

## Phases of Southeastern Indiana History

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(Presented at a meeting of the Jennings County Historical society, August 19, 1922, on occasion of Vernon Homecoming.)

It has been interesting to learn something of the accomplishments and plans for future usefulness of your county historical society. The history of Jennings county, in general, is more or less characteristic of that of other counties in this vicinity and of the entire state. There are, however, several outstanding historical features in this section of Indiana, which were of such considerable significance in the making of our great state, which entered so forcibly into the lives, the early struggles and hardships of our forebears, the pioneers, that they well deserve special mention on this occasion.

The topic assigned me for discussion, "Phases of Southeastern Indiana History", affords a wealth of material. So numerous are the aspects of history that have contributed to the development of our great commonwealth in Southeastern Indiana alone, that it would seem that we of this generation have, indeed, come a long way, and I have realized anew in making this study, and perhaps more forcibly than ever before, how much we owe to future generations if we are to prove worthy of the trust that has been imposed upon us by our ancestors, the Indiana pioneers.

But in any retrospective glance of this subject our attention usually reverts, first of all, to the aboriginal inhabitants of this country, to the American Indian. If we are kindly disposed and just in this reflection we think of him first in his native state, before he was confronted with the necessity of battling for his home as a result of the coming of the white man who was ever encroaching upon his territory. As our thoughts revert to the Indian, we most naturally, however,

recall stories of the Indian wars—of the tomahawk and knife—but may we not consider him for a moment as he roamed through the forest, along the streams, in search of his daily food, and as he peacefully worshipped the Great Mystery at sunrise or sunset, alone and in silence, on the crest of a cliff or upon the mountain top, in the waterfall, the thunderstorm, the winds. Few of the many Indiana historians have even alluded to this phase of the Indian's life and it has remained for some of the educated Indians, themselves, as Dr. Charles A. Eastman, to reveal in the most forceful manner something of the Soul of the Indian in his book of that title in which he has portrayed the religious life of the typical American Indian before he knew the white man.

The dominance of the Indian in the earliest history of Southeastern Indiana and of the entire state is familiar to everyone. While in some sections of our state from which counties have been erected, we read of the peaceful characteristics of the Indians toward the white man and the readiness with which they gave up their lands, in many parts of the territory which later became Indiana the Indians were hostile to the white man, and there is ample evidence of the fact that this attitude pretty generally prevailed in Southeastern Indiana.

The Indian tribes within the limits of the present state consisted mainly of the Miami Confederacy, the Pottawattomies and the Delawares. The Miamis, at the Greenville treaty of 1795, through Little Turtle, their spokesman, claimed to have held from time immemorial a large territory that included all of Indiana. Such other tribes as occupied any part of that region seem to have done so by invitation or sufferance of the Miamis. The towns of what was known as the Miami federation were mostly along the Wabash, from the site of Fort Wayne to Vincennes, each of the various sub-tribes having its own locality.

The Pottawattomies occupied that part of the state lying north and northwest of the Miami country, as far eastward as the headwaters of the Tippecanoe and Eel rivers and the Delawares had the White River valley, their most eastern town standing where Muncie now is. The south part of the

territory east of the Wabash is said to have been common hunting ground. Although there were aboriginal villages here and there throughout that region, whether these were in any sense permanent or other than villages of hunting parties is not established.

William Henry Harrison, under instructions of President Jefferson, pushed his efforts to extinguish the Indian title along the Ohio river below the mouth of the Kentucky river, and on August 16, 1804, by treaty, obtained title to all lands between the Wabash and Ohio rivers south of the line from Vincennes to the Ohio Falls. In this treaty, the claims of the Delaware tribes were recognized for all lands between White river and the Ohio river. It was not until fourteen years later, however, that the lands of the Delawares, which embraced all of central Indiana as well as the southeastern part of the state, were ceded to the United States. This treaty was effectd at St. Mary's, Ohio, on October 2, 3 and 6, 1818. Then and there, the celebrated peace and friendship treaties were made with the Pottawattomies, Delawares and Miamis, which opened up by its provisions the state of Indiana for entry and settlement. The treaties were made between the tribes and Jonathan Jennings, Lewis Cass, and Benjamin Parke, commissioners for the United States. Attached to the Delaware treaty are the signatures of thirteen representatives of the U. S., besides the three commissioners, and seventeen Delaware chiefs (by mark).

So much, briefly, for the abstract of title to the Indian lands now comprised in Southeastern Indiana, which territory we have designated in this study by imaginary lines drawn from our capital city, directly eastward to the Indiana state line and southward to the Ohio river, and now for the relation of a few facts of the history-making in this territory by its pioneers.

Just what the home-coming program committee may have wished to have stressed in the assignment of this topic was not intimated, and it is possible that some Phases of Southeastern Indiana History, which should be included in such a discussion, will have been omitted. If so, we trust you will not hesitate to call attention to them later. In treating this

subject we have selected certain salient historical features and attempted to group them, somewhat, and arrange all as nearly as possible in chronological order. Some of these phases are touched upon so briefly that they might seem more appropriately labeled as glimpses of history, but which are, nevertheless, essential in any general conception of the elements that have entered into the making of this part of the state, a revival of which in our memory should be most wholesome and inspirational in this home-coming program.

1. At the outset, and in any adequate survey of the history of this section, we should take due cognizance of the French explorations of the Mississippi valley and La Salle, the first white man in this region, and who probably traced the entire lower boundary of Indiana in 1669-1670, by way of the Ohio river, passing through the northwest corner of the state in 1671 or 1672. While there is no recorded exploration of Indiana following that period, it is argued that in that interval more or less fur trading was carried on in this region.

We must pay tribute to the courage and wisdom of Colonel George Rogers Clark, and take note of his conquest of the Northwest Territory, whose second military base of operations was at the Falls of the Ohio and whose route to the Illinois country and Post Vincennes was from this base along the Ohio westward. This base of operations was on a long, narrow island known as Corn Island, that then lay above the Falls where the Pennsylvania railroad bridge now spans the river. This island was then covered with timber, but the timber was later removed and the island is now washed away. Reasons for that location were that it furnished better protection from the Indians.

It was gratifying to note, some two months since, an account of the dedication of a monument to George Rogers Clark, erected near the city of Jeffersonville. While some local patriotic organizations had an active part in the placing of this marker, it was due in part to the Indiana Historical commission. This body is charged under act of the legislature, appropriating \$15,000 for the purpose, with the task of placing such historical tributes, and George Rogers Clark

was chosen first because he is a national figure as well as a state hero. The Indianapolis *News* of June 24, 1922, stated that the marker was placed by the Ann Rogers Clark chapter, Daughters of the American Revolution, of Jeffersonville; the Indiana Sons of the Revolution, and the Indiana Historical commission. The commission meets the cost of the tablet and the D. A. R. chapter, aided by its friends, is meeting all other expenses, including provision of the stone, which weighs six tons and is of Bedford limestone standing in all six feet high.

2. A phase of Southeastern Indiana History, which all will concede is of outstanding significance, and preeminence, and of deep concern to every loyal Hoosier, is that pertaining to Indiana's birthplace. For it was in southeastern Indiana, in Harrison county, at Old Corydon, that the state of Indiana came into being, and Corydon, the county seat of Harrison county, became the first state capital of Indiana. Much interest will ever center around this historical land-mark.

It was at Corydon, too, that the first constitution of Indiana was formed and adopted. It was here that our first statesmen met and enacted many laws that were to govern a great people. It was here that the foundation was laid for a state that was destined to produce many great men and women.

William H. Roose, from whose valuable book *Indiana's Birthplace*, we have secured much information, has enumerated a number of distinguished men who either lived in Corydon or whose acquaintance extended into Harrison county in the early days, the most renowned of whom was William Henry Harrison, the general, for whom Harrison county was named.

William Henry Harrison was born in Berkely, Virginia, February 9, 1773. He entered the army early and was appointed secretary of the Northwest territory. On May 13, 1800, he was appointed governor of Indiana territory. On January 10, 1801, he took charge of the office at Vincennes, which was then the territorial capital. He remained in charge of the executive department of the territory until September, 1812, when he was appointed a brigadier general and assigned to the command of the northwest frontier. He was

the ninth president of the United States. General Harrison, in 1807, entered a tract of land on Blue river. He there set out a large apple orchard, some of the trees of which, it is said, are still standing to mark the spot where a president of the United States once lived. [?] He was in every sense a man of the people and was known among the early settlers far and near as "Bill" Harrison. [?]

Names of others whose duties brought them to Harrison county, were Jonathan Jennings, president of the constitutional convention and the first governor of Indiana, William H. Hendricks, secretary of the convention, and, later, governor of Indiana, state treasurer, Samuel Merrill, secretary of state, Robert A. New, and Judges Benjamin Parke, James Scott and John Johnson. Others mentioned were Gen. Walter Q. Gresham, U. S. judge for the district of Indiana, John Tipton, Dennis Pennington, Daniel Boone, Patrick Shields, Isaac Blackford, etc., and there appeared also the name of Mrs. Julia Fried Walker, a teacher and institute lecturer of more than state wide reputation.

Much has been recorded of the history of Old Corydon which must necessarily be excluded from a discussion of limited scope, but we were interested to note in the accounts of public buildings erected, in regard to the building of a stray pen, it was stated that the contract price of \$33.75 was proof that public graft was unknown in Harrison county in 1810, and that the first squandering of public funds and accusation of public graft in Harrison county occurred while Henry W. Heth was clerk. He was charged with giving away English quills to the school children. The English quills were said to be much better than ordinary quills for pens. Mr. Heth's extravagance, which caused the sensation, probably cost the county during a period of several years as much as two dollars.

A few of the important facts of this epochal period of our state's history, which are inseparably connected with Indiana's birthplace, are as follows:

By an act of the General Assembly of Indiana territory, at Vincennes, which was approved on the 11th day of March, 1813, the seat of government of the territory was fixed at

Corydon, Harrison county, "from and after the first day of May, 1813."

In conformity with a joint resolution of both houses of the General Assembly of the territory, Acting Governor Gibson prorogued them to meet at Corydon on the first day of December, 1813.

The General Assembly of Indiana territory which met at Corydon on the first Monday in December, 1815, adopted a memorial which was presented to congress by the territorial delegate, Jonathan Jennings, on the 28th day of the same month, providing that when there shall be 60,000 inhabitants therein the territory shall be admitted to the Union on an equal footing with the original states. The senate and house of representatives in congress were asked to order an election for representatives to meet in convention at the seat of government of this territory to determine the advisability of going into a state government. The memorial was referred to a committee of which Jonathan Jennings, the delegate from Indiana territory, was the chairman; and on the 6th day of January, 1816, this gentleman reported to the house of representatives, a bill to enable the people of Indiana territory to form a constitution and state government, and for the admission of such state into the Union on equal footing with the original states. This bill, after having been amended in some particulars, was passed by congress and became a law by the approval of the president of the United States, on April 19, 1816.

Almost two months later, on the 10th of June, 1816, those pioneer delegates met in convention at Corydon, but rather than be seated in the commodious room of the capitol building, during the warm June days, they betook themselves to the inviting shade of a huge elm tree near the banks of Big Indian creek, where they drafted a Constitution for a state that was destined to become one of the greatest commonwealths of the nation. Unquestionably there is no more honored and revered landmark in the state today than this marvelous, old Constitutional Elm.

In concluding this subdivision of the general topic, let us recall that the territorial government was superseded by

a state government on the 7th of November, 1816, and the state of Indiana formally admitted to the Union, by a joint resolution of congress, approved on December 11, 1816; and that Corydon remained the territorial and state capital from the 1st of December, 1813 until January 10, 1825.

3. The Indian wars and General Tipton, who participated so whole-heartedly and courageously in these wars, constitute a portentous aspect of Southeastern Indian History.

One factor in our Indian troubles from the beginning was the encouragement offered the savages by the British in Canada. England had never reconciled herself to the occupancy by the Americans of this territory wrested from her by George Rogers Clark, and it is an established charge in our histories that even during the period of peace between the nations, the Indians of the northwest received their arms and ammunitions from our old time foe and were secretly backed up in their hostilities. When the brewing troubles between America and England culminated in war in June, 1812, England found ready allies among the red people, notwithstanding the fact that as late as May of that year, at a grand council on the Mississinewa, the majority of the tribes professed a desire for peace with the United States.

While historical records, particularly Tipton's journals, note many terrifying experiences and skirmishes with the Indians in this section of the state, by far the most ominous of these was that known as the Pigeon Roost Massacre. In 1812 there were several attacks by the Indians on the numerous blockhouses which had been erected for fortifications of the settlers, but usually the marauders would attack individuals and sometimes families. What was known as the Pigeon Roost settlement consisted of several families that made a little community in Clark, now Scott county. This settlement was confined to about a square mile of territory and was separated from any other by several miles.

On the afternoon of September 3, 1812, two men, Jeremiah Payne and Isaac Coffman, were out hunting bee trees about two miles north of the Pigeon Roost settlement, when they were surprised by a band of a dozen Shawnee [?] warriors, and both were killed and scalped. The Indians then,



about sunset, advanced upon the settlement, and within the space of an hour murdered one man, five women and sixteen children and burned their cabins. Some of the Clark county militiamen gathered at the scene of the massacre, found the dead in the smoking ruins, gathered them together and buried them in a single grave.

About 150 riflemen under the command of Major John McCoy, the next day, followed the trail of the retreating savages northward for twenty miles to the Muscatatuck where were found some of the straggling Indians. When the stragglers were discovered the officer in command ordered the bugle to be sounded, whereupon the Shawnees took warning and escaped through the river bottoms in the thick woods and underbrush and under the pursuit of the scouts. Mr. George Pence further relates that Colonel Bartholomew was away from home at that time, much to the regret of the militiamen, else the pursuit of the marauders might have had a different ending.

Those who had made settlement elsewhere in this locality were in dread, even three months before the Pigeon Roost affair. Tipton's journal records that Capt. Zenor and himself "received letters from a number of citizens" on the Driftwood fork of White river requesting them to "come and fetch a company" to guard them from the Indians and partake of a dinner on the Fourth of July, which protection they promptly rendered. He also gives an account of assistance given the Vallonia settlement while engaged in harvesting their flax, on which occasion, however, no Indians appeared.

On April 24, 1813, Major Tipton, later lieutenant colonel, then in command of the militia stations on the frontier of Harrison and Clark counties, reported to Governor Gibson, acting governor of Indiana territory, who had made inquiry as to his success, as follows:

On the 18th of March one man was killed and three wounded near this place at that time I was not here. On my arrival I took twenty-nine men went up Driftwood River twenty-five miles I met a party of Indians on an island in the river a smart Skirmish took place and in twenty minutes I defeated them killed one dead on the ground and saw some sink in the river and I believe all that made their escape by swimming the river, if done so, lost their guns I lost no men killed or wounded.

This "skirmish" is now locally known as the "Battle of Tipton's Island", and it occurred some fifteen miles down the Driftwood, below Columbus. Mr. Fence relates that the late Dr. John Tipton Shields, of Seymour, a kinsman of his namesake, in 1894, related to him an incident which occurred in connection with this skirmish, as follows:

Tipton had struck the trail of the Indians in Rapp's bottoms, some two miles north-east of Seymour, when he gave the command for complete silence in the ranks. As they were sleuthing on the trail one of the biggest men in the company was heard talking. Tipton reprimanded the fellow and again the big strapping fellow was heard talking. Tipton halted the man, tied him to a tree in the tall horse weeds, where he was compelled to stay two hours in deadly fright, while the battle lasted, when men were sent to cut his thongs, which released him.

John Tipton, pioneer Indian fighter, soldier, legislator and United States senator, was a striking example of a certain type that has impressed itself upon the early history of the western country of America. It is the pioneer type—the uncultured, unlettered man, the product of a rude society, who by strong natural gifts came to the fore and asserted himself with distinction among the leaders of the land.

Tipton was a native of Tennessee, and came to Harrison county, Indiana, in 1807, locating at Brinley's ferry. He was the chief support of the family, and by repairing guns, splitting rails and working as a farm hand he was enabled to purchase a farm of fifty acres in that county, and is said to have soon taken rank as a leader of the law and order forces in his neighborhood. He joined General Harrison in the campaign against the Prophet's town in 1811, and in the famous battle of Tippecanoe acquitted himself notably and later was elected captain of the company. He was promoted until he became brigadier general in the service of the state, and donated to the state the Tippecanoe battle ground where many of his comrades lay buried. He served two terms as representative in the state legislature, and more than a senatorial term as United States senator. March 3, 1839, Tipton's term in the senate expired. He died in Logansport, April 5, 1839.

This brief biographical sketch of General Tipton in no measure includes mention of all the activities of the life of

this remarkable man, although he is, perhaps, best known as an Indian fighter, due, in part, to the complete accounts of his exploits in that connection, as well as in regard to other matters, recorded in his invaluable *Journals*. His father, Joshua Tipton, was murdered in Tennessee, by the Indians, in 1793, when the son was seven years old, so he needed no encouragement to become an Indian fighter.

In regard to his "unconventional" spelling, it has been said that "he was too busy with the affairs of men to read books. He held closely and consciously to his heart the ideals of the community." But his lack of education seems to have been overcome, to some extent, in his later life so that he was at no disadvantage in the United States senate. However, an advertisement in the Corydon newspaper of October 28, 1819, as pointed out by Hon. Charles W. Moores, in a story about "Old Corydon", shows much of the "advertiser's personality", and that he did find some opportunity to read books. The advertisement is as follows:

Return My Books and I Will Lend Again.

The persons who have borrowed of me, *Scott's Military Discipline*, with the plates; *The Naval History of the United States*; *Duane's Handbooks for Infantry and Rifle Corps*; *History of the Late War*; *Webb's Monitor*; *Steuben's Military Guide*, and *The Trial of Gen. Hull*, will confer a favor by returning them immediately.

JOHN TIPTON

This is at least evidence of the fact that "the pioneer sheriff was not lacking in literary and military taste."

The name of Tipton is inseparably connected with the history of Bartholomew county and Columbus, because of the fact that the county seat was originally named Tiptona, in honor of General Tipton, who was then a representative in the state legislature. However, this honor conferred upon one of Bartholomew's distinguished citizens, for he claimed residence there for a time, was of short duration. The report of the commission, appointed by the state legislature to locate the county seat and which designated the town as Tiptona, was received by the board of county commissioners, on February 15, 1821, and at the meeting of this body, on March 20, 1821, the name was changed from Tiptona to Co-

lumbus. No action is recorded as to why this change was made, but it was probably due to some political ill feelings or jealousies. Tipton was a democrat and some of the leaders, locally, were Whigs. There is some record of complaint that Tipton did not visit the town, Tiptona, after this honor was conferred upon him, which may have been inference that he was not duly appreciative of this one of his namesakes.

One writer said of Tipton that he "could not endure the lash of criticism," that he "expected his leadership to stand unchallenged," and that he was so angered because they changed the Bartholomew county seat from Tiptona to Columbus that he quit the town, for which he had donated part of the land, and vowed never to set foot on its streets again.

On January 11, 1820, the legislature appointed a commission to locate the new capital for the state, a member of which was John Tipton, and on May 17, 1820, Tipton, with Governor Jennings, started from Corydon on this mission. The closing entry of Tipton's Journal enroute to select a site for a state capital, is the following:

Got safe home having been absent 27 days The compensation allowed us Coms by the Law being \$2.00 for every 25 miles Traveling to and from the plaice where we met and \$2.00 for each days service while engaged in the discharge of our duty my pay for the trip being \$58.— not half of what I could have made in my office a very poor compensation.

JOHN TIPTON

We have dwelt rather at length on the subject of this sketch because the life of General Tipton seemed so inseparably connected with Southeastern Indiana History, although he was a man of more than state-wide reputation. His boyhood and early manhood were spent in Corydon, while it was Indiana's capital, but the valor and character and achievements of this intrepid pioneer were recognized throughout southeastern Indiana and the state, and the qualities which he possessed were typical of numerous other pioneers whose faith, hope, energy and idealism entered into the founding of this great commonwealth. It is to be hoped that before a great while a memorial may be placed in this vicinity, preferably as nearly as possible to the scene of the "Battle of Tipton's Island" in commemoration of General Tipton's achieve-

ments, especially the heroic services rendered in bringing about the disappearance of the Indians in southeastern Indiana.

4. Transportation. Under this head may be loosely grouped three phases of history in this section of the state.

(a) Madison and Indianapolis railroad. A unique historical feature which cannot be duplicated elsewhere in the state is that of the building of the Madison and Indianapolis railroad, since it was the first railroad built in the state of Indiana, as well as the first west of Cincinnati and one of the first west of the Allegheny mountains. It was crude in construction and equipment but the first whistle sounded the death knell of the freight wagon, the flatboat and the stage-coach, and, indeed, the beginning and completion of this road to Indianapolis marked an important epoch in the history of southeastern Indiana and the entire state.

Strictly speaking, the railroad era of Indiana began when the Madison and Indianapolis went into operation, in 1839, but the sudden development of the first roads that grew into the system of later years is a distinguishing feature in the history of the early fifties.

However, this pioneer enterprise, most naturally, was attended with a great many difficulties. It is said, that for four years, as a private corporation, it lay all but dormant, so far as actual performance was concerned. The situation was complicated due to the proposed construction of two other railroads in this part of the state; the Indianapolis and Lawrenceburg, afterwards known as the I. C. and L., which had secured its charter as early as 1832 and in its first steps toward actual construction antedated the M. and I by four years, and the Jeffersonville road, under the original name of the O. & Ind. R. R. Co., which was first chartered in 1832, then in 1837, and again in 1846. Just why the state cooperated in the promotion of the Madison & Indianapolis road, in preference to either of the others, which, in many respects seemed to have been more feasible undertakings, is a story lost to history, but one historian has suggested that the most reasonable inference seems to be that in the strenuous legislative "log-rolling" of that day Madison's representatives were the most expert.

The State took up the work on the broad-gauge plan, and at once. In 1836, the route was surveyed from Madison to Vernon, a distance of 22 miles, and ground was broken. The builders proceeded on the theory that the best was none too good and instead of using the plain strap rail, then and for some years in common use, a T rail was imported from England at an expense of \$80 per ton.

In November, 1838, eight or nine miles of track having been completed, the road was formally "opened", the event being signalized by the presence of the governor and other officials, and distinguished citizens from far and near. A locomotive had been ordered of the Baldwin shops, at Philadelphia, and shipped via the gulf and rivers but this was lost at sea and in lieu of it a little engine named the "Elkhorn" owned by the Lexington & Ohio R. R., in Kentucky, was secured, brought from Louisville on a barge, hauled up the Michigan road hill by oxen, and put on track at North Madison. An excursion was made over the new track and the affair wound up with a banquet and speeches. Railroad progress in the state being continuous from that day, this may be considered the real inauguration of the railroad age in Indiana.

The State built 28 miles of this road, at the enormous cost of \$1,624,603, or something over \$58,000 per mile, then \* \* \* \* it along with the other public works, was suspended. The railroad was leased to private firms who ran it for a percentage of earnings. Then the state took hold of its business again only to find itself burdened more than ever with a "white elephant", and following that a transfer of the road was made to a private company with the agreement that the latter should take up anew the work of construction and complete it to Indianapolis. By way of aid this company was permitted to receive land in payment for shares of stock, and to issue scrip redeemable in this land. (Cottman)

According to Mr. C. G. Sappington (*Magazine of History, Indiana*) the M. & I. R. R. was completed to the different points along the line as follows:

Graham	17	miles from Madison	-----	Nov. 29, 1838
Vernon	22	" " "	-----	June 6, 1839
Queensville	"	" " "	-----	June 1, 1841
Scipio	"	" " "	-----	June 1, 1843
Columbus	44.9	" " "	-----	July 1, 1844
Edinburg	"	" " "	-----	Sept. 8, 1845
Franklin	"	" " "	-----	Sept. 1, 1846
Indianapolis	"	" " "	-----	Oct. 1, 1847

In 1843 the railroad was put into possession of a company whose principal office was at Columbus.

When this great enterprise of the earlier days, with its tremendous engineering difficulties at the southern end of

the line and financial and other problems of various sorts, which hindered the progress of the undertaking, was finally completed and the first train steamed into Indianapolis on the 1st of October, 1847, it was in the "midst of a jubilation as enthusiastic as that at Madison, in 1838, when the little 'Elk-horn' was introduced to the curious public."

The prosperity following the completion of this road was a decided stimulus to railroad construction in other sections of the state. As the Madison road was extended into the interior its receipts increased, from \$2,000, in 1843, to \$235,000 in 1849, and the daily travel from 25 to 200 passengers. Its stock rose until, in 1852, it sold for \$1.60. Capital hitherto timid and distrustful of investment in this direction, now flowed freely and by the latter part of 1850, six new roads were under way with a total of 142 miles built in addition to the 86 miles of the Madison & Indianapolis.

The proprietorship of the M. & I., at the time the road was completed, was dual, the state and the company owning, respectively, the portions they had built, and the earnings were divided according to mileage. This relationship lasted until 1852. The state then sold out its interests to the company at a sacrifice, withdrew its protection and at once proceeded to the passage of a general railroad law that opened the way to those rival lines that had been previously handicapped by the denial of fair charters. The result was fatal to the M. & I. The most formidable of those rivals, the Jeffersonville & Indianapolis, pushed forward its work and soon intercepted the trade of the Madison, carrying it to more advantageous points on the Ohio. Meanwhile the M. & I. steadily declined and finally, in 1866, was sold out by the United States marshal and not long after was consolidated with the Jeffersonville road under the name Jefferson, Madison & Indianapolis. This name was retained for many years but the road is now a branch of the Pennsylvania system.

In pursuing this study of early railroads a bit farther we were interested to note some of the nicknames of railroads and some facts in regard to early railroad equipment. For instance, the Cambridge City branch of the J., M. & I. was once called the Calico Road because the workmen on it were paid in dry goods. Locomotives were once universally

named as steamboats are today, the "Gen. Morris", "Reuben Wells", "Dillard Rickets", etc., but illustrating the old custom of doing honor to men of note in the railroad world. It has been stated that the two of the most popular engines of the day on the Madison and Indianapolis railroad were the Chief and the Gazelle. The Chief carried a huge brass picture of an Indian chief just below the engineer's seat, while on the other was a brass picture of the Gazelle. It was the duty of the engineer to keep these pictures polished at all times.

The locomotive in the earlier days had neither cow-catchers nor cab.

The innovation of a protecting cab was at first objected to by the men as a dangerous trap in case of accident. The locomotive weighed from 10 to 13 tons, as against 75 to 100 tons of today, and was capable of hauling 12 or 15 cars holding 3 tons each.

#### As to speed:

20 miles an hour for passenger trains was a high rate of speed. There is record, in 1840, of an engine drawing 221 tons forty miles in 3 hours and 41 minutes. \* \* \* A not uncommon occurrence was the stopping of trains till the train men went ahead with a sledge-hammer to spike down rails. There were other causes of delay not down on the schedules, among them being the stoppage at some wayside stream or pool to replenish the water supply by dipping up with leathern buckets that were carried on hooks at the side of the tender. It is a plausible guess that from this job of the trainmen, originated the humoristic appellation of "jerk-water", so commonly applied to cheap and out of date roads.

(Cottman)

In any notation of Phases of Southeaster Indiana History, it would scarcely seem pardonable to omit some mention of the City of Madison, one of the very oldest cities in the state of Indiana and for several years generally conceded to be the first city of Indiana, first in commerce, population, wealth, literature, law, religion, politics and social enjoyment. Throughout the forties the one railroad of the state, the Madison & Indianapolis, brought the business of the interior to the favored city on the Ohio where connection was made with the Ohio river traffic, and there



are stories current of the large steamboats lying in rows along the wharves where the bags of wheat were piled high and the warehouses were filled to their roofs with miscellaneous freight, while countless barrels of mess pork packed for shipment to the south as far as the gulf, and to the east as far as Europe, occupied all the river front and reached up into the by-streets. As a pork market it was second only to Cincinnati, and where is record of 200,000 hogs being slaughtered and packed there in a single month. Because of its importance as an entrepot it became known as the Gateway of the State. However, while the unexcelled prosperity of Madison was measured by the rise and decline of the Madison & Indianapolis railroad its beauty of situation and wealth of natural scenery of surrounding districts are still unparalleled throughout the state. And, we may add, the comparatively recent gift of one of the rarest examples of this wonderful scenery, Clifty Falls Park, to the state is ample evidence of the generosity and patriotism of the citizens of this famed city of Jefferson county, and of the Hoosier state.

(b) Interurban Railroad. In view of the unusual significance, historically, in southeastern Indiana and the state, of the Madison and Indianapolis railroad, which was the first to be extended to Indianapolis, as well as the first railroad in the state, we are reminded of a more modern phase of pioneer endeavor along transportation lines, for it was from southeastern Indiana that the first Interurban electric car entered the city of Indianapolis, twenty-three years ago. This new mode of transportation introduced into the state has developed into one of the largest and most complete traction systems in the country. The original road was from Greenwood to Indianapolis, but later its construction was extended through Columbus and to Seymour.

This interurban line was built by the late Joseph I. Irwin and his son, William G. Irwin, of Columbus, after thorough examination of electric lines in Ohio operating near Cleveland. At the time the first plans for the road were presented there was a decided opposition to such a project and many business men declared pessimistically that such a business venture would not succeed. The road, however, was built and

has met with decided success, and its history is interesting.

The first stretch of road bed between Indianapolis and Greenwood was made in 1899 and the first car ran between these two cities on December 26 of that year, although it is recorded on some pages of history that this road ran the first interurban car into Indianapolis on the 1st day of January, 1900. It is said that when the first car went into Indianapolis the residents of that city were amazed and astounded at the size of the electric car, which was not so large as the city cars now operating in Indianapolis. There was no station erected when the line was put into operation and the Greenwood car was run into the business district where it stood until the hour scheduled for its departure. This car is still used by the Interstate Public Service company for the operation of the road, as a gravel and line car, and is a wooden coach with a small baggage compartment and seating capacity sufficient to accommodate only half of the number of passengers and amount of baggage carried by the large all-steel cars now in use on the line.

After operating between Indianapolis and Greenwood for a short time a demand arose for the extension of the line as far south as Franklin and this was effected in 1900. Later, in 1903, it was extended to Columbus and to Seymour, in 1907, and the name was changed to the Indianapolis, Columbus and Southern Traction company. Through limited cars to Louisville were later installed and operated by agreement between the I., C. & S. Co. and a company which built a road south of Seymour to Louisville. The line is now operated by the Interstate Public Service company, which holds a 999 year lease from the Joseph I. Irwin estate for the operation of the road.

(c) **The Underground Railroad.** In continuance of the subject of transportation let us consider briefly another most enterprising and somewhat dissimilar transportation project, the Underground Railroad, some of the main branches and stations of which were located in this part of the state, and the activities in connection with which stand out in relief in any review of the Phases of Southeastern Indiana History.

The Underground Railroad, a famous feature of the anti-slavery crusade for twenty years or more preceding the Civil war was, as is well known, a system of transportation routes over which fugitive slaves were secretly conveyed from the Ohio river boundary into Canada, where they were safe from the slavery laws of the United States. The stations were friendly homes where the fugitives were concealed until they could be safely forwarded. The people most zealous in this risky humanitarian work were the Quakers, and the most famous of the various routes was the one that traversed the chief Quaker settlements in the eastern and southeastern part of the state. Wayne county was the most conspicuous anti-slavery center, and Newport, now Fountain City, a few miles north of Richmond, where lived Levi Coffin, the most active and persistent of the crusaders against slavery, was the Union Station of the Underground Railroad.

Hence the necessity for the many branches of this Underground Railroad in the country south of this important center to convey the traffic northward from the Ohio river gateways. There were many places where the runaway negroes crossed the Ohio river from Kentucky into Indiana. However, this was one of the most difficult problems that the slave had to solve, and to make that proposition easier it was agreed that there should be several places located along the river where the negro could be crossed in boats and skiffs belonging to the anti-slavery sympathizers.

One of the most important regular crossing places on the Ohio was near the mouth of Indian Creek, in Harrison county. There refugees were ferried across, then conveyed to friends in Corydon who took them farther north across Washington county, the corners of Jackson and Jennings, through Decatur, Rush and Fayette counties into Wayne, where they had an innumerable host of friends among the Quakers. They were then piloted through western Ohio and on to Lake Erie, and when a sufficient number had been gotten together they were taken over to a point in Canada. It has been stated that probably more negroes crossed the Ohio river at two or three places in front of Louisville than any place else from the mouth of the Wabash to Cincinnati, the reason being

that the three good sized cities at the falls furnished good hiding places for the runaways among the colored people. Those crossing at these places, also, were conveyed to Wayne county and thence to the lake.

The Quaker town of Azalia, in Bartholomew county, was one of the most important stations of the Underground Railroad in the state, and many interesting bits of history have been recorded of the assistance given by the people there in harboring fugitive slaves, many of whom came to them destitute of clothing. The leaders in this activity in that locality were John Hall, John Thomas and James Newson. On some occasions they secreted the runaway slaves in the river bottoms and arranged with them to be at a certain stump when the dinner bell rang when their dinners would be taken to them. Here they were guarded carefully until they could be piloted safely northward, through East Columbus and in the direction of the Cambridge City R. R. to that city and on to Richmond and Union Stations. Often as many as a dozen or more slaves were brought from the southern part of the state in covered wagons and cared for by the Friends in and around Azalia. While all those who engaged in this work acted in direct violation of the laws of the country they were actuated by a sincere conviction that they were obeying God's command to feed the hungry and clothe the naked.

An episode of the Civil war period, not connected with the above sub-division or the main head under which it is classified, but which should unquestionably have mention in any consideration of the general topic is that of Morgan's Raid. Morgan was an American military commander and leader of a company of Confederate soldiers known as Morgan's Raiders, who figured in many daring expeditions during the War of Secession. On July 7, 1863, he crossed the Ohio into Harrison county and devastated several towns and the country districts, destroying public property such as bridges, depots and railroads, in Indiana and Ohio. The first town to be looted was Corydon, where stores were raided, the county treasury robbed, private houses pillaged and horses stolen. From there the raiders proceeded northward to Salem, thence directly east to Vienna and Lexington in Scott county, then

north through the west edge of Jefferson county to Vernon, from there to Dupont, then to Versailles, Osgood and Sunman in Ripley county and through Dearborn county and Harrison to the Ohio line, having been engaged in guerilla warfare in southeastern Indiana for five days.

4. Early Literary Life. The early literary life of southeastern Indiana centers about the pioneer littérateur of our state, Edward Eggleston, to whom his brother, George Cary Eggleston, has applied the epithet, "The First of the Hoosiers." He has reminded us that Edward Eggleston was the

first to perceive and utilize in literature the picturesqueness of the Hoosier life and character, the first to appreciate the poetic and romantic possibilities of that life and to invite others to share with him his enjoyment of its humor and his admiration for its sturdy manliness. Other men of rare literary gifts have followed in his footsteps in this richly flowering field, but he was the first to venture upon it. He was the pathfinder. Until he wrote *The Hoosier Schoolmaster*, and moved the readers of more than one nation to laughter and tears, nobody had ever made the smallest attempt to turn the Hoosier life and character to any artistic account.

This distinguished novelist was born at Vevay, Indiana, and lived from 1837 to 1902. He was largely self-educated, as delicate health prevented his going to college, but he was a diligent student and acquired a wide knowledge of French literature and some Greek. At the age of nineteen he entered the Methodist ministry, and for ten years preached and sold Bibles, and traveled in Minnesota for his health and also engaged in such other pursuits as opportunity offered. Later, he attracted attention by magazine articles and started his literary career in 1866, by becoming editor of the *Little Chronicle*, at Evanston, Ill. He afterwards moved to Chicago and edited *The National Sunday School Teacher*. He became literary editor of *The Independent*, New York, and editor of *Hearth and Home*. From 1874-1879 he was pastor of the Church of Christian Endeavor in Brooklyn.

In 1880 he retired to his home on Lake George, New York, and thereafter devoted himself wholly to literature. At this time southern Indiana had come into prominence by his story

of *The Hoosier Schoolmaster*, which first appeared in the *Hearth and Home*. This story was one of the earliest examples of realistic fiction portraying manners and dialect, and was one of the most popular books of the 19th century. Among his other novels are *Hoosier School Boy*, *End of the World*, *Mystery of Metropolisville* and *Roxy*. He also published biographies of American Indians for juveniles.

Another pioneer literary resident of the beautiful and picturesque town of Vevay was Mrs. Julia L. Dumont, of whom it was said, "she was the wisest woman and most successful teacher I have ever known," and who is credited with having had a wonderful mastery over young minds and sympathy for youthful thought and feeling. Edward Eggleston said of her:

As a school-master she deserves immortality. She loved the teaching profession. Mrs. Dumont was the ideal of a teacher because she succeeded in forming character.

While Mrs. Dumont had a natural genius for teaching, she occupied no mean place as a writer of poetry and prose, and eminent *littérateurs* of the time from Philadelphia and Cincinnati used to come to Vevay to see her.