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MATTER RELATING TO NATIONAL ROAD IN INDIANA.

OF works that treat of this great National enterprise as a whole may be mentioned:

“The Old Pike,” by T. B. Searight.

“The Cumberland Road,” by Archer Butler Hulbert. No. 10 of the series: “Historic Highways of America.”

“The Old National Road—a Chapter of Expansion,” by A. B. Hulbert. Monograph, with cuts and maps.

“The Old National Road—the Historic Highway of America,” by A. B. Hulbert. 113 pp. in Vol. IX of the Ohio State Archaeological and Historical Society publications.

The most elaborate account we have of the National Road is in “The Old Pike,” a volume by T. B. Searight. Of its history at the eastern end, with the currents of life that flowed over it there for many years, he makes a most picturesque and readable story, but of that part that ran through Indiana but little is said, and we have, indeed, some difficulty in unearthing information about this section. Searight tells us that the length of the line through Indiana is $149\frac{1}{4}$ miles, on which the general government expended \$513,099 for bridges and masonry; that the road was completed through Wayne county in 1827, and that in 1850 this section of it was surrendered to the Wayne County Turnpike Company. Something like a score of taverns were located within the bounds of Wayne county alone, which may be taken, as something of an index to the amount of travel over this road. State Geologist Blatchley, in his annual report for 1905, gives the various appropriations for the work in this State, as follows:

March 2, 1831, \$75,000 for opening, grading, etc., including bridge over White river near Indianapolis, and progressing to the eastern and western boundaries.

July 3, 1832, \$100,000 for continuing the road in Indiana, including bridges over the east and west branches of Whitewater river.

March 2, 1833, \$100,000 to continue the work in Indiana.

June 24, 1834, \$150,000 for continuing the work in Indiana.

March 3, 1835, \$100,000 for continuing the work in Indiana.

July 2, 1836, \$250,000 for continuing the road in Indiana, including the materials for a bridge over the Wabash river, the money to be expended in completing the greatest possible continuous portion of said road, so that said finished part may be surrendered to the State.

March 3, 1837, \$100,000 for continuing the road in Indiana,

May 25, 1838, \$150,000 for continuing the road in Indiana, including bridges.

“About this date,” says Mr. Blatchley, “the panic of 1837-'40 was being felt and no more appropriations were granted. In 1848 the road was turned over to the respective States through which it passed. Of the total amount, \$6,824,919, appropriated by Congress for making, repairing and continuing the road, but \$1,136,600 was allotted to Indiana, and this sum was paid from the fund reserved when the State was admitted to the Union. Of this amount nearly one-half, or \$513,099, was expended for bridges and masonry. * * * In 1850 the Wayne County Turnpike Company was organized and absorbed, under a charter granted by the State, that portion of the road, twenty-two miles in length, within that county. This company then graveled the road and operated it as a toll road until 1890-'94, when it was purchased by the several townships through which it passed and made free from tolls. From Wayne county westward the road passed through Henry, Hancock, Marion, Hendricks, Putnam, Clay and Vigo counties. That portion in Henry county was secured by a private corporation, graveled, and made a toll road about 1853. In 1849 the Central Plank Road Company, composed of prominent citizens of Marion and Hendricks counties, was granted that portion of the road extending from the east line of Hancock county to the west line of Putnam, for the purpose of constructing a plank road. With the granting of it to these several corporations the old National Road as a public institution, fostered by the nation or the State, ceased to be. It had fulfilled its high purpose and was superseded by better things which owed to it their coming.”

George Carey Eggleston, writing recently for the *Youth's Companion*, says:

"The road from Cumberland to Wheeling had cost six thousand dollars a mile, without counting the cost of bridges. From the Ohio forward into the West about three thousand dollars a mile—and much less as the road advanced—sufficed. On the eastern division the road was paved six inches deep in broken stone; every little brook was bridged by a stone culvert, and every mile of the road was drained by two deep ditches, one on each side of it. West of the Ohio the only work done was to clear away the timber, grub up the stumps and dig ditches. There was no thought of a stone coating to the roadway, and no thought of anything else except to open a track over which wagons might be hauled through the mud. Here and there in creek bottom lands the road was corduroyed."

Mr. Benjamin S. Parker, in J. J. Piatt's *Ohio Valley Annual*, "The Hesperian Tree," for 1903, gives this vivid description of travel on the old road "as seen and studied by a little boy in eastern Indiana, in the eighteen-forties":

"From morning till night there was a continual rumble of wheels, and, when the rush was greatest, there was never a minute that wagons were not in sight, and as a rule, one company of wagons was closely followed by another.

* * * * *

"Many families occupied two or more of the big road wagons then in use, with household goods and their implements, while extra horses, colts, cattle, sheep and sometimes hogs were led or driven behind. Thus, when five or ten families were moving in company, the procession of wagons, men, women, children and stock was quite lengthy and imposing. The younger women often drove the teams, while the men and boys walked by turns, to drive and look after the stock; and now and then there would be an old-fashioned carriage, set upon high wheels to go safely over stumps and through streams. The older women and little children occupied these, and went bobbing up and down on the great leather springs which were the fashion sixty years ago.

"But everybody did not travel in that way. Single families, occupying only a single one or two-horse wagon or cart, fre-

quently passed along, seeming as confident and hopeful as the others; while even the resolute family, the members of which carried their worldly possessions upon their backs or pushed them forward in hand-wagons, was not an unfamiliar spectacle to the little boys who watched by the way.

“The wagons, horses and other belongings of the movers were fair indications, not only of their worldly condition and intelligence, but also of the sections from whence they came. The great Pennsylvania wagons, with their elaborately panelled beds, running up high in front and rear, were also used by the better-to-do Virginians and Carolinians, with this difference, that the Pennsylvania wagons were very large and often drawn by four or six fine horses, well matched for size and color, while the Virginians and Carolinians seldom drove more than two horses. A company of these well-to-do movers with their great wagons, large, well-groomed horses in heavy harness, glittering with brass-headed rivets, rings and other ornaments, with bows of melodious bells, either above the points of the hames or upon the heavy backbands, and with great housings of bearskin covering the shoulders and red plumes nodding from the head-gear, was a sight that the small boy put down in his book of memory, never to be forgotten.

“Very different from these were the little Southern carts, drawn by the little, bony Southern horses. It is a matter of tradition that numbers of these little Carolina wagons and carts were wrought of the tough young oak timber that grew upon the old fields of the South, and that the wood was so tenacious of fiber and the vehicles so well constructed by the rural wagon-makers, that they stood up through the journey over the mountains and along the roughest of roads without the aid of so much as an iron nail, and without tires or any kind of metal brace. The feet of the horses or mules that drew them were also guiltless of iron, and the children in the villages and upon the farms were quick to discover the arrival of a new Carolina family by the tracks of the tireless wheels and shoeless horses.

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“With the tinkling of the bells, the rumbling of the wheels, the noise of the animals and the chatter of the people as they went forever forward, the little boy who had gone to the road

from his lonesome home in the woods was captivated and carried away into the great active world. But the greatest wonder and delight of all was the stage-coach, radiant in new paint and drawn by its four matched horses in their showy harness, and filled inside and on top with well-dressed people. I think yet that there has never been a more graceful or handsome turnout than one of these fine old stage-coaches drawn by a splendid team of matched horses, and driven by such drivers as used to handle the ribbons between Richmond and Indianapolis. We could hear the driver playing his bugle as he approached the little town, and it all seemed too grand and fine to be other than a dream."

In March, 1906, just one hundred years after the first Congressional action taken on the road, an attempt was made to get through Congress a bill "to authorize the restoration of the Cumberland road by the Government of the United States and providing for its reconstruction and maintenance" (see *Indianapolis News* for March 30, 1906). About the same time (see *News*, March 27), the question was raised between the Hancock county commissioners and the Indianapolis & Eastern Traction Company as to the real ownership of the road at the present day. According to the investigations of William A. Hughes, an attorney of Greenfield, the portion of the highway in that county was transferred first to the State, then to the Central Plank Road Company, then to Barney B. Gray, then to James P. Foley. During the Civil War the road was practically abandoned, and it became a question as to whether the title did not pass to the land-owners on either side of the way. This question, we believe, has never been settled.

MEMORIALS, REPORTS, ETC., RELATING TO THE NATIONAL ROAD IN
INDIANA, TO BE FOUND IN THE FEDERAL PUBLICATIONS,
GIVEN IN CHRONOLOGICAL ORDER.

1. Report on memorial from Indiana on location of Cumberland road through that State. 3 pp. 1826. Senate Documents, volume 3, number 59.
2. Memorial expressive of the advantages resulting from the Cumberland road and of the desire for its completion. 6 pp. 1828. Senate Docs., v. 4, No. 111.
3. Commissioners for locating National Road. 18 pp. 1828.

Senate Docs., v. 3, No. 99. 4. Memorial in relation to the Cumberland road in the State. 2 pp. 1830. House Reports v. 1, No. 174. 5. On the continuing of the Cumberland road in Ohio and Indiana. 9 pp. 1830. Senate Docs., v. 2, No. 63. 6. Report relative to progress made in the construction and repair of the Cumberland road. 18 pp. 1833. Senate Docs., v. 1, No. 31. 7. Report of agent appointed to inspect the Cumberland road in Indiana. 42 pp. 1834. Senate Docs., v. 2, No. 45. 8. Report on the condition of the Cumberland road in Illinois and Indiana. 10 pp. 1835. Senate Docs., v. 2, No. 19. 9. Report relative to the construction of a bridge over Wabash river at crossing of Cumberland road. 7 pp. 1835. Senate Docs., v. 1, No. 10. 10. Resolution to obtain further appropriations for the Cumberland road in the State. 2 pp. 1836. Senate Docs., v. 2, No. 125. 11. Report of House Committee on change of National Road between Springfield, O., and Richmond Ind. 32 pp. 1836. House Rep'ts, v. 2, No. 367. 12. Report on continuation of Cumberland road in Ohio, Indiana and Illinois. 7 pp. House Rep'ts, v. 3, No. 671. 13. Memorial praying the early completion of the Cumberland road within the States of Ohio, Indiana and Illinois. 2 pp. 1837. Senate Docs., v. 2, No. 119. 14. Memorial of citizens of Indianapolis and vicinity in relation to the Cumberland road (Report on). 6 pp. 1837. House Rep'ts, v. 4, No. 1063. 15. Memorial praying the speedy completion of the Cumberland road within the State. 2 pp. 1838. Senate Docs., v. 3, No. 180. 16. Memorial praying an appropriation for the completion of the Cumberland road within the State. 2 pp. 1840. Senate Docs., v. 6, No. 310 (26-1). 17. Resolution in relation to the completion of Cumberland road. 4 pp. 1841. Senate Docs., v. 4, No. 197. 18. Memorial praying an appropriation for the completion of the National Road in the State. 2 pp. 1842. Senate Docs., v. 2, No. 32. 19. Report on completion of Cumberland road. 35 pp. 1846. House Rep'ts, v. 2, No. 211. 20. Report on completion of Cumberland road. 47 pp. 1848. House Rep'ts, v. 1, No. 99. 21. Resolution relative to the National Road. 1 p. 1848. Senate Misc. Docs., v. 1, No. 111.

All of the above material may be found in the State Library.