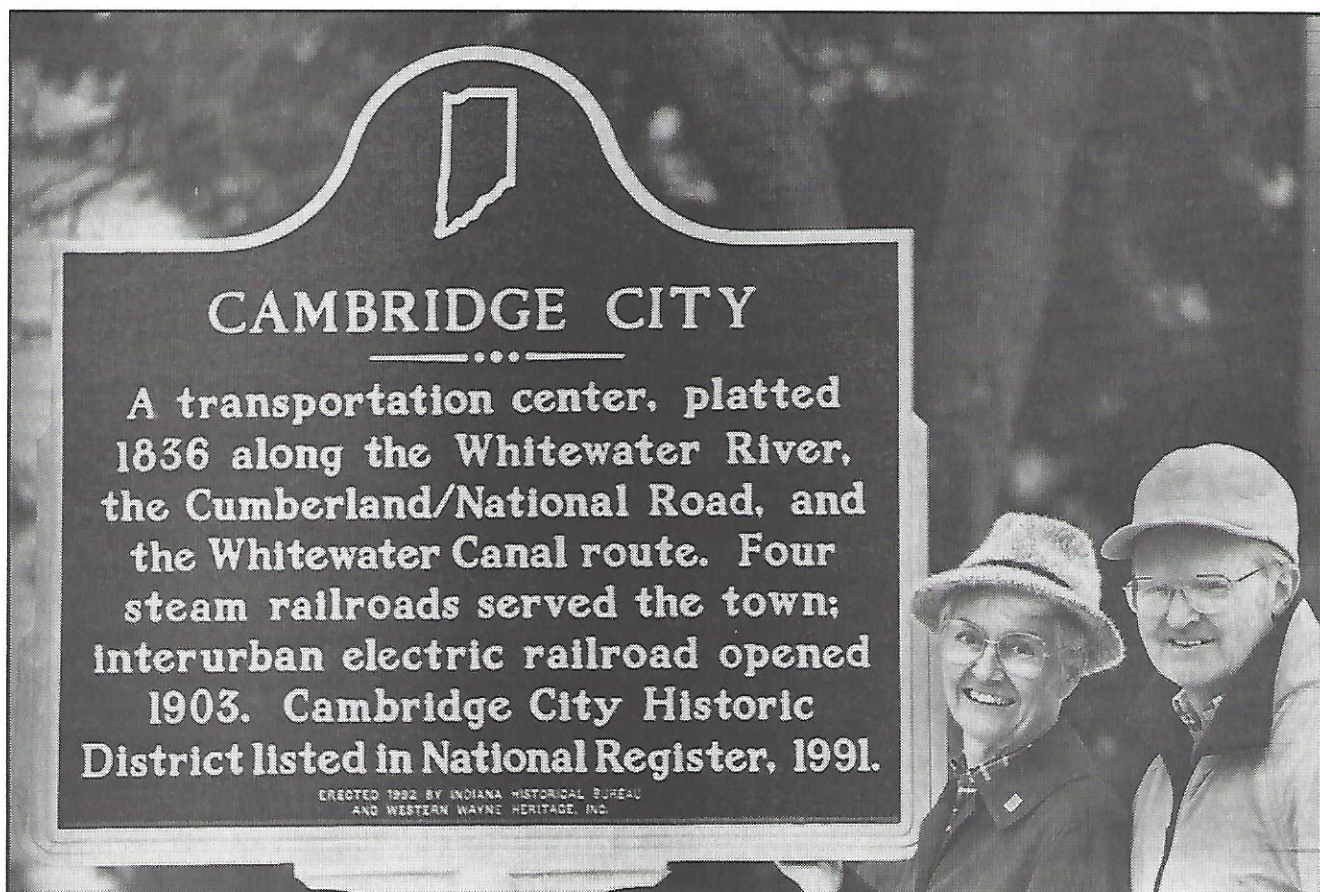


MARKING INDIANA'S HISTORY



This photograph includes the major emphases of this issue—transportation in Indiana's history and the importance of historical markers in commemorating that history. Phyllis and Jerry Mattheis (pictured), working with Western Wayne Heritage, Inc., helped to spearhead the local support for the marker. The marker was 50 percent supported by state appropriated funds to the Historical Bureau. The marker is located in Bicentennial Park in downtown Cambridge City, at the southeast corner of Foote and Main Streets.

At the dedication ceremony in March 1992, the Reverend Paul Hopwood noted that, "As long as we are willing to stay connected to the stream of history . . . We shall find inspiration to do that which is worthwhile in our time." Historical markers are one means of staying connected.



THE INDIANA HISTORIAN EXPLORING INDIANA HISTORY

PUBLISHED BY THE INDIANA HISTORICAL BUREAU, STATE OF INDIANA

Focus

As spring arrives in Indiana, many people begin to explore both history and nature. Guides for much exploration are roadside historical markers. Many of these markers (as pictured here) are state markers, installed as part of the Indiana Historical Marker Program administered by the Historical Bureau.

Through this issue, we hope to encourage you to notice, to use, and, perhaps, to apply for historical markers in your own communities. The first section of the issue—through page 4—provides a history of the Indiana program. The importance of marking historical sites is also discussed.

On page 5 there is a survey sheet that can be reproduced to locate historical markers in your community—including plaques and memorials of all kinds.

On pages 6-13, we have selected markers throughout the state to demonstrate how they can be used to teach about the importance of transportation in Indiana history. We have not been able to use all markers related to transportation. Are there markers in your area that could be placed on the maps?

The markers depicted on this page go beyond the time frame of the transportation aspects discussed in this issue. They suggest, however, that the history of transportation is broad and far-reaching. Indiana has contributed significantly to that history.

The games on page 14 and the "Apple" on page 15 are regular features to expand your knowledge of the subject matter of the issue.

HAYNES' HORSELESS CARRIAGE

Here on July 4, 1894, Elwood Haynes made the first test run of an automobile which he designed and built. His car reached a speed of about seven miles per hour over a six mile course on the Pumpkinvine Pike.

BIRTHPLACE OF WILBUR WRIGHT

April 16, 1867 - May 30, 1912
Co-inventor of the airplane. With his brother, Orville, he began studying flight, 1896; built first model airplane, 1899; began gliding, 1900; and achieved first successful powered flight at Kitty Hawk, North Carolina, December 17, 1903.

ASTRONAUT VIRGIL I. GRISSOM

April 3, 1926 - January 27, 1967
Born in Mitchell, Indiana. Lieutenant Colonel Grissom flew the project Mercury sub-orbital mission, July 21, 1961. He was command pilot, first Gemini flight, March 23, 1965, and died in an Apollo spacecraft at Cape Kennedy, January 27, 1967.

You Be the Historian

- Read the marker texts on this page. Research the topics further. Explain how these markers relate to the transportation theme.
- Research your community transportation history. Write texts for markers that could be used to introduce residents and visitors to your transportation history.
- Some communities (often counties) have their own markers and marker tours. Explore your community's history through markers that exist. Use the survey sheet on page 5.

Note on Maps

Maps in this issue have been superimposed onto a background map of Indiana showing the current state boundaries and major rivers and streams. The map is adapted from Kingsbury, *An Atlas of Indiana*.

Why Historical Markers?

A historical marker is a caption. It is designed to grab the attention of the viewer and provide a quick overview. In a comparison with journalism, the marker text is the opening paragraph of the story: who, what, where, when, and why significant.

Historical markers are valuable commodities for a state. As an element of the tourism industry, markers are an economic factor. Research has shown that many people use marker guides to plan their trips.

Markers are also an educational tool used by teachers and students as they learn about their state, region, or community.

First and foremost, however, historical markers are a tangible reminder of the state's history. They make that history accessible to every member of the community. In addition, they demonstrate the value that the state and community place on that history for future generations.

In 1942, after the WPA marker program had ended, the following assertion was included in a summary article in the *Indiana History Bulletin*:

"Perhaps the greatest value of the project is that it has called the attention of many people to the historic persons and events of their neighborhood. The study of local history involved in the selection of sites and in writing adequate and accurate inscriptions has been an education in itself. The existence and prominence of the markers, if only for a few years, has brought the history of the community and the state to the notice of both residents and passersby. . . ."¹

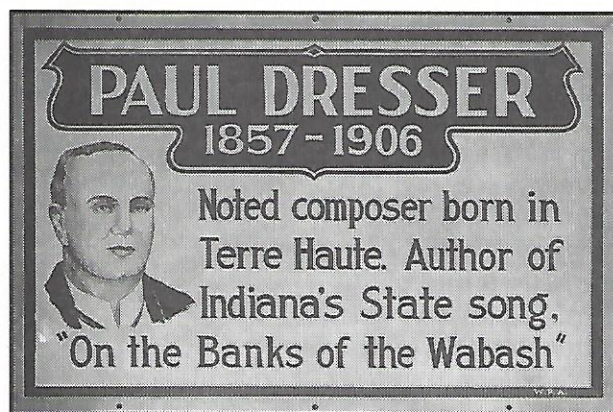
Markers are only the introduction to an event, site, person, or element of history. They must, however, entice the viewer to want to know more. People writing marker text must keep that need in mind. They must also carry out thorough research so that the text on a marker is accurate.

Indiana's historical marker program, administered by the Indiana Historical Bureau, is very popular. The infusion of some state money has sparked much interest. Significant local dollars continue to be raised in order for communities to fund much-deserved historical markers. Obtaining and placing a historical marker often brings together

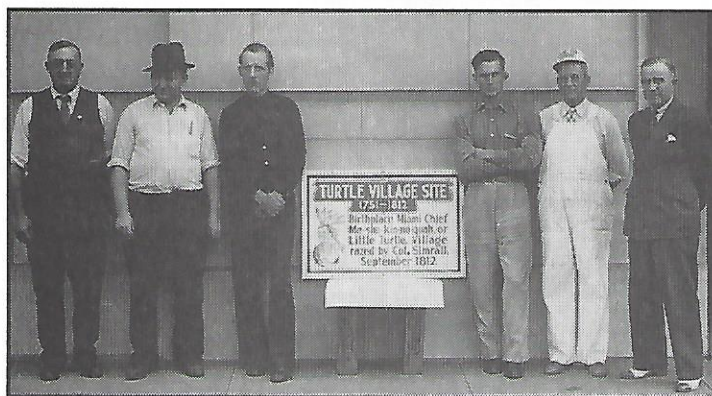
members of a community for a common purpose.

Historical markers continue to be a point of local and state pride in Indiana. Call or write the Historical Bureau if you are interested in obtaining an application form.

¹*Indiana History Bulletin*, Vol. 19, No. 4, April 1942, p. 130.



The [WPA] markers are 22 gauge auto steel (quite thin, I am sorry to say), framed in angle iron, 36" wide and 24" high. They are to be mounted on 4" creosoted posts with braces. They are to be hand painted black and white. Inscriptions are limited to a title and thirty-six words. (Christopher B. Coleman to John W. Kern, mayor of Indianapolis, February 7, 1936) Signs with illustrations began in 1938.



Markers over Time

1916 - Centennial of Statehood; Indiana Historical Commission (later Bureau) established.

1921 - Indiana General Assembly authorized marking of historic sites.

1921 - Indiana Historical Commission issued preliminary announcement of *Historical Markers in Indiana* as Bulletin No. 14.

1924 - Revised edition of *Historical Markers in Indiana*.

1929 - *Historical Markers and Public Memorials in Indiana* issued as *Indiana History Bulletin*, Vol. 6, Extra No. 1.

1936 - In January, WPA marker program authorized using federal funds for materials and construction.

1937 - June 30, WPA project suspended.

1938 - January 26, new WPA project begun and funds allotted. Metal markers painted by hand continued, many with illustrations.

1941 - Local contribution for WPA markers raised from \$2.50 to \$3.00.

1942 - January 31, marker project suspended by WPA authorities. Several thousand markers erected statewide.

After World War II - More permanent marker established "... consisting of a cast aluminum plaque set on a concrete post. The plaque was finished in baked enamel with gold lettering."

1953 - Cost of marker approximately \$110; fifteen sites marked to date through local effort.

1966 - Survey of markers by Indiana Junior Historical Society members, in honor of the sesquicentennial of statehood, published in *Indiana History Bulletin*, Vol. 43, No. 3.

1967 - Update of 1966 survey published in *Bulletin*, Vol. 44, No 7.

1978 - Historical Bureau given statutory authority for markers, IC 4-23-7.2-11. Statewide survey of markers started using local volunteers.

1989-1991 - General Assembly appropriated \$50,000; 38 markers installed with state and local funds.

1991 - New state marker program adopted by Indiana Library and Historical Board, administered by Indiana Historical Bureau.

1993-1995 - General Assembly appropriated \$25,000; each marker costs approximately \$1,250.

Application deadline for state marker funds is October 3, 1994.

When the opportunity comes for unrestricted use of iron, bronze, and aluminum, the cities and counties of Indiana, and the state itself, will surely proceed to a permanent, if modest, commemoration of the landmarks of their history and of the notable men and women who have wrought effectively for their welfare.
(*Indiana History Bulletin*, Vol. 19, No. 4, April 1942)

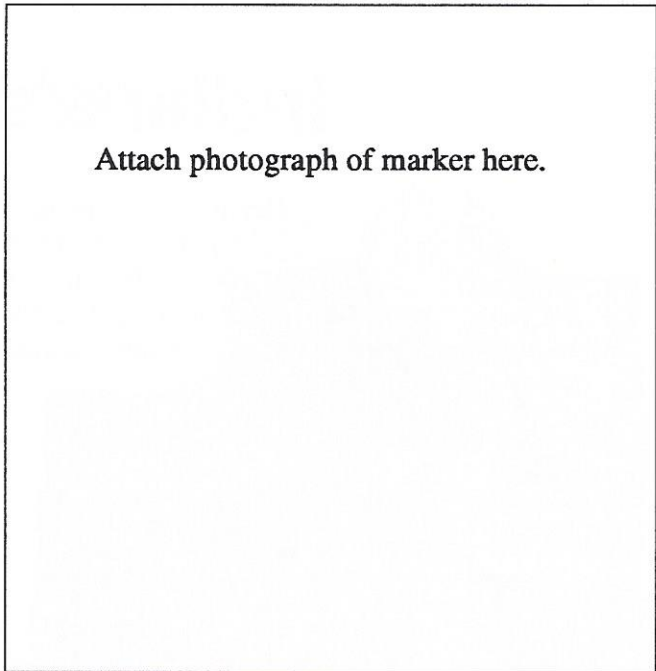
The interest aroused during the Centennial Year of 1916 resulted in erecting several markers and tablets on historical spots, or to the memory of noted pioneers who had lived within the county.
(*Historical Markers in Indiana*, Bulletin No. 14, December 1921)

Indiana Historical Markers Survey Worksheet

(Issued as part of *The Indiana Historian*, April 1994)

Directions:

- Visit your local historical organization or public library to locate existing resources before you start. If you find an existing survey or tour, consider doing a survey to check the current condition of markers.
- Photocopy this sheet to use for recording any markers or plaques that you find.
- Photographs of markers should have the entire text readable. They should be identified on the reverse side using labels and attached to the form, being careful not to damage the photograph.
- Copies of your findings should be deposited with local repositories.
- The Historical Bureau would welcome a report of your findings and/or copies of your completed worksheets.



Name/Subject of marker _____

City/Town _____ Township _____ County _____

Exact location of marker (for example, 2 mi. north of Route xxx on west side of Road x) _____

Erected by (credit line) _____

Text of marker _____

Maintained by (if available) _____

Condition report _____

Size of marker _____

Date marker inspected _____ Date marker photographed _____

Preparer of form _____ Telephone for contact _____

Indiana's First Routes

Herds of buffalo, on their yearly migrations throughout what would become Kentucky, Indiana, and Illinois, cut trails, or traces, through the deep

forests long before white men arrived. Native Americans probably used these same paths for centuries. They also cut their own trails.

Rivers were also major

transportation routes for Native Americans. The French, coming early into Indiana, travelled primarily by river. The Ohio River was a key route for settlers coming to Indiana. It was also a major route for trade.

As more white settlers entered the area, new trails were cut to connect the isolated settlements. Eventually, these trails were widened to allow for travel by wagons.

As the accounts quoted here indicate, early travel was difficult and often dangerous.

Sources: Esarey, *History of Indiana* (New York: Harcourt, Brace and Company, 1922); Wilson, *Early Indiana Trails and Surveys*.

1

THE WABASH RIVER

was called "Wah-bah-shik-ki" by the Miami. The French called it the "Oua-ba-che." It was the principal route connecting Quebec and New Orleans. The Miami, Potawatomi, Mascouten, Wea, Kickapoo, and Piankashaw Indians lived in the Wabash Valley. Along the river the French established Fort Ouiatanon (1717) and Post Vincennes (1732). The French lost their empire to the British in 1763.

The Ottawa chief, Pontiac, who led a revolt against the British, made peace (1765) with the British at Ouiatanon. (Continued on Reverse Side)

1

THE WABASH RIVER

(Continued from Reverse Side)

During the American Revolution George Rogers Clark seized Vincennes and Ouiatanon from the British. In 1778, Lt. Governor Henry Hamilton moved a force of 350 soldiers and Indians to Vincennes by the Wabash route. Clark captured his command in February of 1779.

In the 19th century, both flatboats and steamboats used the Wabash. By 1852 the Wabash and Erie Canal linked the Great Lakes with the Ohio. The Wabash has been a major highway for travel, trade, and settlement for two centuries. In song and in story it symbolizes Indiana.

In his 1762 Wabash River travel account, Thomas Hutchins, engineer and topographer for George Croghan, describes the Wabash River.

The Wabash is Navigable for Canoes in the time of a Fresh to within nine miles of the Miami Fort, but at any other time not within

forty Miles of it The french Traders haul their Canoes over a level Portage of nine Miles to the Miami River

This excerpt from a 1792 journal by John E. Heckewelder, a Moravian missionary, describes his trip on the Buffalo Trace also called the Vincennes Trace.

On the 7th we still traveled along the

eastern branch of the White river at least 12 miles down, but then our way led us into the wilderness where we could with difficulty pass through the grape vines and bushes. Our guide had today shot a very large old buffalo estimated as weighing 800lb. . . .

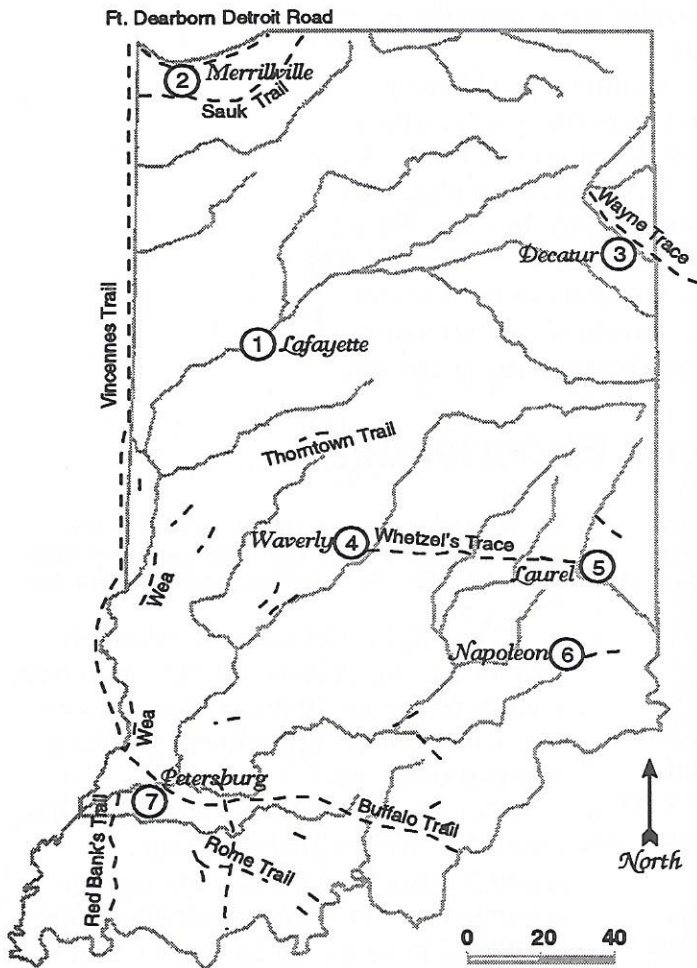
After we had now marched about five miles, a herd of buffaloes came directly towards us as if they intended running us down. . . .

In 1818, Henry Vest Bingham, a Virginia farmer, took a route through southern Indiana that was roughly the Buffalo Trace.

we Crossed over the River here and when we had Landed found we had Crossed too high up and that we would have to Cross Silver Creek in a Boat In Order to get to the Road Leading to Vincennes

Source: McCord, *Travel Accounts*, pp. 9-11, 34-37, and 88-90.

Roadside Review



2

GREAT SAUK (Sac) TRAIL
(east-west through this point)
Part of a transcontinental trail used by prehistoric peoples of North America, it passed through modern Detroit, Rock Island and Davenport in the Midwest. The trail was important into the 19th century.

3

THE WAYNE TRACE
General Anthony Wayne and the Legion of the United States passed this way on October 30, 1794, in route from Fort Wayne to Fort Greenville, ending the western campaign against the Indian Confederacy. The Legion spent the previous night camped 2.6 miles N.N.W. of here.

4

WHETZEL TRACE
A Trail from Whitewater River at Laurel terminated here at the Bluffs of White River. Cut in 1818 by Jacob Whetzel, it was the first east-west road into central Indiana.

6

BERRY'S TRACE
This trail was cut about 1808 by John Berry (1777-1835). It began at Napoleon, ran west to Flat Rock and Blue Rivers, and thence northward into central Indiana. The Trace branched off the Brownstown-Brookville Road.

5

WHETZEL TRACE
Here Edward Toner founded SOMERSET, 1816, & operated Toner's Tavern, 1816-1823, from which rallying point pioneers started west on Jacob Whetzel's Trace to the "New Purchase" of Central Indiana.

7

THE BUFFALO TRACE
Crossed White River at a nearby ford. It was made by migrating buffalo herds. The trace ran from Vincennes to Louisville and was the only through trail in pioneer days.

The map above has been adapted from the following: Kingsbury, *An Atlas of Indiana*; Wilson, *Early Indiana Trails and Surveys*, p. 15; Alfred H. Meyer, "Circulation and Settlement Patterns of the Calumet Region . . ." reprinted from *Annals of the Association of American Geographers*, Vol. 44, No. 3, pp. 246-47, 255.

Improving Transportation Routes

As more settlers arrived in Indiana, more and better transportation routes were needed. Better roads would allow farmers to get their products to market. Roads would also bring news faster from the east coast.

The Michigan Road from south to north and the National Road (or Cumberland Road) from east to west were major improvements for the state in the early 1830s. The 1836 Internal Improve-

ments Act provided for a turnpike in southern Indiana.

There were many types of early roads. The first were dirt roads, which quickly became quagmires of mud during rain or snow. Corduroy roads were constructed of logs laid side by side. Plank roads were constructed of planks, set side by side. Macadamized roads were constructed of two layers of broken stone.

Source: Buley, *The Old Northwest*, pp. 395-564.

Travelers' Experiences

By Foot: Thomas Scattergood Teas, a young man from Philadelphia, kept journals of several walking tours. The following is from an account of his 1821 journey on foot to Fort Wayne from Richmond.

. . . The rain has made it very unpleasant travelling the soil being very mellow, the mud is ankle deep, and the dripping bushes soon wet me above the middle. The mosquitoes and gnats are as numerous here as along the sea shore, and are very troublesome. . . .

By Horse: Hugh McCulloch, a lawyer from Maine, traveled to the northern part of the state from Indianapolis in 1833, looking for a location to practice law. The following is an excerpt from his recollections.

. . . The Michigan road, through which in after years I had many a hard ride with the mud so deep that fifteen or twenty miles were a good day's journey Upon entering upon it that afternoon, I perceived that nothing had been done to make it a road except to open a way through the forest. It was perfectly straight, and the noble trees, nearly a hundred feet in height, stood on either side of it like a protecting wall. The birds were singing blithely, and although my horse was my only companion, the wildness and novelty of the scene acted upon me like a tonic. . . .

By Wagon: In 1833, George David and his family traveled through northern Indiana on their way to Chicago. The following account is from his diary.

. . . Oct. 11. Got onto the Michigan road at 11, and followed it thro' mud hole, swamp & bog for 10 miles. Passed over the "wet Swamp" Terracopera prairie & rolling prairie

Oct. 14. "Thro' the woods & thro' the woods" 7 miles to Michigan City About 3 miles from the city we encountered heavy rain, steep sandhills & deep mudholes together, so bad that had it not been for the casual & gracious assistance of 8 oxen we might have slept in some of them. . . .

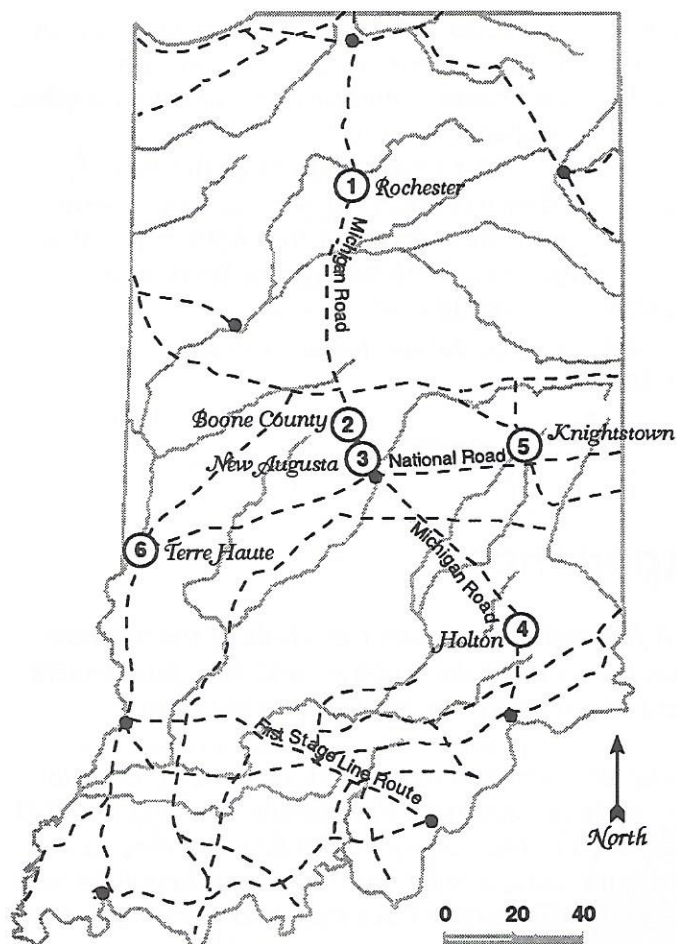
By Stage: An anonymous letter, excerpted here, to the *Paoli American Eagle* in February 1855 states the author's frustrations with travel in Indiana, with some humor.

. . . And now for the sake of suffering humanity, let me entreat the good folks not to build any more macadamized roads. Plank roads, costing from one fourth to one half as much, are vastly preferable, both for man and beast. . . .

From Orleans I returned home by "stage," which means, when deprived of the poet's license, being dragged through the mud in an ox cart, drawn by four horses, at the rate of about one and one-half miles an hour. . . .

Source: McCord, *Travel Accounts*, pp. 111, 142, 144, 149, 150, 210, 211.

Roadside Review



The map above has been adapted from Kingsbury, *An Atlas of Indiana*.

1

MICHIGAN ROAD

Extending from Michigan City to the Ohio River at Madison. Begun by the state in 1832 with funds obtained from sale of land granted by the Potawatomi Indians. Opened northern part of state to settlers.

2

MICHIGAN ROAD

With proceeds from the sale of 170,580 acres of Indian land granted by the Federal Government, Indiana built its first north-south road. Surveyed 1829, passable by 1834, "completed" in 1837, its cost was \$242,000.00.

3

TOLL HOUSE

Operated by Augusta Gravel Road Co., circa 1866-1892.

MICHIGAN ROAD

First major state road, built in the 1830's, from the Ohio River to Lake Michigan.

6

"CROSSROADS OF AMERICA"

U.S. Highway 40, the old National Road which opened the West for settlement, and U.S. Highway 41, a major north-south route, were designated part of the original federal highway system in 1926. Their intersection in Terre Haute as Wabash Avenue and Seventh Street became the "Crossroads of America."

5

NATIONAL ROAD

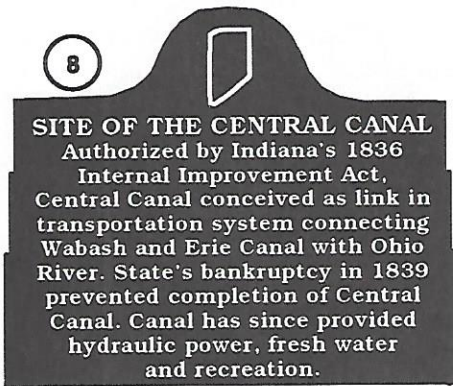
Extended from Cumberland, Md. to St. Louis. Begun with Federal funds, 1806, the Indiana portion was built 1829-34. Over this road many settlers passed to their new homes in the Old Northwest.

4

MICHIGAN ROAD

Extending from Michigan City to the Ohio River at Madison. Begun by the state in 1832 with funds obtained from sale of land granted by the Potawatomi Indians. Opened northern part of state to settlers.

Indiana's Canal Era



The canal era in Indiana was brief and came too late to be successful because of other transportation advances. Federal help for canals was authorized in 1816, the year Indiana became a state.

In 1827, Indiana was given federal land to construct the Wabash and Erie Canal. In

the 1836 Internal Improvements Act, the Indiana General Assembly authorized additional canal projects along with other projects. It included a railroad.

The canal projects of the Internal Improvements Act were too ambitious, and the state went into debt. The canal projects were taken over by private companies.

Source: Fatout, *Indiana Canals*.

A Traveler's Experience

J. Richard Beste came to America from England with his wife and eleven children. The following excerpts from his journal describe their 1851 adventure on the Wabash and Erie Canal.

Tuesday, 12th August [1851]. At five o'clock in the afternoon, we stepped from the little quay at Terre Haute on board the Indiana canal boat. Three horses were harnessed to a rope, about fifty yards ahead of the boat; they started at a moderate trot; and the town, where we had tarried so long, was soon lost to our sight. . . .

The construction of the canal boat was—in miniature—much the same as that of the lake and river steamers. There was no hold or under-deck; but, on the deck at the stern, were raised the kitchen, steward's room, and offices; in the centre of the boat, was the large saloon—the sitting room of all by day, the sleeping room of male passengers by night; adjoining it was the ladies' saloon; beyond which again, was a small cabin containing only four berths. This cabin was separated by a doorway and curtain from the ladies' saloon, and on the other side opened upon the bow of the vessel. In it, was a looking-glass, a hand bason, two towels, a comb and a brush, for the use of the ladies. It was a rule in the boats that no gentleman should go into the ladies' saloon without express invitation from the ladies

A flat roof spread over the whole of the saloons; and on it was piled the luggage; and here passengers walked up and down or sat to enjoy the view.

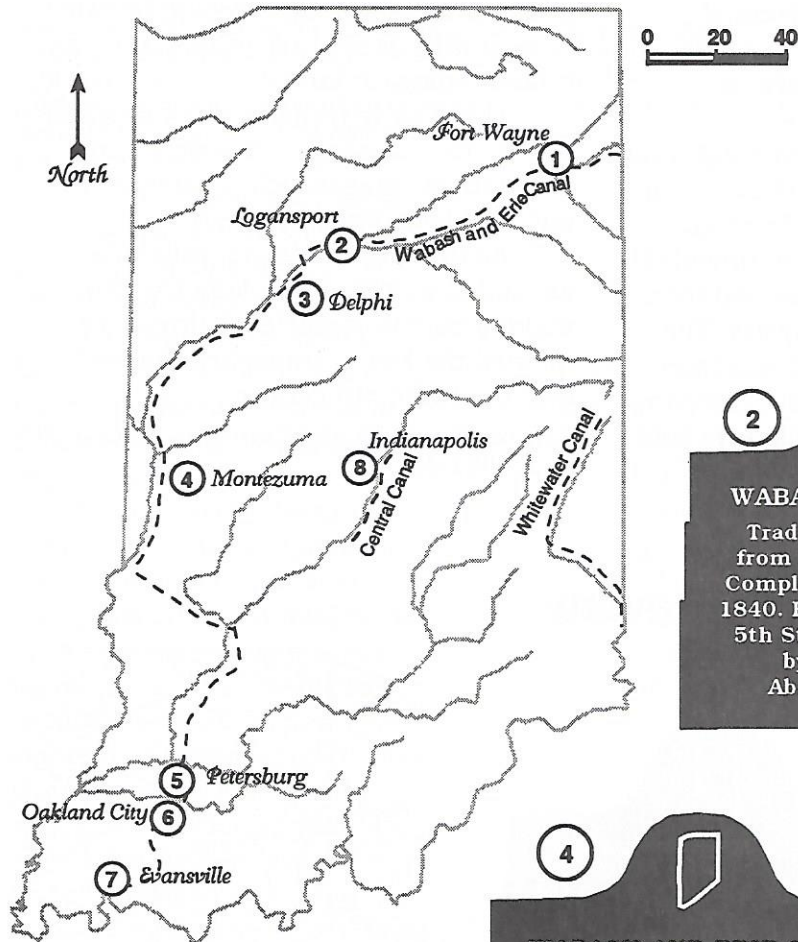
.....
Our children had wondered where they were to sleep, as there were no visible berths . . . they dreaded to have to pass four nights on the floor, as they had done at Mrs. Long's hotel: but they said they were now more used to hardships than they had then been; and they, also, drew comparative comfort from seeing a washhand bason and two towels, instead of that amiable American woman's small tin pie dish. The steward, however, soon solved their doubts by hooking up some shelves to the wall, and laying mattresses and sheets upon them.

We were summoned to tea: but, after the good living of the Prairie House, all complained bitterly of the bad tea and coffee, of the heavy hot corn bread, and of the raw beef steaks.

.....
About Covington, a town some fifty miles from Terre Haute, the scenery is remarkably pretty But, tormented by the mosquitoes, by heat, and by thirst, our onward course was very wearying; and the wished-for change made us well pleased when we arrived, in the evening, at La Fayette, where we were to move into another canal boat. . . .

Source: McCord, *Travel Accounts*, pp. 197-99.

Roadside Review



The map above has been adapted from Kingsbury, *An Atlas of Indiana*, and Garman, *Historic Canals of Indiana*.

1

WABASH AND ERIE CANAL GROUNDBREAKING

On February 22, 1832, ground was broken two blocks north for the canal, which would link Lake Erie at Toledo with the Ohio River at Evansville. Jordan Vigus, Canal Commissioner, Charles W. Ewing, Samuel Hanna, and Elias Murray participated in the ceremony.

2

WABASH AND ERIE CANAL

Trade and emigration route from Lake Erie to Evansville. Completed through Logansport 1840. Followed Erie Avenue and 5th Street, crossing Eel River by wooden aqueduct. Abandoned about 1876.

4

WABASH AND ERIE CANAL

The Wabash & Erie was the longest canal built in North America, running from Toledo to Evansville. Montezuma was the main port of Parke County. This portion was abandoned about 1865.

3

WABASH AND ERIE CANAL

Constructed 1832-1853, canal was nation's longest, connecting Lake Erie at Toledo with Ohio River at Evansville. Key portion in Carroll County included Deer Creek Lake Dam, constructed 1838-1840 (1 mile west). Various canal structures are still in evidence.

7

WABASH AND ERIE CANAL

Completed from Lake Erie to Evansville, 1853. Used till 1865. Passing from 5th St. to 1st Ave., canal widened into basin for docks covering part of this square.

6

WABASH AND ERIE CANAL

Completed 1853
The approximately 460 mile canal from Toledo, Ohio, to Evansville, Indiana, was the longest canal built in the United States. Here a section constructed above the natural land surface to prevent flooding and erosion, remains intact.

5

WABASH AND ERIE CANAL

Site of depot for canal which passed through town at foot of Main Street. Operations through Petersburg ceased 1860. Constructed 1832-1853, canal was nation's longest, connecting Lake Erie at Toledo with Ohio River at Evansville, through Fort Wayne, Lafayette, and Terre Haute.

Progress through Technology

There was much discussion of railroads in Indiana in the late 1820s and 1830s. Political leaders, however, decided to build canals.

In addition to money, stock could be purchased with needed resources, such as timber, stone, or land.

These early trains burned wood for power. The passenger cars were constructed like stagecoaches. Breakdowns and accidents were common.

As the maps indicate, railroads expanded quickly in Indiana thereby making canals obsolete. Railroads remained the key to transportation well into the twentieth century.

Source: Barnhart and Carmony, *Indiana*, Vol. 1, pp. 321-44.

A short experimental track was laid near Shelbyville in 1834. The 1836 Internal Improvements Act provided for building a railroad from Madison to Lafayette. The resulting project was later leased to a private company.

Shares of stock were sold in private companies to finance construction. In

1

MONON, INDIANA
 Monon - Intersection of the New Albany and Salem (org. 1847) and the Indianapolis, Delphi and Chicago (1878) railroads. These roads later merged to become "The Monon Route," Indiana's beloved "Hoosier Line," and provided over a century of passenger service to the state. The "Monon" was known nationwide for fine passenger and dining service until 1967. One of the first 1st class railroads to completely dieselize (1947), it merged with the Louisville & Nashville (L&N) July 30, 1971.

Roadside Review

2

FORMER NARROW GAUGE RAILROAD
 Tracklayers building narrow gauge railroad connecting Great Lakes at Toledo, Ohio, with Mississippi River reached this point October 1, 1880. In 1887, 2,000 men converted 206 miles of this to standard gauge railroad in 11 hours.
 (Continued on other side)

2

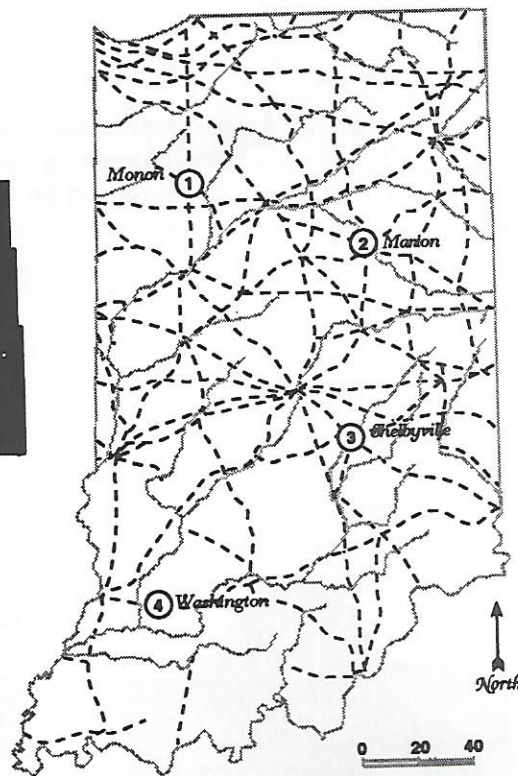
RAILROAD CONSTRUCTION
 (Continued from other side)
 A significant part of America's rail system in the 19th century was 18,000 miles of 3-foot-wide narrow gauge railroad in 44 states. Most subsequently converted to 4-foot, 8 1/2 inch standard gauge.

3

INDIANA'S FIRST RAILROAD
 An experimental two mile road was completed to this point on July 4, 1834.
 A horse-drawn car carried Hoosiers on a railroad for the first time.

4

BALTIMORE & OHIO SOUTHWESTERN RAILROAD DEPOT
 Mission Revival Style depot, built 1906, restored 1990; part of Washington Commercial Historic District. Link to city's trading and industrial history, with substantial railroad machine shops and car works. Indiana stop of former President Dwight D. Eisenhower's funeral train, April 1, 1969.



Indiana Railroads, 1880

The map above has been adapted from Kingsbury, *An Atlas of Indiana*.

A Traveler's Experience

"Horace Greeley, founder of the *New York Tribune* and once a presidential candidate, came to Indiana in 1853 to speak at La Porte, along with visiting the second State Fair at Lafayette. After his experiences in traveling through the state he returned to New York disgusted with Indiana and vexed by the Hoosiers. He published an account of his tribulations in the *Tribune* which was reprinted in the *Indianapolis Star Magazine*, December 30, 1951, p. 9."

[October, 1853]

I left New York on Monday morning of last week and reached Lafayette. . . . I returned to Indianapolis on Friday morning, and started back via Lafayette on Saturday morning to fulfill a promise to speak on the evening of that day at La Porte. . . .

How we were delayed on our way back to Lafayette, and how, on reaching that smart young village, I was misled, by the kind guidance of a zealous friend . . . it were a fruitless vexation to recall. Suffice it to say that at noon I stood on the platform where I might and should have been 20 minutes before, just in time to see the line of smoke hovering over the rapidly receding train, to realize that any reasonable fulfillment of my promise to La Porte was now impossible, and to learn that the next regular train would leave on Monday, and take me to La Porte, just two days after I should have been there.

. . . our extra train was adjourned to next morning at 10, and I returned to the telegraph office to apprise La Porte I would speak there Sunday. . . .

The train that was to start at 10 did not actually leave till noon and then with a body entirely disproportionate to its head. Five cars closely packed with live hogs, five ditto with wheat, two ditto with lumber, three or four with livestock and notions returning from the State Fair, and two or three cattle cars containing

passengers, formed entirely too heavy a load for our asthmatic engine.

. . . by 3 o'clock we reached Brookston. . . . but here we came to a long halt. . . . Our engine was detached and run ahead some five miles for water and wood and a weary two hours wore tediously away before its return. It came at last, hitched on and started us but before it had moved us another half mile the discharge cock of the boiler flew out, rendering us hopelessly unmovable for hours to come.

Our conductor had started a handcar back to Lafayette in quest of the only engine there. . . . It was calculated that this engine would drag us back to Lafayette to spend the remainder of the night and make a fair start in the morning. . . .

But now a bright thought struck the engineer. He recollected that a good engine was stationed at a point named Culvertown, 43 miles ahead, and he decided to take a handcar and make for this.

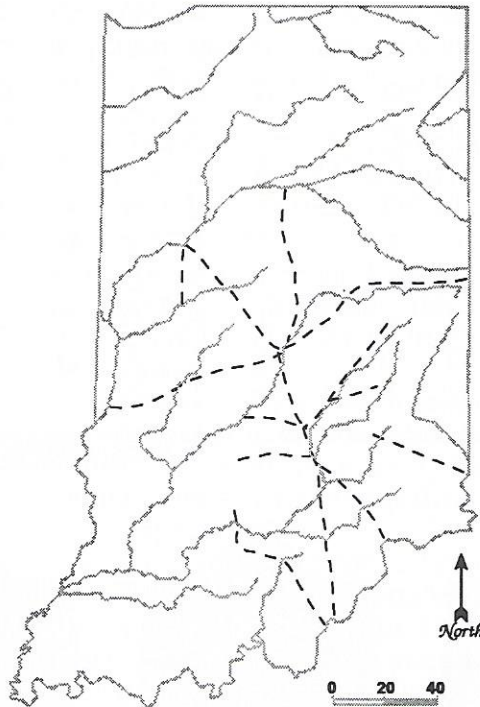
The handcar was dragged over the rough prairie and launched—I following with my carpetbags. In a trice it was duly manned; I had coaxed my way to a seat upon it, and we were off.

. . . we were seven of us in the handcar, four propelling by twos as if turning a heavy, two-handed grindstone. . . . The car, about equal in size to a wheelbarrow and a half, just managed to hold us and give the propellers working room. . . .

Finally, a little after midnight we reached the one-horse village of Culvertown, and found the engine missing—run down to Michigan City for repairs—so that my companions have had their rugged ride for nothing. . . .

Source: McCord, *Travel Accounts*, pp. 207-9.

The map above has been adapted from Kingsbury, *An Atlas of Indiana*.



Indiana Railroads, 1850

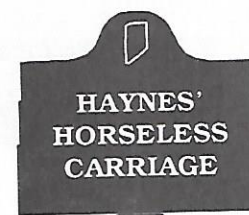
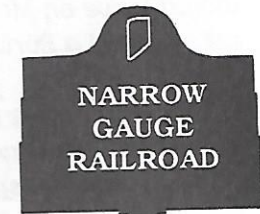
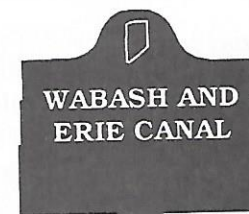
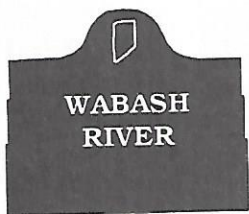
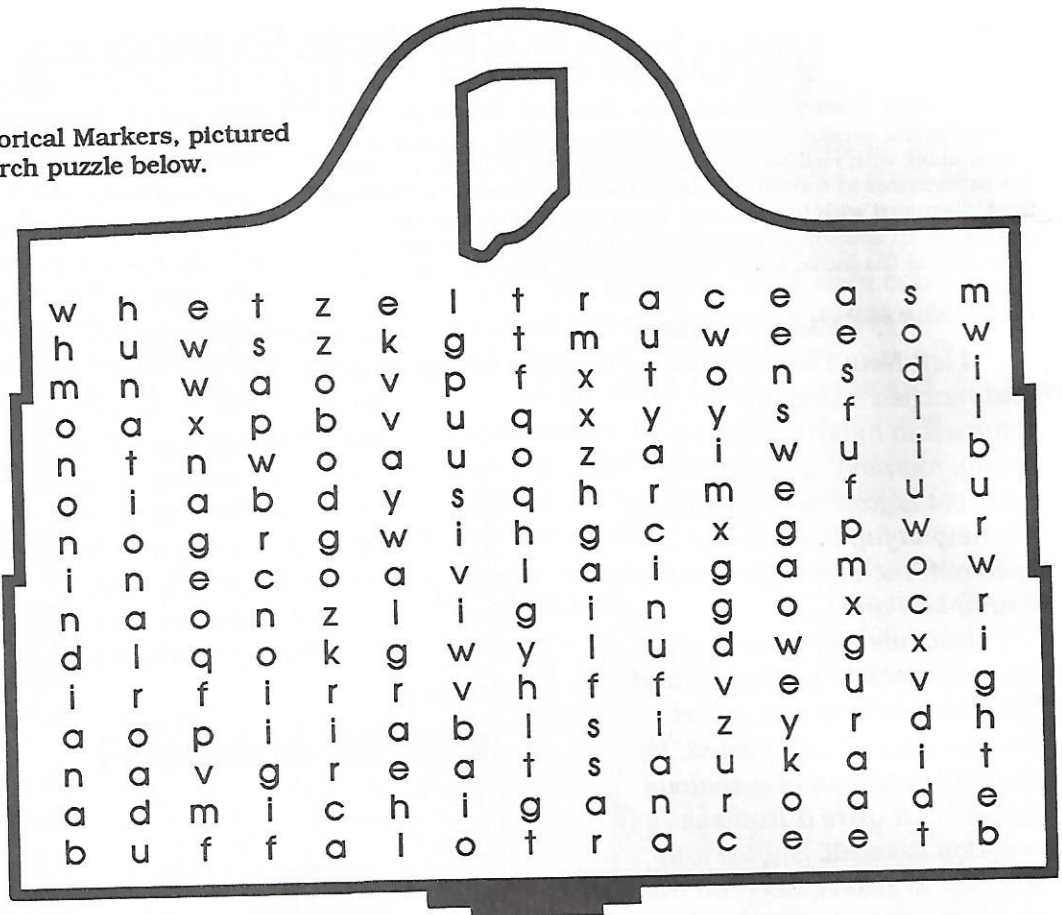
Marker Fun

Word Search

Find key words on ten of the Historical Markers, pictured on this page, in the the Word Search puzzle below.

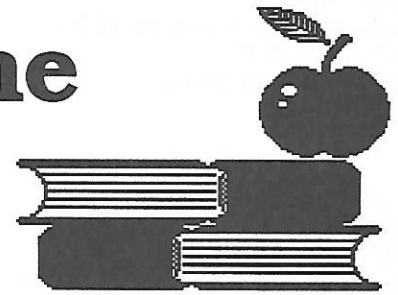
Marker Match (similar to Go Fish)

- Make 2 photocopies of the markers below, cut out each marker, and mount each on a file card. You will have 15 pairs.
- Players: 2
- Play: Shuffle and deal 5 cards to each player. Remaining cards are placed face down on the table. Players should make pairs from their hands, then ask the other player for a "marker" to make a pair. If the player cannot make a pair that way, he selects a card from the face-down pile and the play moves to the other player. The player who matches all of his markers wins.



An Apple for Everyone

A Note Regarding Resources: Items are listed on this page that enhance work with the topic discussed. Some older items, especially, may include dated practices and ideas that are no longer generally accepted. Resources reflecting current practices are noted whenever possible.



Selected Resources

Student Reading

- Boyer, Edward. *River and Canal*. New York: Holiday House, 1986.

Text and illustrations provide a sound understanding of the mechanics and use of canals. Highly recommended for readers of all ages.

- Coiley, John. *Train*. New York: Alfred A. Knopf, 1992.

Full of colorful illustrations and photographs, and enough text to describe briefly the development of trains, how they are built, and how they operate.

- Davies, Eryl. *Transport on Land, Road & Rail*. New York: Franklin Watts, 1992.

A survey of transportation development using colorful illustrations.

- Gibbons, Gail. *New Road!* N.p.: Harper Collins, 1983.

Text and illustrations are simple but informative regarding modern road building.

General Sources

- Barnhart, John D., and Donald F. Carmony. *Indiana: From Frontier to Industrial Commonwealth*. New York: Lewis Historical Publishing Company, Inc., 1954.

Volumes 1 and 2 cover Indiana's pre-history through the early twentieth century. Excellent standard source.

- *BROADSIDES: Indiana, the Early Years, Resource Guide*. Indianapolis: Indiana Historical Bureau, 1987.

Excellent use of primary sources to explore transportation and other topics in early Indiana.

Background material.

- Buley, R. Carlyle. *The Old Northwest: Pioneer Period, 1815-1840*. Indianapolis: Indiana Historical Society, 1950.

Reliable standard source on Indiana's early formative years.

- Fatout, Paul. *Indiana Canals*. West Lafayette: Purdue University Studies, 1972.

Examination of early canal days in the Wabash and Whitewater valleys of Indiana through the failure of the canal system.

- *Historical Markers in Indiana*. Bulletin No. 14, December 1921. Indianapolis: Indiana Historical Commission, 1922.

Survey of known state markers.

- Lindley, Harlow, editor. *Indiana as Seen by Early Travelers*. Indianapolis: Indiana Historical Bureau, reprint 1992.

Primary sources prior to 1830.

- McCord, Shirley S., compiler. *Travel Accounts of Indiana, 1679-1961: A Collection of Observations by Wayfaring Foreigners, Itinerants, and Peripatetic Hoosiers*. Indianapolis: Indiana Historical Bureau, 1970.

Informative material about travel and travelers throughout Indiana.

- Kingsbury, Robert C. *An Atlas of Indiana*. Bloomington: Indiana University, Department of Geography, 1970.

Excellent source for a wide variety of Indiana maps.

- Rose, Albert C. *Historic American Roads: From Frontier Trails to Superhighways*. New York: Crown Publishers, Inc., 1976.

Over 100 historic roads are

surveyed. Maps and illustrations are helpful.

- Schlereth, Thomas J. *U.S. 40: A Roadscape of the American Experience*. Indianapolis: Indiana Historical Society, 1985.

Compares U.S. 40 from early days to the present. Contains many photographs.

- Stewart, George R. *U.S. 40: Cross Section of the United States of America*. Boston: Houghton Mifflin Company, 1953.

Interesting cross-disciplinary and cross-sectional study.

- Wilson, George R. *Early Indiana Trails and Surveys*. Indianapolis: Indiana Historical Society, 1986.

Detailed history of the early trails throughout what would become Indiana. Good maps.

- Wixom, Charles W. *Pictorial History of Roadbuilding*. Washington, D.C.: American Road Builders' Association, 1975.

Interesting historic photographs accompany limited text.

Special Resources

Classroom materials on canals from the Indiana Historical Bureau :

- *Indiana Junior Historian*, December 1989.
- Garman, Harry O. *Historic Canals of Indiana*, rev. 1984.
- Garman, Harry O. *Whitewater Canal, Cambridge City to the Ohio River*, rev. 1984.

Indiana Historical Bureau
140 North Senate Avenue
Room 408
Indianapolis, Indiana 46204
317-232-2535
TDD 317-232-7763

Nonprofit
Organization
U.S. Postage
PAID
Indianapolis, IN
Permit No. 4956



DIRECTOR
BELL MEMORIAL PUBLIC LIBRARY
306 N. BROADWAY, P.O. BOX 368
MENTONE IN 46539-0368

The Indiana Historian
April 1994
ISSN 1071-3301

Contributing Editors

Carole M. Allen, Janine Beckley,
Paula Bongen, Alan Conant,
Dani B. Pfaff, Virginia Terpening

Layout and Design

Carole M. Allen and Dani B. Pfaff

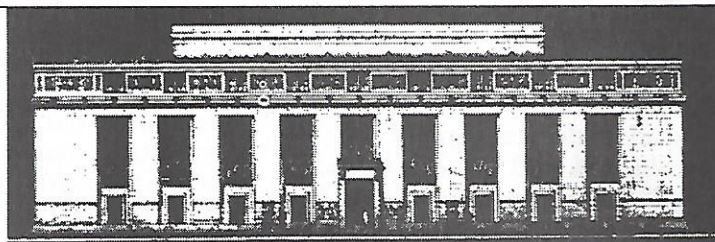
The Indiana Historian fulfills the mission of the Indiana Historical Bureau by providing resources and models for the study of local history to encourage Indiana's citizens of all ages to become engaged with the history of their communities and the state of Indiana.

The Indiana Historian (formerly *The Indiana Junior Historian*) is issued eight times annually from September to May, except January.

It is a membership benefit of the Indiana Junior Historical Society. It is distributed free to school media centers, libraries, and other cultural and historical groups in Indiana. Annual subscriptions are available for \$7.50. Back issues are available at individual and bulk pricing.

This material is available to visually impaired patrons in audio format, courtesy of the Indiana History Project of the Indiana Historical Society. Tapes are available through the Talking Books Program of the Indiana State Library; contact the Talking Books Program, 317-232-3702.

The Indiana Historian is copyrighted. Educators may reproduce items for class use, but no part of the publication may be reproduced in any way for profit without written permission of the Indiana Historical Bureau.



The image above is the elevation drawing for the Indiana State Library and Historical Building by Pierre & Wright, architects. Indiana Division, Indiana State Library.

**Indiana Library
and Historical Board**

Charles J. Bertram, Evansville,
President

Jeanne Mirro, Fort Wayne,
Vice President

Donald Groenleer, Rochester,
Secretary

Joanne E. Passet, Bloomington
Robert Trinkle, Unionville

Mission Statement

The Indiana Historical Bureau provides programs and opportunities for Indiana's citizens of all ages to learn and teach about the history of their state and its place in the broader communities of the nation and the world.

Programs and Services

- State format historical markers
- Governors' Portraits Collection
- Books on Indiana, midwestern, and local history
- Classroom materials for Indiana history
- *The Indiana Historian*
- Indiana History Day
- Indiana Close Up
- REACH: Resources Educating in the Arts, Culture, and History
- *The Indiana History Bulletin*

Staff

Pamela J. Bennett, director; Virginia L. Terpening, deputy director; Janine Beckley and Alan Conant, editors; Dani B. Pfaff, director of educational publications; Paula A. Bongen, manager, Indiana History Day; Carole M. Allen, manager, Indiana Close Up; Jean F. Clements, manager, REACH Program; Judy A. Rippel, administrative assistant and manager, Historical Markers Program; Cheryl D. Vorhies, accountant; Barbara J. Hembree and Shirley R. Stanfield, secretaries.

Opportunity for Support

Associates of the Bureau receive complimentary subscriptions to *The Indiana Historian* and the *Indiana History Bulletin*; discounts on publications of the Bureau, Indiana University Press, and the American Association for State and Local History; and occasional special opportunities. Cost of support is an initial \$25 donation to the Bureau and an annual fee of \$10 billed in January.