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Conditions of Travel Experienced by German Immigrants to Dubois County, Indiana

ELFRIEDA LANG

A German who desired to migrate to another country was required to go through a considerable amount of formality before permission was granted to leave the village where he lived. First, a statement from the tax collector had to be obtained, which indicated that all the taxes were paid; secondly, a statement from the military commander was necessary, which showed his military status. With these documents he appeared before the *Landrath* (district judge) and petitioned for a pass, which, after much delay, was granted to him provided everything was satisfactory.¹

The following is a translation of a pass issued to Michael Schultheis of Feuerthal, Germany, who emigrated to Ferdinand, Indiana, in 1848:

Fifteen
Kreutzer²
15K

EMIGRATION PASS

By the decision of yesterday's police court Michael Schultheis, from Feuerthal and of the same jurisdiction, born on December 27, 1801, as well as his legitimate son, Lampert Schultheis, born on September 17, 1839, was granted permission to emigrate to North America, and take his property, and is hereby released from Bavarian citizenship.

Official Document.

Hammelburg, June 10, 1848

Kingdom of Bavaria. District Court

at

Lower Franconia-Aschaffenburg

Kapp
Justice of the Peace³

¹ "Emigration and Immigration, Reports of the Consular Officers of the United States," in the *House Executive Documents*, 49 Cong., 2 Sess., no. 157 (serial no. 2483), 153.

² A small copper coin worth about a half a cent, which circulated in southern Germany until 1876.

³ Translated from the original document, which is in the possession of Mrs. Ira Rothrock of Mt. Vernon, Indiana, a great-granddaughter of Michael Schultheis.

The man with some means would also find it advisable to make a will, in the hope that disputes over his worldly possessions might be avoided, in case he died on the journey to America. The will of the above-mentioned Michael Schultheis is interesting because of several unusual features. It also indicates that he was a devout Catholic.

Michael Schultheis, emigrant to North America according to the passport issued by the royal government of Lower Franconia and Aschaffenburg of the kingdom of Bavaria on June 3, 1848, and possessor of the same, hereby declares that in case he should meet with an accident and die during the passage, but that his son Lampert Schultheis should remain living, as follows:

I demand of the captain of the ship and shall hold him accountable at the final judgment, to see to it that my son Lampert, as the sole heir of the possessions which I have with me on this journey, be taken along with these possessions to *Michael Vierheilig* in Mount Carmel, Wabash County, State of Illinois, North America, and that this Michael Vierheilig, as his nearest friend, be designated by the court of that locality as guardian and foster father of this my son. Should it please God that both I and my son should die on this ocean trip, but that my money and valuables be saved, in that case I demand, as already stated, that this money be returned to the district court of Hammelburg, from which I am emigrating, as a gift for the establishment of a single "Engelamt"⁴ of the church of Feuerthal; the remainder, however, to be held in trust for the establishment of poor relief in the community of Feuerthal.

That this is my last will I affirm by my signature and I shall hold those accountable who violate this my last will. This my last will I am having witnessed by the local administration and by the Reverend Father of this community and confirmed by the district court of Hammelburg.

So done, at Feuerthal, June 12, 1848.

H[is] S[ignature]

Michael Schultheis

As witnesses: Mayor Bernard Vilotzmann, Parish Unterthal; Finiass Schultheis; Johan Kuchenbrod ? ? ? Johann Schultheis, Town Trustee. The authenticity of the above signatures is hereby confirmed

Hammelburg June 12, 1848

Royal District Court

by the following

Counsellors⁵

The number of details to be taken care of would vary ac-

⁴ The early mass during the time of Advent in commemoration of the Angel of the Annunciation. Hanns Koren, *Volksbrauch im Kirchenjahre* (Salzburg, 1934), 35.

⁵ Translated from the original will of Michael Schultheis, which is now in the possession of his great-granddaughter, Mrs. Ira Rothrock of Mt. Vernon, Indiana.

ording to the financial status of a man. But because most of the Germans who left their homes did so with the determination to make the new country of their adoption their permanent home, everyone probably needed to make some provision for the disposal of his possessions.⁶

Since the distance to the seaboard was not great and the cost light, the journey to America was within reach of those with limited funds. The steamship fare to America cost from nineteen to twenty-five dollars, and thus it may be seen that many comparatively poor people were able to attempt the journey to the New World.⁷

A somewhat exaggerated description of what one might have seen occasionally on the Strassburg Road pictures a group of Bavarian emigrants with carts, carrying small boxes, which contained the few possessions of these people. The carts were drawn by starved, drooping beasts. On top of the boxes sat women and children too exhausted to walk.⁸ Other emigrants relied on dilapidated carriages, in which young and old, men, women, and children were crowded together with the baggage and with tools of every description. They traveled slowly from station to station, and from country to country, in filth and in misery; in the winter they froze, and in the summer they suffocated. Without the proper food, medical attendance, or guidance, the hardships mounted higher and higher. When they arrived at the port of embarkation, they were in a deplorable condition. Here it was necessary for them to submit to long and tiresome formalities before they could sail.⁹

Some ports of embarkation were more popular than others. From the table which follows it is apparent that a large number of Germans who migrated to Dubois County came from areas in the proximity of Bremen.

⁶ "Emigration and Immigration," in the *House Executive Documents*, 49 Cong., 2 Sess., no. 157, p. 134.

⁷ *Ibid.*, 176, 212.

⁸ Edith Abbott, *Historical Aspects of the Immigration Problem* (Chicago, 1926), 96.

⁹ *International Emigration Commission* (International Labour Office, Geneva, Switzerland, August 21, 1921), 123. This is a report of the Commission.

PORTS OF EMBARKATION, 1853-1910¹⁰

Antwerp	-	33	Havre	-	126	Amsterdam	-	2
Bremen	-	379	Liverpool	-	15	Rotterdam	-	7
Hamburg	-	43	London	-	8	Other Ports-		47

Many Germans, however, were cautious and did not emigrate blindly. Most of them knew where they were going, what they expected to find, and how they would reach their destination. Their tickets usually were issued directly to an inland point in America.¹¹ Bremen was not only a popular part of embarkation for Germans, but also for other nationalities. Among these were Polish emigrants who were going to America and did not understand just where they were going, whether it was North or South America. To them it was all America. The Germans, however, were well-supplied with maps and could point out to the casual inquirer exactly the place of their several destinations. For instance, a German chair maker who planned to join his brother in San Francisco took delight in showing a prepaid ticket from Bremen to that city.¹²

The Germans had boxes, trunks, and chests nailed up, full of cherished possessions, but the Poles and Bohemians had only what was on their backs. For example, in a group of twenty-four Poles the only baggage that could be found was twenty-four pipes. If they did have baggage, their *vivandiere* carried it. The young men never gave this pack bearer a lift, but the poor woman with bended back always brought up the rear.¹³

Usually, several days before the emigrant sailed, he purchased his ticket from the ship company for his passage to the United States and, no doubt, agreed to abide by the conditions stipulated on it. Below is a copy of the regulations printed on the back of a ticket issued in 1852.

1. The cabins will be assigned by the Bureau of Chrystie, Heinrich & Co., and no one may occupy a cabin alone. They are arranged to accommodate four people.

¹⁰ Naturalization Record of Intention, Dubois County, Indiana, 1853-1869 and 1869-1910. (Only the head of the family is listed in the record.)

¹¹ "Emigration and Immigration," in the *House Executive Documents*, 49 Cong., 2 Sess., no. 157, p. 153.

¹² "Special Consular Reports," in the *House Miscellaneous Documents*, 52 Cong., 1 Sess., no. 19 (serial no. 2974), 255, 257.

¹³ *Ibid.*, 255.

- 2. If one or the other wants to change his cabin, this must be reported to the Bureau.
- 3. The large trunks and boxes must be placed in the hold, as well as the potatoes, hard-tack, and wine.
- 4. While the ship is in the harbor, permission is not granted to go down to the hold. The same will be opened on the ocean, in order that every passenger may bring up the necessary food.
- 5. The trunks, boxes, sacks, and barrels must be distinctly marked with the number of the owner's cabin.

Arms must be handed over to the captain.

The passengers have to put their own luggage and food on board and take it off. The captain is not responsible for it.

The passengers provide their own bedding and the necessary cooking utensils. The paillasses have to be brought on board already filled.

- 6. Every passenger over five years of age must be able to show the following food before he is permitted to embark:

For New York

50 pounds	Hard-tack	14 pounds	Ham
5 "	Rice	2 "	Salt
5 "	Flour	1 hectoliter	Potatoes
4 "	Butter	2 liter	Vinegar

- 7. Those passengers who do not have the above-mentioned food on board twelve hours before the departure of the ship, will be turned away and lose their passage.
- 8. Cleanliness in the strictest sense must be observed here in the harbor and particularly during the voyage in between decks, in order that no contagious diseases will arise.
It is the duty of everyone to keep his cabin and the space in front of it clean and neat, and only if that is the case, will he be permitted to cook.
The fresh water may be used only for drinking and in the preparation of food.
Everyone is requested to provide himself with fresh drinking water for several days.
- 9. Nails, hooks, etc. may not be driven any where into the ship.
- 10. Smoking, striking fire, and burning of lights is strictly forbidden as long as the ship is in the harbor. When the ship is on the ocean, smoking will be permitted on deck only with covered pipes, however.
- 11. Only with the permission of the captain may a light be lighted in between decks, but never without a lantern, and it is strictly forbidden to bring matches on board.
- 12. Disputes and quarrels are never permitted to take place either among the passengers or among the crew.
Whoever has a complaint, is to go directly to the captain, to whose decision as well as to that of the steersman everyone must willingly subordinate himself.
- 13. The captain retains the stern of the deck for himself.
- 14. It is strictly forbidden to give wine, brandy, or other alcoholic drinks to the crew. Whoever does that has to expect to have his liquors locked up until he arrives in America.

15. The same thing will happen to him who becomes intoxicated and because of that causes disorder on board.
16. The passage money is payable the day before the date set for departure. Whoever is not on board when the ship sails forfeits his passage. Every one is to be on board two hours before the hour set for departure, especially the women and children, and everybody is to purchase bread for five or six days.
17. The passports are to be examined at the police headquarters. Whoever neglects to do that has only himself to blame for the consequences.
18. When the ship has departed from the harbor, all passengers must report on deck and assemble there by families, likewise the holders of the same passage, and must stay together. Their names will then be read from the passenger list; every one responds and should immediately go between decks until the roll call is completed.
19. All these arrangements are made solely for the best interests of the passengers, for their safety, for their comfort, and health. Therefore the captain has a right to expect not to have to be stern; he hopes to rely on the wisdom and love of order of the passengers, that the present regulations of the ship will be adhered to in all its parts, especially in regard to No. 14, because through violation the worst consequences for all may be expected.¹⁴

It took a healthy, stout body to survive the hardships of the sea voyage, and many fell victims to disease.¹⁵ The "Leibnitz," sometimes referred to as the "Fever Ship," has probably received more publicity than any other emigrant vessel. It left Hamburg on November 2, 1867, with 544 German passengers and arrived in New York, January 11, 1868, with only 436. Many of the emigrants were from Mecklenburg where an epidemic of cholera had made its inroads, and consequently, these peasants carried the pestilence on board the ship. The ocean became the resting place for many a body on this ship; a piece of sailcloth formed the shroud and coffin. When the ship reached the United States, the New York Commissioners of Emigration ordered an investigation. The passengers were filthy, and it was almost impossible to find a clean spot on the ladder or on the ropes. The scuppers were choked with rotten food, pieces of bread, buckets of beans, barley, and chunks of meat, all mingled with straw and sweepings of refuse which had frozen. Lan-

¹⁴ Translated from the original ticket issued to Peter Schmidt in November, 1852. The Schmidt family of three adults embarked at Havre, their destination in America was Buffalo, New York. This ticket is in the possession of Robert Irrmann of Park Ridge, Illinois, the great-grandson of Peter Schmidt.

¹⁵ Carl F. Wittke, *We Who Built America* (New York, 1940), 113.

terns had been hung in the orlop deck, but on account of the foulness of the air, they could scarcely burn. Provisions were short and partly rotten. The passengers never received more than one-half pint of drinkable water per day, but by the laws of the United States they were entitled to receive three quarts per day. The butter was rancid, and the food so poorly cooked that, in spite of their hunger, the people threw it overboard. The emigrants were treated more like beasts of burden than human beings. The findings of the committee which inspected the ship reported that the deplorable conditions were due to the lack of good ventilation, filthy habits of the emigrants, insufficient water, unwholesome food, overcrowding the vessel, and the absence of a physician.¹⁶

Twenty years before the "Leibnitz" docked, the arrival of cholera-infected emigrants from Havre in December, 1848, at New Orleans, had spread the epidemic along the Mississippi and its tributaries, and in river towns one thousand miles distant from each other.¹⁷ In another instance when 9,872 Germans arrived in New York, four hundred had to be taken to the hospital immediately, and one hundred died en route. On the "Pontiac" were 230 emigrants and forty found their grave in the ocean. Sixty-six Germans were on the ship, and forty-five had to be sent to the hospital as soon as they landed; some died and others went insane. Many who were healthy when they left the ship soon died because of homesickness, disease, or hunger.¹⁸

Those who migrated to Dubois County also encountered similar hardships. The Sang family came from Germany in 1827. Eleven weeks were spent on the water. Just when land was in sight, a storm arose which drove the vessel out to sea and shattered it. About five weeks were required to make the port. For approximately a week, they were without water and provisions, and they were practically starved when they finally reached land. When the Smith family emigrated

¹⁶ Friedrich Kapp, *Immigration and the Commissioners of Emigration of the State of New York* (New York, 1870), 188-195; *New York Times*, January 15, 16, 21, 1868; Edith Abbott, *Immigration, Select Documents and Case Records* (Chicago, 1924), 42-46; Friedrich Kapp, *Aus und über Amerika* (2 vols., Berlin, 1876), I, 224-234. The date of arrival of the "Leibnitz" in the latter book must be an error.

¹⁷ Abbott, *Immigration, Select Documents and Case Records*, 47.

¹⁸ Franz Löher, *Geschichte und Zustände der Deutschen in Amerika* (Cincinnati, Ohio, 1847), 388.

in 1852, the father contracted cholera on the way over to America and died at Troy, Indiana.¹⁹

Just as some ports were more popular in Germany than others, so in America some were used more than others. The following table indicates the preference of those who came to Dubois County.

PORTS OF ARRIVAL IN AMERICA, 1853-1910²⁰

Baltimore -	111	New Orleans -	171	Portland -	2
Boston -	5	New York -	355	Quebec -	2
Buffalo -	2	Philadelphia -	7	Port not designated	5

The naturalization records indicate that between 1853 and 1869 New Orleans was the most popular port, but after 1869 New York took first place.

The arrival of a German emigrant ship in the North River aroused excitement along the wharf as the following vivid description shows:

The long wharf is crowded full of trucks and carts, and drays, waiting for the passengers. As you approach the end you come upon a noisy crowd of strange faces and stranger costumes. Moustached peasants in Tyrolese hats are arguing in unintelligible English with truckdrivers; runners from the German hotels are pulling the confused women hither and thither; peasant girls with bare heads, and the rich-flushed, nut brown faces you never see here, are carrying huge bundles to the heaps of baggage; children in doublets and hose, and queer little caps, are mounted on the trunks, or swung off amid the laughter of the crowd with ropes from the ship's sides. Some are just welcoming an old face, so dear in the strange land, some are letting down the huge trunks, some swearing in very genuine low Dutch, at the endless noise and distractions. They bear the plain marks of the Old World. Healthy, stout frames, and low, degraded faces with many stamps of inferiority, dependences, servitude on them; little graces of costume, too—a colored head-dress or a fringed coat—which never could have originated here; and now and then a sweet face, with the rich bloom and the dancing blue eyes, that seem to reflect the very glow and beauty of the vine hills of the Rhine.²¹

At Baltimore, also, comment was made of their national costume, which was not pleasing to the Southerners, as well

¹⁹ Goodspeed Brothers & Company, *History of Pike and Dubois Counties* (Chicago, 1885), 763-764, 698.

²⁰ Naturalization Record of Intention, Dubois County, Indiana, 1853-1869 and 1869-1910.

²¹ *New York Times*, June 23, 1853.

as of the dark skin of the women, no doubt, acquired from laboring in the fields.²²

When the Germans left their port of debarkation one of the following four routes brought most of them into the interior. The first one was to Albany on the steamboat and from there on the Erie Canal to Buffalo, and then on Lake Erie to Cleveland, Detroit, and Milwaukee. The second one was up the Mississippi and its tributaries, the Missouri or the Ohio. The third one was to travel by canal and train through Pennsylvania to the Ohio River. And the fourth one was from Quebec up the St. Lawrence to Montreal, Toronto, and Buffalo.²³

No doubt, the means of transportation was just as varied as some of the costumes that the emigrants wore. For example, a German Lutheran minister and his family who were moving from Pennsylvania to the Big Miami used a horse and wagon. He rode on the horse smoking his pipe which resembled a musical instrument called a serpent, and the wife and children walked along beside the wagon.²⁴

Some of the Germans brought wagons along from their own country in order to proceed towards the West. These, however, had not been built for the rough roads of the United States, and many people abandoned them in favor of the American Conestoga wagon,²⁵ frequently referred to as the land ship. These covered wagons could be seen along the countryside loaded with from three to four tons—and since they were well-protected, sheltered the immigrants and their property from inclement weather.²⁶ Those who tried to continue with their old wagons were frequently burdened with broken axles and wheels, or forced to toil along with a dilapidated vehicle.²⁷

At Pittsburgh, where many of the immigrants embarked

²² *Niles' Weekly Register* (Baltimore, Maryland, 1811-1837), XXXIX (September 18, 1830), 62.

²³ Löher, *Geschichte und Zustände der Deutschen in Amerika*, 276.

²⁴ Timothy Flint, *Recollections of the Last Ten Years . . .* (Boston, 1826), 10.

²⁵ In the county histories of Pennsylvania these wagons are described in some detail. The body of the wagon was frequently painted blue and the wheels red. Albert B. Faust, *The German Element in the United States* (2 vols., Boston, 1909), I, 135.

²⁶ *Niles' Weekly Register*, XLVII (November 1, 1834), 133.

²⁷ Flint, *Recollections of the Last Ten Years*, 8; James Hall, *Letters from the West* (London, 1828), 311.

on the Ohio, some arrived with furniture, farming implements, and others with large families but only a few worldly possessions.²⁸ Many of these people who traveled to southern Indiana made use of the flatboats down the Ohio River.²⁹ These flatboats or arks were large and roomy enough so that the family household goods, horses, hogs, cattle, and fowl could be brought on one boat. Some had comfortable and separate apartments fitted with chairs, beds, tables, and stoves.³⁰ Immigrants from Pennsylvania, if bound for Indiana, Illinois, or Missouri either built or purchased a flatboat. At times several families fitted up a large boat in partnership and secured an *Ohio Pilot*, a book that professed to instruct them in the mysteries of the navigation of the Ohio.³¹

No doubt, the journey down the river did become tiresome, and the boatmen often entertained with river melodies such as the following:

Here's to those that has old clothes,
And never a wife to mend 'em;
A plague on those that has halfjoes,
And has'n't a heart to spend 'em!³²

Later when steamships came into use on the river, economy apparently was the watchword of some owners, much to the sorrow of their passengers. On one steamboat only one bedroom candlestick was to be found, and it was handed from one to the other; one towel also made the rounds.³³

The regular steamboat fare including meals from Pittsburgh to Cincinnati in 1836 was ten dollars and from Cincinnati to Louisville four dollars, for deck passage from Pittsburgh to Cincinnati three dollars and from Cincinnati to

²⁸ Hall, *Letters from the West*, 315.

²⁹ Jacob W. Myers, "The Beginning of the German Immigration in the Middle West," *Journal of the Illinois State Historical Society* (Springfield, Illinois, 1908-), XV (1922-1923), 595.

³⁰ Flint, *Recollections of the Last Ten Years*, 13; Hall, *Letters from the West*, 324; John M. Peck, *A New Guide for Emigrants to the West* (Boston, 1836), 128-129.

³¹ Timothy Flint, *The History and Geography of the Mississippi Valley* (2 vols. in one, Cincinnati, Ohio, 1832), I, 185.

³² Hall, *Letters from the West*, 92.

³³ James S. Buckingham, *The Eastern and Western States of America* (3 vols., London, 1842), III, 207.

Louisville one dollar. Deck passengers furnished their own provisions and bedding.³⁴

From newspaper accounts, it is obvious that the route by way of Buffalo, Lake Erie, and Detroit was very popular in steamboat days. On October 7, 1834, four steamboats with with nine hundred emigrants followed this route.³⁵ The steamboats and schooners in 1835 were constantly crowded with people wending their way west by the route of Lake Erie.³⁶ Between three and five boats went up the lake daily and were crowded to capacity.³⁷ It has been asserted that approximately nine-tenths of the immigrants from Europe traveled by water in the 1830's.³⁸

Immigrant travel to the West by train did not assume important proportions until the 1850's. On Saturday, July 1, 1854, two great trains filled with eight hundred immigrants and their baggage left Albany, New York, for the West via the New York Central Road, the largest number ever carried over this road in one day. The first train was drawn by three locomotives, and it consisted of five baggage and twenty-one immigrant cars; the second one was also drawn by three locomotives, and it included two baggage and fourteen immigrant cars. Most of the immigrants were Germans, Hollanders, and Swiss.³⁹ The immigrant trains that passed over the New York and Erie Railroad in the 1850's also attracted attention as they rolled to the West and, no doubt, were a curiosity. The windows of the cars were decorated with green vegetation, and a large number of the passengers entertained themselves by smoking long German pipes and singing German songs.⁴⁰

The furniture and belongings of the immigrants on steamships differed according to the origin of their owner. Those of the Yankee were limited to a Dearborn wagon, feather bed, a saddle and bridle, and some knickknacks. A glance at the property of the Swiss and Germans convinced one of their

³⁴ Peck, *A New Guide for Emigrants to the West*, 372.

³⁵ *Niles' Weekly Register*, XLVII (October 25, 1834), 116.

³⁶ *Ibid.*, XLVIII (August 8, 1835), 398.

³⁷ *Ibid.*, L (June 4, 1836), 234.

³⁸ Flint, *History and Geography of the Mississippi Valley*, I, 184.

³⁹ Albany, New York, *Atlas*, July 2, 1854, quoted in the Columbus, Ohio, *Daily Ohio State Journal*, July 15, 1854.

⁴⁰ Wittke, *We Who Built America*, 123.

love for family relics. One might see a portrait of a quaint-looking wagon among the illuminated letters of a vellum-bound edition of Virgil's *Bucolics*. The wagon itself was also there, taking up precious space; it might have been of some value in a museum, but it cost approximately five times its value to transport across the ocean. Its interior was filled with beds, saddles, plows, shovels, chairs, clocks, and carpets, and its sides were decorated with rusty pots, kettles, pans, iron candlesticks, old horseshoes, and broken tobacco pipes.⁴¹

A German who traveled in the United States in 1842 commented on the means of transportation. The railroad cars were comfortable and roomy, but the windows had to be kept down as sparks from the locomotive were apt to endanger the passengers. The stagecoach had three benches for nine passengers, but one bounced around quite a bit. The canalboats, drawn by horses, required much stooping because of the large number of low bridges.⁴²

It is almost impossible to imagine the conditions of travel in Indiana before 1825. No railroad, canal, or pike was to be found; and fallen trees, ripples, and bars made navigation impossible on all her rivers except the Ohio.⁴³ There were, however, a number of trails; among the most outstanding ones in southern Indiana were: Buffalo Trace,⁴⁴ Red Banks Trace, Yellow Banks Trace, Rome Trail, Blue River Trace, Vallonia Trace, Salt Trace, and Whetzel's Trace. These traces are shown on the accompanying map.⁴⁵

⁴¹ Charles F. Hoffman, *A Winter in the West* (2 vols., New York, 1835), I, 106-107.

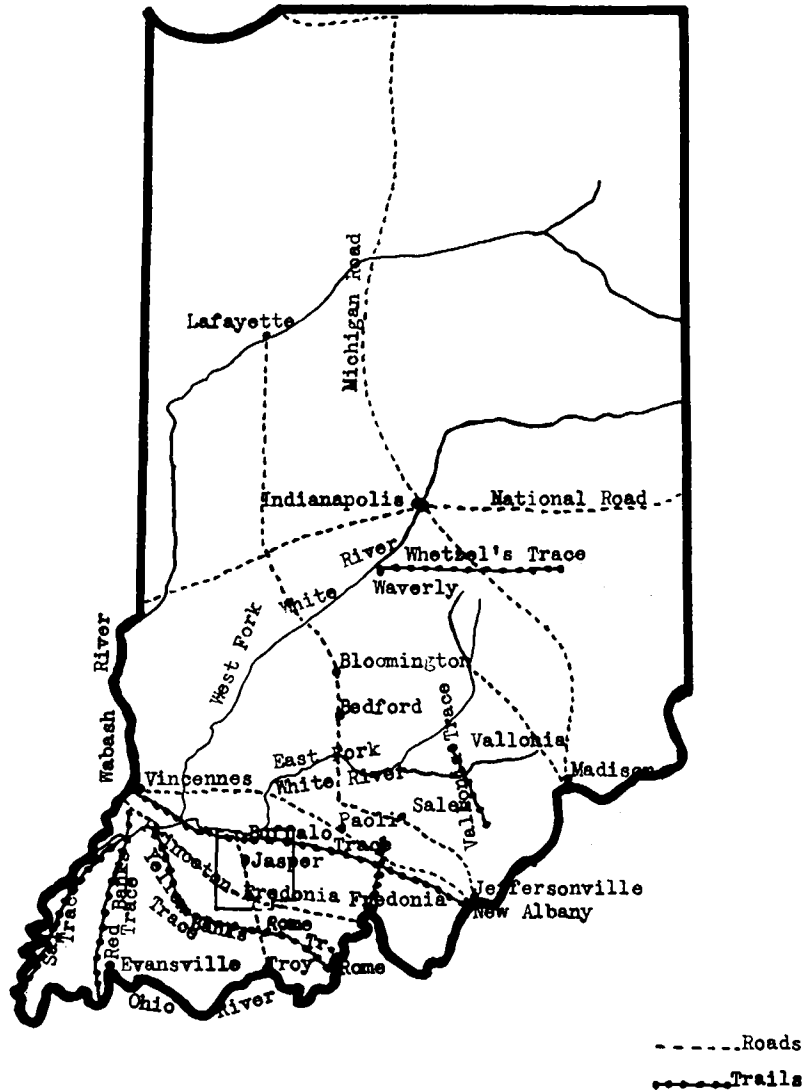
⁴² Joseph Salzbacher, *Meine Reise nach Nord-Amerika im Jahre 1842* (Wien, 1845), 153, 164.

⁴³ Logan Esarey, "Internal Improvements in Early Indiana," *Indiana Historical Society, Publications* (Indianapolis, 1897-), V (1915), 51.

⁴⁴ It was also referred to as Mud Hole Trace, Governor's Trace, Vincennes Trace, Kentucky Road, Clarksville Trace, Harrison's Road, or "Lan-an-zo-ki-mi-wi."

⁴⁵ George R. Wilson, "Early Indiana Trails and Surveys," *Indiana Historical Society, Publications*, VI (1919), 349-401.

EARLY INDIANA TRAILS AND ROADS



Routes which led into the interior of the state included the National Road, which was used by those migrating from Ohio and Pennsylvania. A stage line ran from Madison to the East Fork or Driftwood Branch of the White River, crossing at the mouth of Flat Rock Creek. From Jeffersonville

and New Albany two routes led to the interior; one by way of Salem, Bedford, and Bloomington, to the Wabash River at Lafayette, and the other one led by way of Greenville, Paoli, Mt. Pleasant, and Maysville to the Wabash River at Vincennes. The Michigan Road which began at Madison and went north through Indianapolis, no doubt, was also used by immigrants.⁴⁶

On February 1, 1834, by an act of the legislature of Indiana provision was made for a new state road to connect Troy and Jasper.⁴⁷ The Princeton-Fredonia Road previously constructed intersected it twelve miles south of Jasper.⁴⁸

Buffalo Trace, as well as Indian trails and deer paths were among the first routes which admitted white men to Dubois County.⁴⁹ A branch of Yellow Banks Trace led from near Gentryville to Jasper, and the trail from Jasper to near Otwell was a branch of Buffalo Trace, and from near Otwell to Vincennes it was Buffalo Trace.⁵⁰

Troy, Louisville, and Vincennes served as gateways to Dubois County from the outer world. It took approximately three days to make the journey from Troy. The roads were in such poor condition that it was not unusual to see six or nine yoke of oxen hitched to one wagon. Local roads were made by individuals in order to get to their neighbor's house, store, church, graveyard, and mill. This may account for the fact that old highways were made extremely winding in order to pass mills, graveyards, and churches. Stubs of saplings sharpened like spears in these roads patiently waited to impale some unlucky traveler who might be thrown upon them.⁵¹ A journey in the early stagecoaches was not a pleasant undertaking. When the roads were dry, the passengers had to hold tightly on as the stage bounced from rock to rock. When the roads were wet, the stage was apt to mire and turn over.⁵²

⁴⁶ Logan Esarey, *History of Indiana* (2 vols., Fort Wayne, Indiana, 1924), I, 288-295.

⁴⁷ *Laws of the State of Indiana, 1833-1834*, 18th Regular Session, CLXXIII.

⁴⁸ Albert Kleber, *Ferdinand, Indiana, 1840-1940* (St. Meinrad, Indiana, 1940), 16; Wilson, "Early Indiana Trails and Surveys," *Indiana Historical Society, Publications*, VI, 384.

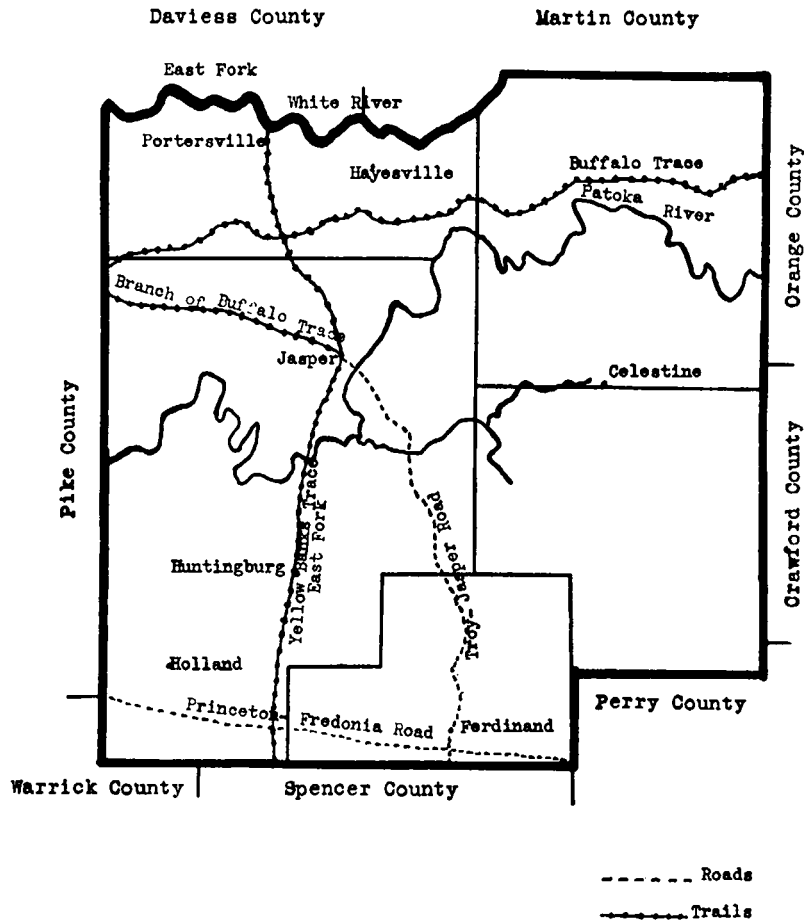
⁴⁹ George R. Wilson, *History of Dubois County* (Jasper, Indiana, 1910), 144.

⁵⁰ Wilson, "Early Indiana Trails and Surveys," *Indiana Historical Society, Publications*, VI, 379.

⁵¹ Wilson, *History of Dubois County*, 145-147.

⁵² Esarey, *History of Indiana*, I, 299.

EARLY TRAILS AND ROADS IN DUBOIS COUNTY



Some of the early pioneers in Dubois County made use of the caleche as a means of transportation.⁵³ The flatboats built by native carpenters also served to provide a contact with the outer world. Not until February 14, 1879, did a train arrive at Jasper. A brass band answered the shrill whistle of the train, but no ceremonies took place because of the cold weather.⁵⁴

⁵³ A two-wheeled vehicle, whose wheels were disks cut from a log; the bed was a raised platform with side boards which were kept in place by wooden pins. Wilson, *History of Dubois County*, 145.

⁵⁴ *Ibid.*, 149; Jasper, Indiana, *Weekly Courier*, February 21, 1879.

The Germans who came to Dubois County may have followed one of these traces, streams, or roads. A few examples will indicate that various routes, as well as several means of transportation were used.

The Gehlhausens traveled down the Ohio River from Pittsburgh to Troy, Indiana, on a flatboat, which they had constructed. A number of Germans who settled in Dubois County took this route; in some cases several families traveled together. Before continuing the journey from Troy, however, two emissaries were sent ahead on the Troy-Jasper Road to view the land and report back to the group.⁵⁵

A few of the old Germans interviewed for this study gave a very enthusiastic description of how they came to Dubois County. Frederick Schumacher said he came to America in 1865, and from New York he and his parents took the train to Evansville. Upon their arrival in Evansville, their relatives met them, and in a wagon they continued on their way. They settled in Pike County but later Frederick came to Dubois County. Mrs. Henry Lehmkuehler and her brother emigrated from Germany in 1882 and joined relatives in New Knoxville, Ohio. Their parents also emigrated from Germany in 1884, and from Ohio they came on a flatboat down the Ohio River to Tell City, and there obtained a wagon to complete their journey to Huntingburg.⁵⁶

A large number of Germans settled in other states before making their permanent home in Dubois County. By 1850 twenty-three families had migrated to Dubois County from Pennsylvania, of which three families settled in Ohio before coming to Dubois County, one in Kentucky, and one went from Pennsylvania to Virginia, from Virginia to Ohio, and from Ohio to Dubois County. Forty-one families had come from Ohio, one having gone to Kentucky before coming to Dubois County. One family came from Mississippi, five from Virginia, one from Maryland, and twelve from Kentucky. One family which migrated from New Jersey settled in Pennsylvania before coming to Dubois County.⁵⁷

By 1860 thirty-seven families had migrated from Ken-

⁵⁵ Kleber, *Ferdinand, Indiana, 1840-1940*, p. 29.

⁵⁶ Frederick Schumacher and Mrs. Henry Lehmkuehler were interviewed on November 26, 1943.

⁵⁷ Original Returns of Seventh Census, 1850, Dubois County, Indiana (microfilm in the Indiana University Library, Bloomington, Indiana).

APPROXIMATE ROUTES OF GERMAN SETTLERS TO DUBOIS COUNTY



..... Routes which brought Germans into the interior.
—— German migration from other states to Dubois County.

tucky, of which one went to Arkansas, from Arkansas to Mississippi, and from Mississippi to Dubois County. Fifty-eight families had come from Ohio, of which one had settled in Illinois before coming to Dubois County. Twenty-three families had come from Pennsylvania, and eight from Virginia, of which three had settled in Kentucky before coming to Dubois County. One family had migrated from Maryland to Ohio and then to Dubois County. One family left Germany in 1835, was in France in 1838, in Pennsylvania in 1840, and in Indiana in 1846.⁵⁸ A young man from Prussia, twenty-two years of age, embarked at Liverpool and arrived at Quebec in September, 1870. From Quebec he went to Cincinnati and from Cincinnati to Dubois County.⁵⁹

If the Germans were fortunate enough to have the means to emigrate and to secure official permission, they left Germany. Most likely, they embarked at Bremen and came to New York, Baltimore, or New Orleans. Many knew where they were going and came properly informed and supplied. Conditions on board ship, in spite of strict rules, were often very bad, especially when contagious diseases attacked the passengers. In the cities of the New World the immigrants aroused much interest before they adopted American ways. The Erie Canal, the Mississippi River, the St. Lawrence River, and the land route through Pennsylvania to the Ohio River were the more common routes used to reach the interior. Some brought wagons with them, and others acquired Conestogas for the land portion of their journey, while others used flatboats or steamboats on the rivers. Near the middle of the century the railroads served those who could afford them. Travel in Indiana, especially in the early days, was very difficult, because of the lack of roads. Many families lived in one or more states before settling in Dubois County. It might be anticipated that few would endure the hardships of the long journey from Germany to Indiana, but there were more than twenty-eight thousand Germans living in Indiana by 1850, and of these sixteen hundred and three were to be found in Dubois County. Surely, they must have been a hardy and determined people.

⁵⁸ Original Returns of Eighth Census, 1860, Dubois County, Indiana (microfilm in the Indiana University Library, Bloomington, Indiana).

⁵⁹ Naturalization Record of Intention, Dubois County, Indiana, 1869-1910, p. 13.