood Master of the Boat Little Western of
Lawrenceburgh do certify that the following is a full and true statement of the present Cargo of said
Boat,

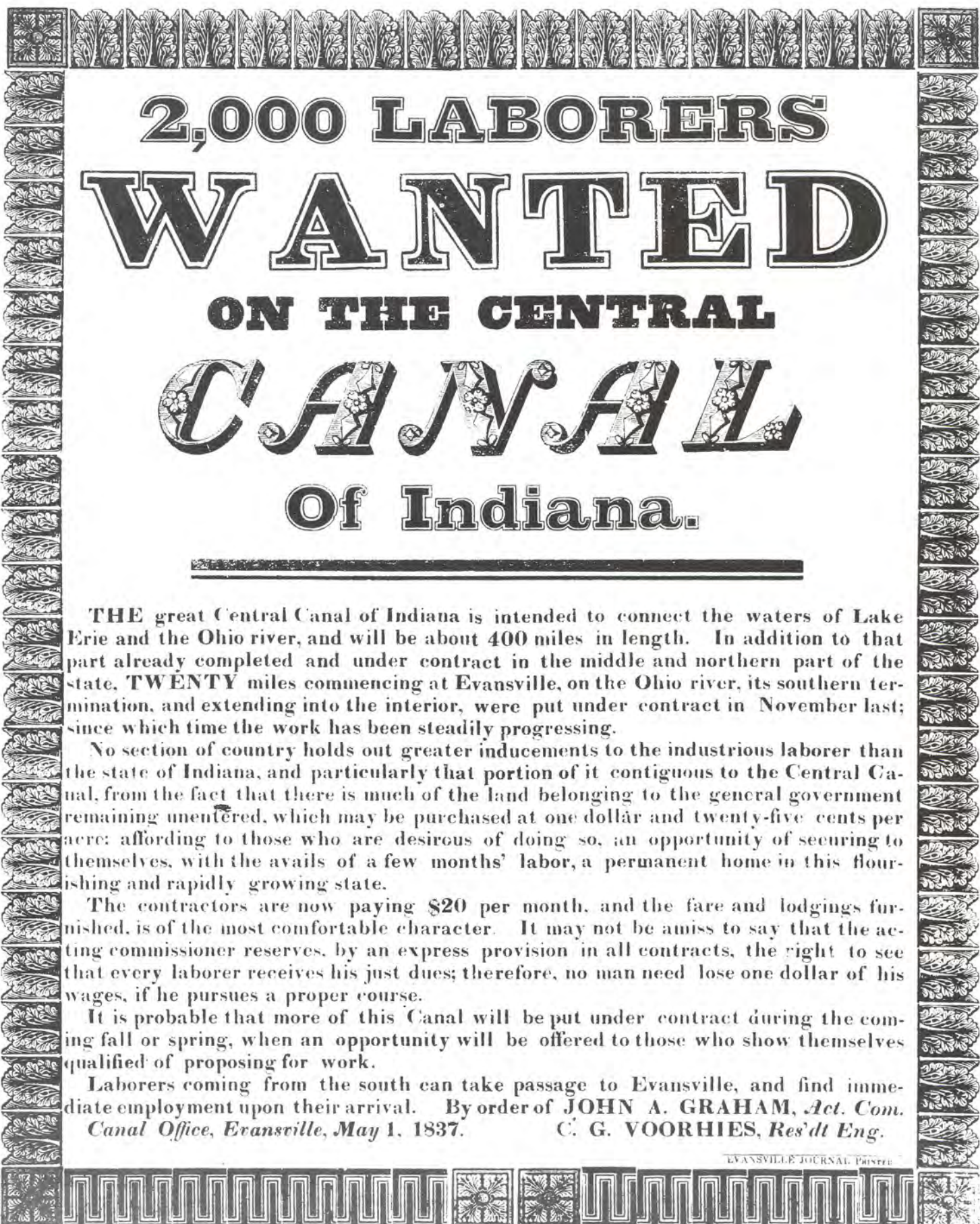
and that I have paid toll thereon as follows, to N. Brown
Collector at Brookville as per Clearance

No 39

ARTICLES. DOLLARS. CENTS.	WHERE FROM.	WHERE BOUND.	PER TOLLS.			
			M.	LBS.	MILES.	MILE.
Canal Boat	Wyleys Lock	Lawgh		27		54
6 Bbls Flour	" "	"	1296	—	18	62
50 Bu Oats	" "	Harrison	1750	16		36
6 Chairs	" "	do	50	"		02
25 Bu Corn	" "	Lawbgh	1375	27		<u>64</u>
						\$2 18
To N N John						
2 Bbls Fish	Rochester	Foxes Lock	<u>474</u>	10		08
			4745			
Mrs Harris	Cases	Hardinsburg		24		
Mr Taylor	Rochester	Lawgh		48		
& Lady						
Mr Protzman		Hardinsbgh		<u>6</u>		<u>93</u>
				78		1 01

Geo Wood

here ends the month



2,000 LABORERS WANTED ON THE CENTRAL CANAL Of Indiana.

THE great Central Canal of Indiana is intended to connect the waters of Lake Erie and the Ohio river, and will be about 400 miles in length. In addition to that part already completed and under contract in the middle and northern part of the state, **TWENTY** miles commencing at Evansville, on the Ohio river, its southern termination, and extending into the interior, were put under contract in November last; since which time the work has been steadily progressing.

No section of country holds out greater inducements to the industrious laborer than the state of Indiana, and particularly that portion of it contiguous to the Central Canal, from the fact that there is much of the land belonging to the general government remaining unentered, which may be purchased at one dollar and twenty-five cents per acre; affording to those who are desirous of doing so, an opportunity of securing to themselves, with the avails of a few months' labor, a permanent home in this flourishing and rapidly growing state.

The contractors are now paying \$20 per month, and the fare and lodgings furnished, is of the most comfortable character. It may not be amiss to say that the acting commissioner reserves, by an express provision in all contracts, the right to see that every laborer receives his just dues; therefore, no man need lose one dollar of his wages, if he pursues a proper course.

It is probable that more of this Canal will be put under contract during the coming fall or spring, when an opportunity will be offered to those who show themselves qualified of proposing for work.

Laborers coming from the south can take passage to Evansville, and find immediate employment upon their arrival. By order of **JOHN A. GRAHAM, Act. Com.**
Canal Office, Evansville, May 1, 1837. **C. G. VOORHIES, Res't Eng.**

Early Years Document 72

M.H. Milford to E.F. Lucas, June 17, 1844
Indiana State Library

Dear Sir

Delphi 17th June 44

The packet going up Saturday night near LaSelle's mill was carried out of the Canal by the giving way of the towing bank. turned over twice during 3 passages & I hear she is broken up, it is now said the Canal is broke in some 100 places — at Lockport it is said the Canal is almost entirely carried away, between two of the locks. A man now in the office who came down a foot from Logansport says that he crossed 10. or 12 boats between Logansport & Lockport. The packet lost the mail bags yesterday then were some 100 people hunting the drowned mail bags. One of the Mr ~~Emerson~~ ^{Emerson} Brewer of Logansport is one of the drowned. I hear that a woman on board after the boat turned over twice jumped out & got on a log & then floated about in the moods all night & next morning was taken off safe

Yours &c
E. J. Lucas
Genl Superintendent

M. H. Milford

Transcription

T & C DOCUMENT 4b

Delphi 17th June/44

Dear Sir

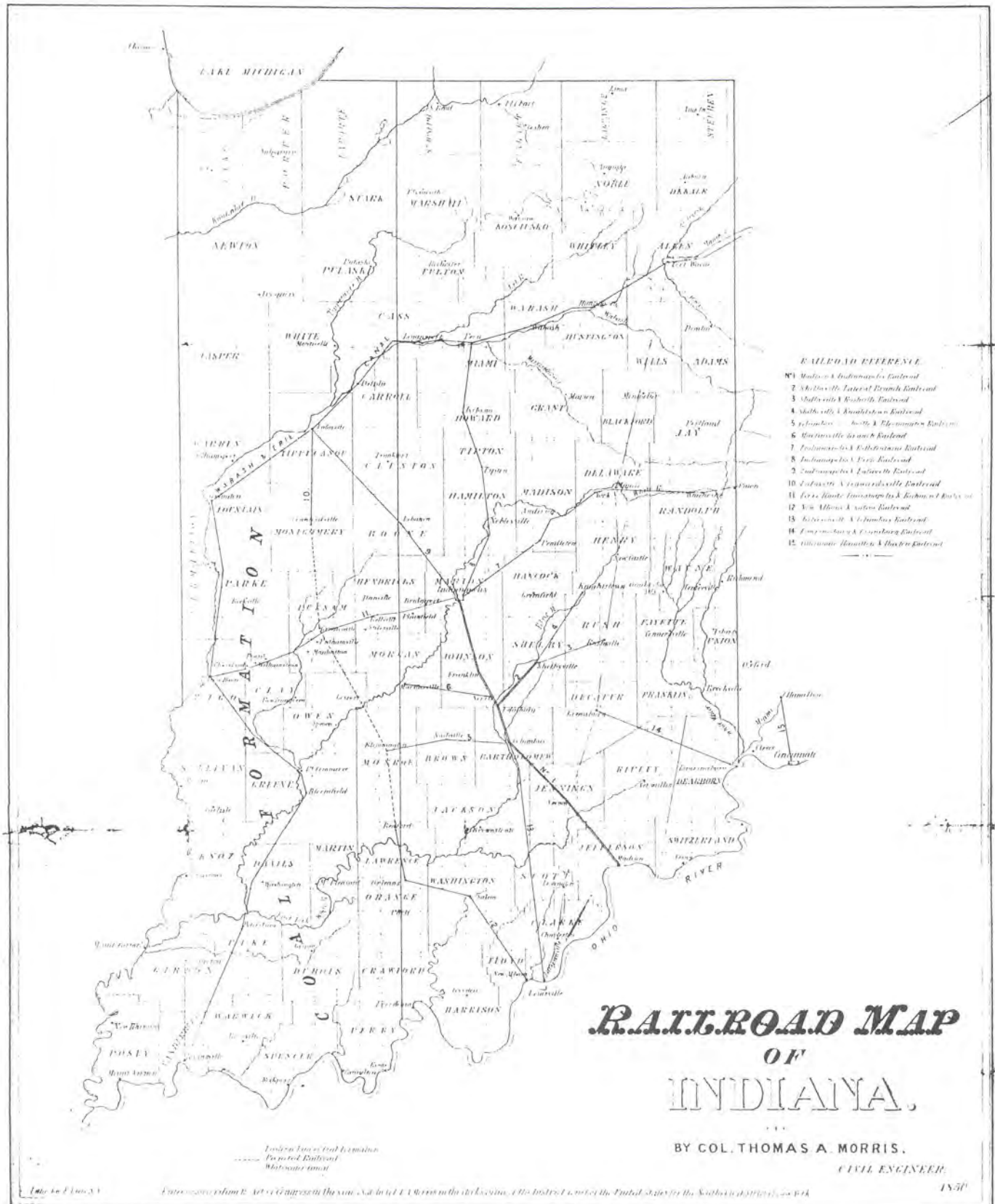
the packet going up Saturday night near Lasells mill was carried out of the canal by the giving way of the towing bank. turned over twice drowning 3 pasengers & I hear she is broken up, it is here said the canal is broke in some 40 places— at Lockport it is said the canal is almost entirely carried away, between two of the locks. a man now in the office who came down afoot from Logansport says that he crossed 10. or 12 breaks between Logansport & Lockport. the packet lost the Mail bags, yesterday there were some 100 people hunting the drowned & mail bags. One of the Mr ((Emersons)) Brewer of Logansport is one of the drowned. I hear that a woman on board after the boat turned over twice jumped out & got on a log & then floated about in the woods all night & next morning was taken off safe

yours & c

E F Lucas
Genl Superintendt

M H Milford

Document Number 5. Railroad Map of Indiana, 1850.





Photograph of Railroad Map of Indiana.

Documents 73P, 74, 75

Early Years Document 73P

The railroad map of Indiana was drawn by Colonel Thomas A. Morris, an Indianapolis civil engineer who was involved with most of the major railroads in Indiana at midcentury. This map measures 18 1/4" x 24". It is in fair condition though worn along its several fold lines. The map is stained particularly along the left and right margins. Additional hand drawn lines are marked on the map from Jeffersonville to Fort Wayne and toward Liberty, Indiana.

Description

Railroads came late to Indiana's transportation system. While there was much discussion of railroads versus canals in the late 1820s and 1830s, the political leaders of the state generally felt that canals offered the most efficient and economical way of improving Indiana's transportation system. Even so, the General Assembly began granting charters to private companies for the construction of railroads as early as 1832. Regardless of the charters, no construction was attempted except for one mile of experimental track laid near Shelbyville in 1834.

Background

In 1836 the General Assembly passed its landmark Internal Improvements bill. Canals and roads were emphasized in this system, but the bill did provide for the state to take over the charter of the Madison and Indianapolis Railroad Company. In this same year the survey for the Madison and Indianapolis Railroad was completed, and ground was broken. By 1839 the railroad was open for traffic from Madison to Graham's Creek, eighteen miles north. There were only two other railroads operating in the West at this time. Financial problems plagued the state at this time, which slowed construction on all improvement projects. Finally, in 1845, the state leased the Madison and Indianapolis line to a private company which completed the line to Indianapolis in October, 1847, amid great excitement and celebration. ["Internal Improvements in Indiana," 151-157]

The completion of Indiana's first railroad signaled the beginning of very rapid expansion of railroads in Indiana. These early roads were generally intended to serve as feeder lines to the major water transportation routes with Indianapolis at the center of the network. By 1850 only a little over 200 miles of track had been completed. However, at least fifteen private companies had begun construction. [Exact mileage varies; see Daniels, "The Village," 64, and Barnhart and Carmony, *Indiana*, 1:29]

Financing the construction of these privately owned railroads was carried on in a remarkably similar way throughout the state. After a charter was obtained, a public meeting was held, the minutes of which were published in newspapers along the proposed route. Additional meetings to arouse public interest were held in larger towns and subscription offices were opened. Once sufficient stock had been purchased, a board of directors was chosen and work proceeded as rapidly as payments on the subscriptions were made. [Daniels, "The Village," 57] Hoosier farmers and businessmen purchased the majority of the shares of stock in Indiana railroads, believing full well that these new avenues would help them achieve

the unlimited prosperity they sought. Payments for stock could be made in cord wood, cross ties, timber, lumber, stone, or even land. [Barnhart and Carmony, *Indiana*, 1:36]

The railroad map by Colonel Morris (Packet Document 5) shows five railroad lines passing through Indianapolis. The probabilities of enormous freight and passenger traffic through the capital city brought about a unique resolution. In 1849 representatives of the railroads met in Indianapolis and agreed to construct in Indianapolis a joint track connecting all the lines and to build a joint passenger depot for the companies. This project was the origin of the first union track and union station in the United States. [Daniels, "The Village," 99]

The early trains were far removed from what we know today. The first engines burned wood rather than coal. They could pull twelve to fifteen cars carrying about three tons each at between eight and twelve miles an hour. Early passenger cars resembled stagecoaches. Occasionally passenger traffic was so great that open hog cars were used—clean lumber was used for seating. [Bridenstine, 22, 56]

Accidents were common; the first recorded one was in March, 1844, near Madison, Indiana. At least two people were killed and several were injured when a wood car was let down the hill at Madison before a passenger car was completely out of the way. Numerous other accidents occurred, usually brought about by poor road beds and bad weather.

Colonel Morris, the author of the map, was the leading engineer in Indiana in 1850. He was employed by almost all the railroads coming into Indianapolis and was in charge of the construction of Indianapolis Union Depot in 1852. [Daniels, "The Village," 100]

Supplemental Documents

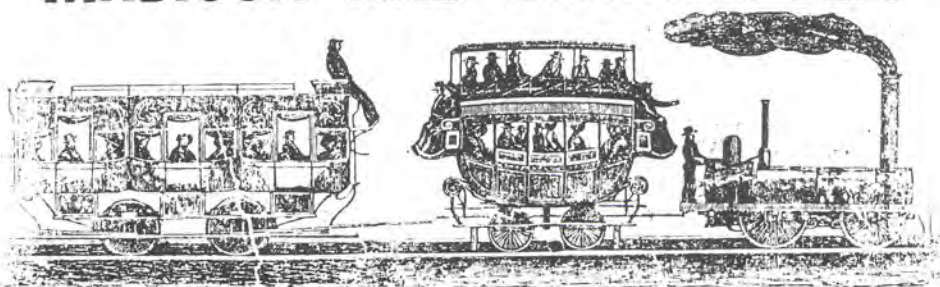
Early Years Document 74

Early Years Document 74 is a broadside advertising the takeover of the Madison and Indianapolis Railroad by a private corporation. This document gives information on when the trains ran, how far the tracks were completed, and how tolls on freight were to be paid. The broadside is from the Indiana Division, Indiana State Library.

Early Years Document 75

Early Years Document 75 is a section from *Horn's Railroad Gazette* showing the route of the Madison and Indianapolis Railroad and giving information about connecting transportation, mileage, and charges. The numbers at the far right of *Horn's* map refer to, from left to right, mileage and fares. *Horn's Gazette* was published in New York to aid travellers; it is from the Indiana Division, Indiana State Library.

MADISON AND INDIANAPOLIS



RAIL ROAD.

The Madison and Indianapolis Rail Road Company, having this day taken possession of the Rail Road under the authority of a late Act of the General Assembly, now respectfully announce to the public, and especially travellers and business men, that the Line will be kept in operation, for the conveyance of travellers and freight, every day in the week, except Sundays, and under the personal care of experienced and attentive men. It will be the ambition of the Company that the high reputation of the Rail Road, from no accident having ever occurred on it, shall be maintained. Strict attention will be given to the comfort of travellers, and the careful and prompt delivery of freight.

The Directors have established a tariff of tolls for all the leading points from Madison to Columbus, upon a scale as low, it is believed, as any road in the West; and which is so arranged as to encourage and facilitate the trade and exportation of the surplus of the country. The board hope to have the road extended to Columbus, so as to convey passengers and freight to and from that point by the month of June next.

Until the road shall be completed to Scipio, the rate of tolls on freight, from the depot, (at Griffith's) will be the same as heretofore charged by the State, except that instead of taking State Scrip, as heretofore, all payments will be required in par funds, subject, however, to a deduction of twenty-five per cent. from the nominal charges.

The Board of Directors having, in their efforts to extend the road, contracted large debts in the purchase of iron, are compelled, from necessity, to require the tolls to be paid in par funds, which only will discharge such indebtedness.

The Directors and Stockholders having embarked, with much present sacrifice and hazard, in the effort to extend this great work, so indispensable to the interests of the country, appeal with confidence to their fellow citizens for patronage and acquiescence in the policy adopted by the Board in the administration of the operations of the road.

The Board feel assured, that a community deeply interested in the extension of the road, will readily perceive that whatever prospers the Company will hasten the extension and final completion of the whole Line, as to this object the arrangements and energies of the Company are and will be earnestly directed, as fast as by the expected aid of their fellow citizens, and the income of the road, they shall be enabled.

N. B. PALMER, Pres't.

Madison and Indianapolis Rail Road Co.

MADISON, Feb. 18, 1843.

PRINTED AT THE OFFICE OF THE
INDIANA STATE SENTINEL.

HORN'S RAILROAD GAZETTE.

TWO DOLLARS PER ANNUM, IN ADVANCE.

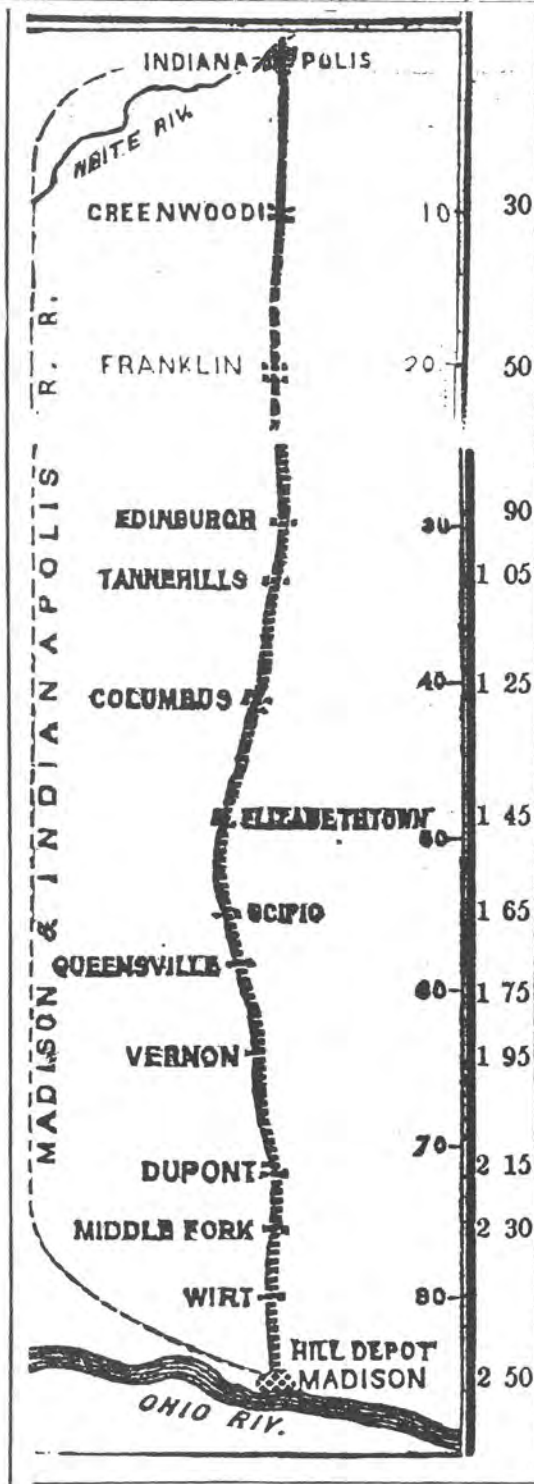
S. HORN, EDITOR AND PROPRIETOR.

OFFICE, 126 NASSAU STREET.

VOL. 1.]

NEW YORK, SATURDAY, FEBRUARY 24, 1849.

[NO. 2.]



Madison & Indianapolis Railroad.

LUGGAGE ALLOWED.—
100 lbs.

Stages run west, n. west, north and east from Indianapolis, fare about 5c. per mile. The northern stage runs daily, arriving at Indianapolis in time for the train to Madison; and departing from thence on the arrival of the train from Madison.

Steamboats leave Madison for Louisville and Cincinnati on arrival of the cars—fare to Louisville \$1, to Cincinnati \$1 50.