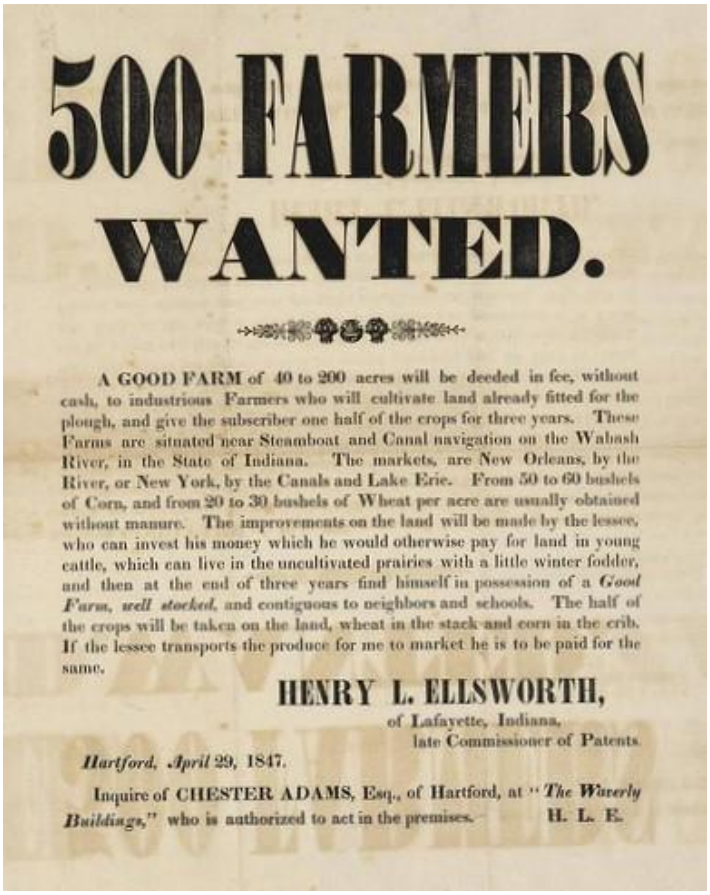
17. Leaving Cincinnati

So, keeping in mind that our ancestors did not need to be superheroes, but just normal people like you and me, making the best they could of each day and full of optimism that they could make their coming days better, let's put together the information that would have helped them make decisions about their journey. This enterprise we are endeavoring will be a great adventure for us, Little Dear One, like a treasure hunt where we must find many clues that help us decide their most likely route. First, we will try to understand why Heinrich and Maria would want to leave the life they had built in Cincinnati and go to the new "wilderness" of Iowa. What would they leave behind, and what would they gain? Cincinnati represented civilization and culture, a rapidly growing cosmopolitan center, while Iowa was still the "frontier." According to the U.S. Bureau of the Census, Cincinnati was the sixth largest city in the list of "100 Largest Urban Places in 1850," with 115, 435 people. The largest city, ranked first, was New York with 515,547 people, followed by Baltimore, Boston, Philadelphia, New Orleans, and then Cincinnati. What made them leave this vibrant city? They obviously had the spirit of "spark and spunk" Dr. Madison talks about, the optimism and sense of adventure, because they had already taken a much harder journey, the one across the Atlantic to get to Cincinnati. They already had relatives in New Vienna, but they also had good friends in Cincinnati, whom they would have to leave. They knew that in crowded conditions, any unsanitary practices could lead to serious disease. In 1849, a cholera epidemic struck Ohio. Thousands of Ohioans died, including eight thousand in Cincinnati alone. Many of them tried to flee the illness, taking the Mad River Railroad from Cincinnati to Sandusky and unfortunately bringing the cholera germ with them. Heinrich and Maria's first child Mary was born in March 1848 and would have been one year old when she may have been exposed to the disease, and I have often wondered if any early exposure might have had something to do with the unusual number of miscarriages and stillbirths she experienced in adulthood, The Lammers, who left Cincinnati in 1849-1850, may have left because of the cholera.



500 FARMERS WANTED.

A GOOD FARM of 40 to 200 acres will be deeded in fee, without cash, to industrious Farmers who will cultivate land already fitted for the plough, and give the subscriber one half of the crops for three years. These Farms are situated near Steamboat and Canal navigation on the Wabash River, in the State of Indiana. The markets, are New Orleans, by the River, or New York, by the Canals and Lake Erie. From 50 to 60 bushels of Corn, and from 20 to 30 bushels of Wheat per acre are usually obtained without manure. The improvements on the land will be made by the lessee, who can invest his money which he would otherwise pay for land in young cattle, which can live in the uncultivated prairies with a little winter fodder, and then at the end of three years find himself in possession of a *Good Farm, well stocked*, and contiguous to neighbors and schools. The half of the crops will be taken on the land, wheat in the stack and corn in the crib. If the lessee transports the produce for me to market he is to be paid for the same.

HENRY L. ELLSWORTH,
of Lafayette, Indiana,
late Commissioner of Patents.

Hartford, April 29, 1847.

Inquire of CHESTER ADAMS, Esq., of Hartford, at "*The Waverly Buildings,*" who is authorized to act in the premises. H. L. E.

Would Heinrich and Maria have been tempted by ads like this one encouraging them to buy land in neighboring Indiana near the "Steamboat and Canal navigation on the Wabash River" with markets in New Orleans? They may have been, and may even have taken a steamboat downriver to Madison, Indiana, about 70 miles, to check out that area of Indiana which, like Cincinnati, was booming with the business of shipping products down-river and up-river, to the eastern, southern, and western markets. Additionally, the first train in Indiana connected Madison to Indianapolis and was immediately successful helping Indiana farmers get their hogs to market by bringing them down to Madison on the new trains. Ohio did not encourage the building of railroads initially.

Madison did not grow as large as Cincinnati, but it was at this time in history a thriving and lively city. Heinrich and Maria may have seen the potential for prosperity there. Let's look at this account from *Pioneers of Jefferson County* in the *Indiana Magazine of History*.

From 1847 to 1857, pork packing was a large item of business in Madison. The number of hogs slaughtered one year was 152,000. The flour mills were large and flourishing during this period. On the site of the old pork house, was one run by Capt. David White, who made large quantities of kiln dried corn meal which was shipped to Ireland during the great Irish famine. Iron foundries were flourishing at this time. Mr. William Clough built and carried on an enterprising business, making railroad cars. The manufacture of starch was now in its beginning and afterwards became a large item of business. The Madison Marine Railway and Shipyard was built about 1850 by a stock company of spirited citizens. It is almost impossible to overestimate the benefit the shipyard has been to Madison. The Madison & Indianapolis Railroad Company was one of the earliest built in the west and Madison was for years the only outlet for this portion of the State, thus enabling Madison to do a large forwarding commission and jobbing trade. In 1839 when Daniel Webster visited Madison, the reception speech was made by Joseph G. Marshall, who was very similar to Webster in the force and grandeur of his oratory. Webster replied as only the god-like Daniel could. George Robinson (orator, editor and lawyer), after hearing them, went to his office and wrote out both speeches from memory and submitted them and they were both pronounced exact, word for word. This is the only off-hand speech of Webster published, as there were no short-hand reporters in those days. Madison had the first railroad into the interior. This connected with the Ohio River and it

at that time, 1842-1852, was the great highway between the south and west to the east and the route by rail and water connecting them gave Madison a name and importance far and wide and made it by far the liveliest of all Indiana towns. It was then a point to and through which the tide of travel swelled daily and nightly in large volume. The steamers which bore this travel were palatial. Buses rattled through the streets. The hotels were hustling caravansaries. The Madison Hotel was a growth and necessity of the conditions then existing and typified activity and vitalities that survive only in memory. Those whose recollections do not reach back to our golden days, cannot realize the comparative life, animation, city airs, and cheer of that time. Madison was the business emporium, after Cincinnati and Louisville; and before a pig was ever packed for shipment at Chicago, it was the noted pork mart. Its banking transactions were the heaviest in the State. It was in its Branch Bank that James F. D. Lanier trained and matured himself to become one of the greatest, most successful and noted financiers of Wall Street and of the Nation. Richard Carson Meldrum, in his recollections, dated 1879, tells of making the first clothes pins used here. He made them at the bank for his mother. A number of his mother's friends, learning of the "new things," wanted them, so he went to work and made them and took them tied up in half dozens in a basket and sold them to the ladies at twenty-five cents per dozen. Mr. Meldrum says he thinks these were the first clothes pins made or used west of the mountains. Meldrum remembered living in Columbus and going to Madison by stage on the first opening of the Madison and Indianapolis road, of the ride behind the locomotive, the "Elk Horn," borrowed at Louisville and taken by oxen to North Madison up the Michigan Road; also about Mr. W. G. Wharton going to Indianapolis on horseback with money collected as county treasurer ($1,500 in a pair of saddle bags); of meeting a second and third treasurer on the same mission, and of the heavy rains and high creeks, and on reaching Clifty creek, near Columbus, it was found bank full and after hollowing several times, a man came in sight on the opposite bank and told them to wait and he would see what could be done. He went to a stable, got a trough, rolled it down to the water, bailed it out, got a paddle and started across just above the mill dam. Over he paddled and Mr. Wharton was induced to take the seat first and then take the saddle bags. He then went on his way.

Because you are interested in trains, My Little Dear One, perhaps we should spend some time looking at information about early trains. It is actually possible that Heinrich and Maria might have taken a train for part of their journey in 1854, taking a steamer from Cincinnati to Madison, if the Ohio River was not frozen there, then taking the train north to Indianapolis and taking the stage north to connect with the new Galena & Chicago Union train, the first railroad line built by Chicago, which connected Chicago to Galena, Illinois, just south of Dubuque Iowa. From Galena Heinrich and Maria would have had to take a stagecoach or rent an ox and wagon team to finish their journey across the Mississippi and to New Vienna. I don't think they took a train, because of the complexities and uncertainties of having to take a steamboat, then train, then stagecoach, then train, then another stagecoach or ox and wagon team. Because trains were still in their infancy, Heinrich would have been worried about their safety. He had heard about the train accident that killed several people in 1845 in Indiana because of a run-away train car. Additional hazards were snowdrifts on the tracks, tracks coming apart, trains derailing, train robbers, dirt and smog from the smoke of the engines, frightening noises, and delays that would make the children fractious and unruly. I do think, however, that because the trains were so new at that time, so interesting and exciting, Heinrich and Maria may have taken a ride on one of the trains that left from Cincinnati, just to see what the ride was like.

The first railroad in Ohio connected Toledo, Ohio to Adrian, Michigan and was operational as early as 1836. Heinrich and Maria would have taken one that left from Cincinnati, like the Little Miami Railroad completed in sections between 1837 and 1848 that connected Cincinnati and Springfield, or the Cincinnati, Hamilton, and Dayton Railroad built in 1851 that connected Cincinnati to Dayton and whose main purpose was transporting passengers. Unfortunately, this railroad had the nickname "Charge High and Damn Rough Ride," so if Heinrich and Maria rode this train, they would not have been encouraged to try to take a longer train ride to Iowa. Nevertheless, this railroad line served a major function at that time: allowing workers who could afford the fares to live outside the city of Cincinnati, which had grown busy and dirty. The workers would commute to their work in the city, much as people in suburbs do today. This function was immensely helpful to building up the towns and cities along the railroad's route. Here is information about Ohio's second railroad, the Little Miami, from Wikipedia.

The Little Miami was incorporated on March 11, 1836, and its first president, who served without pay, was Jeremiah Morrow, governor of Ohio. It was the second railroad incorporated in the state of Ohio. The first meeting to sell stock was held at Linton's Hotel, Waynesville, May 13, 1836; the second on June 2, 1836 in Xenia. The railroad was originally intended to run from Cincinnati to Springfield where it was expected meet the Mad River and Lake Erie Railroad, which was building south to Springfield from Sandusky on Lake Erie. At the time of incorporation, the National Road had not yet reached Columbus, and other than trails, the main shipping route for the Great Lakes region to the rest of the nation to the east of the Allegheny Mountains suitable for trade was via the rivers leading to the Great Lakes and from there, on to points east along the Erie Canal. Winter rendered passage over the Alleghenies impracticable for large shipments, and the Erie Canal froze. The only alternative winter shipping route to points east was a lengthy circuitous southern route by riverboat down the Ohio and Mississippi rivers to New Orleans for transshipment east, but the entire regions adjacent to the Great Lakes lacked a means of communication with the Ohio River for shipment of their products - Ohio had a rather extensive network of canals under construction by this time, but they too froze in winter like the Erie Canal. The Mad River and Lake Erie Railroad was projected to run from Sandusky on Lake Erie south to a proposed interchange at Springfield, where trains could be handed over to the Little Miami to proceed to Cincinnati -- thus providing the Great Lakes region and its products with year-round access to the rest of the nation, as access to any of the ships then sailing on the Great Lakes meant access to the proposed railroad link to the Ohio River. As such, the proposal of the two railroads working in close cooperation was projected to be one of the major trade routes of the era, and of particular importance during winter months.

The road was completed to Springfield and inaugurated on August 10, 1846, bringing the total route-miles of its main line to 84 miles (135 km), giving Springfield railway service even before the state capital Columbus. By this time, the National Road had also reached Springfield, but the Mad River and Lake Erie Railroad had encountered difficulties in raising capital, and construction and would be delayed for three years in reaching Springfield and closing the gap in the plan to link the Great Lakes with the Ohio River. With the importance of the railroad's terminus at Springfield of only modest local value without the M.R. & L.E. R.R., the company's attention quite naturally turned to the state capital, roughly 40 miles (64 km) east of Springfield. Surveys were favorable for building a line to Columbus diverging from the Little Miami mainline at Xenia, and management was quite active in the formation of a railroad styled the Columbus and Xenia Railroad. From Xenia, a connection was built to link to the Columbus and Xenia Railroad, its partner. The two companies combined their operations, but did not formally merge, on November 30, 1853. By 1856, the Little Miami had 116.25 miles of track, and the C&X had 63.25 miles. The two lines were always on

cordial and cooperative terms, as they formed the only rail link between Cincinnati and the state capital at the time.

Here is some good information about Indiana's first train, the one connecting the port of Madison on the Ohio River, to Indianapolis, from the *Pioneers of Jefferson County*. These accounts help us understand the complexities and difficulties of building the first railroads, and the excitement and amazement engendered by those first trains.

Mr. Milton Stapp, a lawyer of prominence in those days, argued for the building of the road before several sessions of the legislature, but without success until the Internal Improvement Act was passed, January 27, 1836, and work on the Madison and Indianapolis Railroad was commenced by the State soon after. The following composed the engineering corps that surveyed the road from Madison to Indianapolis: Jesse F. Williams, chief engineer; Gen. Thomas R. Morris, resident engineer; John Woodburn, acting State commissioner; Edward W. Beckwith, resident engineer; R. M. Patterson, J. H. Sprague, J. B. Bacon, John Mitchell and William Clyde, assistant engineers. James Tilden, John G. Sering, William V. Utter and W. Hoyt, rodmen; Richard J. Cox, J. T. Burns, William Spann and J. Vanosdol, axmen. William Stough and A: W. Flint were the contractors who built the first section of the Madison hill (or plane), beginning at the foot of the plane, including the Crooked Creek culvert and trestle at Third street to the upper end of Big Cut. Joseph Henderson built the second section, commencing at the upper end of first cut to upper end of second (or Big) cut. James Giddings built the third section to the top of the plane, David C. Branham and F. W. Monroe the first section beyond North Madison, Robert Cresswell the next, and Danville Branham the next, which reached Wirt station, six miles from Madison. The contractors who built the remaining portion to Vernon (22 miles from Madison) were David Pallertine, Samuel Lefever, J. D. Fanel, Edward Fanel, John Carnahan, Thomas Hays, Adam Eichelberger, A. Hallom & Co., Rundell Bird & Co., Cochran & Douchett, William McKenzie, Overhaitz & Goodhue, William Griffith and John Carboy. Other contractors completed the road beyond Vernon. The road was completed to the different points on the line as follows:

Graham, 17 miles from Madison, Nov. 29, 1838. Vernon, 22 miles from Madison, June 6, 1839. Queensville, 27.8 miles from Madison, June 1, 1841. Scipio, 30.3 miles from Madison, June 1, 1843. Elizabethtown, 37.3 miles from Madison, September 1843. Columbus, 44.9 miles from Madison, July 1844. Edinburg, 55.4 miles from Madison, Sept. 8, 1845. Franklin, 65.5 miles from Madison, Sept. 1, 1846. Indianapolis, 86 miles from Madison, Oct. 1, 1847. When it was opened for business as far as Graham, the State leased it on the last of April 1839, to Robert Branham, Elias Stapp, D. C. Branham and W. H. Branham, who continued in charge until June, 1840. Under the terms of the lease the State was to receive 40% of the gross receipts, the lessees to bear all the expenses of operating. The expense was not very great as Mr. R. J. Elvin, who was connected with the road for over fifty years but is now dead, did all the clerical work for the road and Mr. Bartholomew Tierney all the blacksmithing and repair work necessary in those days. Mr. John G. Sering, State agent, was on all trains to look after the interests of the State. The trains would leave North Madison in the morning and run to Graham, returning in the evening. The gross receipts the first month were $849.38, and for the first fifteen months were $15,702.00, which was a good showing in that period. The next lessees were John G. Sering and William Bust, from June 1840, to June 1841, when the

State again took charge. The road was completed to Queensville at this time and the State was out of money, so the work was delayed for some months.

John Woodburn, Victor King and George W. Leonard, of Madison, started a bank in 1841, issued bills (called Woodburn's bank bills) and assisted the State in building the road to Scipio, three miles farther north. On February 21, 1843, the State sold the road to the Madison & Indianapolis Railroad Co., N. B. Barber, president, for $600,000.00, who gave mortgage to the State for the full amount, but by manipulation the company got it from the legislature for $75,000.00 in 5% State bonds worth on the market about fifty cents on the dollar, making the net cost $37,500.00. It was considered a clear case of thieving from start to finish. The State paid out for the building and equipment of the line to Queensville $1,624,291.93, of which $62,493.21 was from tolls. The owners of the road then completed it to Indianapolis.

The inclined plane between Madison and North Madison was commenced in 1836 and completed in 1841. It is 7,012 feet long, with a total elevation of 413 feet or 311 feet to the mile. There are two cuts on the plane, one 65 feet and the other 100 feet deep, cut through the solid rock. Previous to the completion of the plane, passengers were transferred between Madison and North Madison by omnibus. An old resident of Madison, Mr. William Stapp, brother of one of the first lessees of the road, says: "The omnibus did not always leave on time. When the driver would hear that the mayor or some other dignitary was to leave on that train, he would wait an hour for the great man's arrival." When the plane was completed, the cars were let down the incline by gravity and hauled back with eight horses driven tandem to each car. The stables were located at the foot of the plane and Joshua McCauley and Robert Hackney were the drivers. Horses were used from 1841 to November 1848, when Andrew Cathcart's improved engine with two sets of cylinders and a pinion working in a rack in the center of the track was put in use and gave good satisfaction until Reuben Wells built the engine "Reuben Wells" in July 1868. Andrew Cathcart was master mechanic of the Madison & Indianapolis Railroad Company and drew plans for the improved (or cog) engine as it was called, went to Baldwin's works in Philadelphia, Pennsylvania, and superintended the building of it. The following are the wrecks occurring on the plane: Nov. 4, 1845, a passenger car was being let down the hill when a wood car following became unmanageable and crashed into the coach, killing John Lodge, the first railroad conductor in the State, and several others. Engine "M. G. BRIGHT" blew up at the foot of the plane in 1877, killing engineer Lindley and a citizen of North Madison named Hassfurder. The above are the only fatalities occurring on the plane. The practice of letting all freight and passenger cars down the incline by gravity was continued until 1880, at which time, Col. J. R. Shaler, superintendent of the Jeffersonville, Madison and Indianapolis railroad issued orders requiring the hill engine to be attached in the rear of all cars coming down and going up the incline. This order is still effective.

That portion of the road built by the State was laid with English iron rails rolled at Wales, England, weighing 45 pounds to the yard and in three different lengths?15 feet, 18 feet and 15 feet 9 inches. They were shipped by vessel to New Orleans and by boat up the Mississippi and Ohio rivers to Madison and cost $75.00 per ton delivered. They were laid on cedar ties which were fastened to a sill by a locust pin twelve inches in length. The sills were 10 x 10 and cost eight cents per lineal foot. Cedar ties cost twenty-five cents each but proved too soft to hold spikes and were taken up within five years and sold for fence posts at 12 cents. Locust ties proved too hard, so oak was substituted which cost the same as cedar. The first iron was laid August 1838. Some of the old rails were taken

up in 1893 and sent to the Chicago exposition. When the rails were received, they were marked by cutting a square hole half an inch in diameter in each end. Two of them are now in service at North Madison just opposite the door of the old blacksmith shop. Many of them were taken up and mixed with other iron for the building of the Louisville bridge. In an interview with Mr. Elvin recently, he said John Lodge was the first conductor on the Madison & Indianapolis railroad. He also had the title of superintendent from June 1, 1841, to March 1842. W. J. McClure was the first agent, appointed March 1, 1842, and served until February 18, 1843. Samuel Thomas was the first master mechanic and general manager, Henry Jackson the first engineer, F. Fleming the second and F. Lunger the third. The first three firemen were Jacob Bitterman, William Copeland, and William Baugh. They ran the three locomotives owned by the company. The first passenger coach was built by Thomas L. Paine and Son, of Madison, in the fall of 1838, but not used until March 1839. It was very plain with small windows near the top of the car, lever brakes, and was about thirty feet long. The freight cars came from the east, via New Orleans, had four wheels and a capacity of twenty-five or thirty hogs, or 10,000 pounds. When the first seventeen miles of road were completed from North Madison to Graham (17 miles) an arrangement for a grand excursion was made as the first locomotive was expected to arrive from Baldwin & Co/s works at Philadelphia. It had been shipped on a vessel around by New Orleans. During the passage, the ship was caught in a storm and the loco motive was thrown overboard along with other freight in order to save the ship. The governor, State officials, members of the legislature, and a number of other prominent men from various places having been invited to participate in the festivities of the occasion, the management determined not to disappoint them. As it had been given out that on Tues day, November 29, 1838, they would be treated to a real "steam car" ride, arrangements were made to borrow the locomotive "Elkhorn" from the Louisville & Portland Railroad Company, at Louisville, Kentucky, for the occasion, on account of the loss of the new one expected from Philadelphia. The locomotive was hauled from the east end of the track at Louisville and placed on a boat which was used in transporting stone from the quarries east of Madison to be used in the construction of the courthouse at Louisville and the boat was then towed to Madison where the locomotive was unloaded and then taken up the hill to North Madison by a man named Martin. It required five yoke of oxen to haul it up the dirt road and it was done amid great excitement. On Sunday afternoon following the arrival of the first "steam car" that ever turned a wheel in Indiana, it was understood that the engineer would raise steam and see that it was in good order for the grand excursion, and nearly everybody in Madison and vicinity tramped to North Madison to see the wonderful machine work. It proved to be in good order but to the disappointment of the people there assembled, an exhibition of its locomotive power was reserved for the grand blow-out in presence of the governor on Tuesday, November 29. Great preparations were made for the reception of the distinguished guests. A banquet was spread in an old frame building on the river front in Madison and the Hon. Jesse D. Bright was master of ceremonies on this auspicious occasion, and as he never did anything by halves, you can judge of the magnitude of the demonstration. The day for the grand "steam car ride" arrived and all the people of the surrounding country turned out to see the sight. The governor and distinguished guests were on hand and after the cars were filled with passengers, the "Elkhorn" with a full head of steam moved off like a thing of life to the astonishment of the assembled multitude. After running to Graham and back, the governor and party took carriages for the city, where they partook of the banquet awaiting them. There was more noise and excitement made over the seventeen-mile ride than there would be now over a trip to California in a balloon.

During the trip one of the guests remarked that they had actually attained a speed of eight miles per hour and he really believed that someday they would be able to make fifteen miles per hour. The borrowed locomotive was returned to Louisville and safely delivered to the Louisville & Portland Railroad Company. The expense of bringing it to Madison and returning it again amounted to $1,052. This stroke of enterprise was commended by the entire State and was heralded abroad, but not by telegraph as such a thing was unknown in those days. After the loss of the first locomotive, a duplicate order was sent to Baldwin & Company and the first locomotive owned by the Madison & Indianapolis Railroad Company arrived safely in Madison the first week in March 1839, and on the sixteenth of that month, a trial trip was made over the finished portion of the road. From November 29, 1838, until the arrival of the first locomotive in March 1839, the construction train was operated by horses, one passenger car passing over the road daily. The road was formally opened for public traffic, April 1, 1839, as far as Graham. While John Brough was president of the Madison and Indianapolis Railroad Company, he spent over $100,000.00 of the company's money trying to get a charter from the State of Illinois for a road to St. Louis, Missouri, but failed. He also attempted to build a road between Madison and North Madison to avoid the steep incline plane and after spending $309,000, the work was abandoned on account of the company being out of funds. The old roadbed, tunnels and abutments for bridges can be plainly seen to this day. Brough was a smart man but a poor manager. He induced the directors to purchase two steamboats, the "Alvin Adams" and the "David White," at a cost of $70,000. They proved a bad investment and almost a total loss. The first freight depot owned by the company was an old pork house at Madison, purchased in 1849 from a man named Flint, and cost, including repairs, $8,416.09. The passenger station was built in 1850 at a cost of $4,094.32. It had a cupola and bell which was rung for five minutes one-half hour before the departure of each train. The ringing of this bell was continued until 1888, when it was cracked. The company tried to discontinue the old-time practice of ringing the half hour bell several times, but the old residents protested to such an extent that it was continued as long as the bell lasted. Things were run pretty loose on the road in those early days, and no check was kept on any of the employees handling the company's funds. The favored ones remitted what and when they pleased. Previous to the use of tickets on trains, the conductor would fill out a blank with name of passenger, starting and stopping point and amount of fare collected. This was sent to the president, who kept the record in his office. Madison was the second pork-packing city in the west and the road did a big business hauling hogs during the winter months. In the year 1852 they handled 124,000 hogs.

Here is another short account from *Pioneer Days of the Madison & Indianapolis Railroad Company* by John R. Cravens, February 27, 1896.

John Brough was president of the Madison and Indianapolis railroad at a salary of $3,000 and I was vice-president at a salary of $1,500 per annum. Brough was an educated man and a splendid speaker, but not a railroad manager. When we leased the Muncie road in 1852, we arranged for an excursion to Muncie. A few days before the day set, Brough wanted to back out as he was afraid we would lose money and not get the cars back in time to load hogs for Madison the next days. The hog trade was our main traffic and as we had so few coaches, we were often forced to use the hog cars for passengers by making seats in them of clean lumber. I persuaded him to run the train, and greatly to our surprise, we could not carry the people, turning away hundreds. We cleared over

$1,000. Our road was run in connection with a line of steamboats, the "David White," "Alvin Adams" and "Jacob Strader." We had our own wharfboat and sometimes received three and four hundred people per day from the boats. This would necessitate extra trains, which were often delayed awaiting the arrival of hog trains from the north in order to get cars to load the passengers in. I would have to act in the capacity of conductor in emergencies and had some strange experiences. I was bringing a hog train from Indianapolis one day when the engineer wanted to get off at his home out on the road and he asked me to act as engineer, to which I readily assented and got along all right until I attempted to back the engine into the roundhouse at North Madison and went clear through the brick wall. Our new engine and cars were shipped from the east as far as they could be by rail and we would send ox teams to meet them and haul them to our track. We afterward received them by lake and rail to Cincinnati, thence by boat to Madison. Brough was very independent and made the directors of his road believe they had the greatest monopoly of the age. We had leased the Belfountaine & Muncie roads and newly projected lines were anxious for us to take hold of their schemes and push them to completion. When the Ohio and Mississippi railroad was building they wanted to come via Madison and at a meeting of the directors of the two roads, Brough in his positive way declined to have anything to do with them, saying: "The Madison & Indianapolis cannot father all the paupers in the country." He made this remark in 1853 when Chauncey Rose, of the Terre Haute road wanted to lease his line to the Madison & Indianapolis and Mr. Rose replied in a forcible manner: "By God, gentlemen, you don't have to and we will see who will be the paupers within two years," and he did. Brough ruined the Madison & Indianapolis trying to build a road to avoid the steep incline plane at Madison, called "Brough's Folly." In 1853, the Rev. Henry Ward Beecher was preaching in Madison and being anxious to visit our shops on the hill, I took him up in my carriage and suggested to him that we go down the incline in the "buggy," (a four-wheeled handcar with a seat on each end and lever brakes). We were going pretty fast and I asked him if I should check up. He replied in the negative, saying it was the first opportunity of his life to ride fast and I let her go until the reverend gentleman with a wave of his hand said "too fast." He spoke of it afterwards as the fastest travel of his life. Years ago it was said that the reason such an incline was built at Madison was that State Commissioner John Woodburn owned the ground through which the first cut was built and conceived the idea that the railroad running through his place would enhance its value, and arranged to have his prospective son-in-law, Edward Beckwith, appointed engineer in charge, otherwise the grade might have been longer, but of less magnitude. Beckwith afterward turned out bad and had to flee the country.

We see from these interesting accounts that the building of the first railroads was not an easy undertaking nor without human drama. Here is another small diversion for us, Little Dear One, which will entertain our imaginations. It's about the first steamboats, and the reactions of people who first saw those. (*Pioneers of Jefferson County*)

Ephraim Kennedy (Old John Brown) and O. B. Lewis went down to the mouth of Crooked creek to fish about this time. Soon they heard a noise like the firing of a gun below the point on the Kentucky shore. About the same time a strange looking craft rounded the point; one mentioned that it was Indians. They immediately dropped all and made for the town. They ran until out of breath, and then hid under the logs for a time, but becoming more alarmed, ran through the woods, greatly excited,

into town. They ran until out of breath and reported the Indians coming, and the citizens went to the river to see the first steamboat that came and landed at Madison. Scape pipes in those days were made very small and great force was necessary to drive the steam through them. For that reason, a noise was made of a very peculiar kind. It would shriek and then bang away like the report of a gun or horn.

This was about 20 years before Heinrich and Maria got to Cincinnati, but while we are thinking about this time in history, let's look at a few first-hand accounts of what life was like in the ten and twenty years before Heinrich and Maria came to Cincinnati, because it is very likely they heard many of these stories when friends and acquaintances sat before a fire on a winter's evening telling stories. Here are some stories from *Pioneer Stories of the Calumet* on *jstor.org*. The first story gives us good information about toll bridges, stages and stage houses, as well as enlightening information about the time in history when the Indians were still living in areas with white settlers and how the two interacted together. This story occurs during the time when Heinrich and Maria were living in Cincinnati, but the narrator lived in the north of Indiana near the current city of Gary, about 275 miles northwest of Cincinnati.

REMINISCENCES OF MRS. HENRIETTA GIBSON (January 2, 1922) Our family came by way of Detroit to Chicago in 1846, and to Ainsworth station, now called South Chicago, on February 27, 1850. There was only one building there. That was the depot, and a man by the name of Spears was agent. Father traded two horses and a wagon and harness for forty acres where Hegewisch is. That part of the country was called The Calumet region. It was nothing but a wilderness of swamps, and the government sold the land for a dollar and a quarter an acre. Our farm was right where the U. S. Rolling Stock company factory is located, at Hegewisch. Father bought the James H. Cassidy inn at the toll bridge, in 1850, and bought the stage house from Mr. Brum ley in 1853. That was about a half-mile from the fork of the Calumet river. The driver of the stage coach always blew a horn before he came in. Stages ran on a regular schedule like the railroads, so we knew when they would come and watched for them. Father would have horses hitched at the barn, or relay station, so they could go right on to Chicago. The station was on the north side of the river at Hegewisch. George Bunt kept the toll gate there and charged three cents for each team that was driven across the river. There were lots of Indians there. They kept their wigwams right at the forks of the Grand Calumet, about a half mile south of our stage house. They were Pottawatamies. Chief Shaubenee often came there on business. He was very friendly. My mother often hired the squaws to work about the house, but they wouldn't take any money for it because their husbands would take it from them, so my mother gave them flour and eggs. One name was Naominequay (Na-o mi-ne-quay'). She could talk English, and was rather nice looking. I played with the Indian children a great deal and acquired a kind of a dialect so I could talk with them. Two of the girls had English names, Mary and Elizabeth. The boys hunted with bows and arrows; the older men, with old fashioned guns. Shaubenee was short and thick-set and had long hair. In cold weather he wore a blanket and fairly good Indian clothes, including the leggings, blanket and moccasins, and he always wore hoop earrings. His blanket was red, trimmed with a black border. Most of them wore gray. He used to say, "I be Shaubenee own Shaubenee Grove." That was the way he introduced himself. Once he brought two girls to our house. I think they were his daughters. They went to Notre Dame college and were fine girls. They dressed like Americans and played lovely on the piano. He was proud of them and wasn't satisfied to have them like the other Indian girls. When they came home they always came

by stage. The Indians always went to the Straits of Mackinac in summer. They were lazy, and did nothing but hunt and fish. They were all Catholics, and we could hear them worshiping in the morning. They would kneel down to the sun and chant. I often went with my father to their wigwams. The squaws made baskets, moccasins and miniature canoes of birch bark. They ornamented the things with porcupine quills. They made flowers on the edges of the canoes and stained them with berries. Most of them left in 1862, as Tolleston was building up then and the whites were coming in fast and crowding them out. Father sold the stage house there to Doctor Egan, of Chicago. I was married in 1860 and I only saw a few Indians after that. My husband was the first station agent at Tolleston. While we were there two boys called one day on their way home from college. They were tall, straight and nice looking. They asked if I remembered them, but I didn't; then one re minded me of something that had happened at their camp when I had visited it, and then I remembered them. His name was Antone. They were both well dressed. After we moved to Tolleston I saw an encampment in Gary, or where Gary is now. It was on the edge of the Calumet marsh right down here at Twenty-first avenue, south of the Michigan Central and just north of the Pennsylvania railroad, about a half a mile east of where Broadway is. I saw some of the Indians we knew at Hegewisch, and often saw Shaubenee out here. One day when I was there they had quartered muskrat and yellow hard corn they were cooking in a big camp kettle that looked like a soap kettle. It set out in the open, and they had sticks set up, with one across them to hang the kettle on. They dipped the stuff out and ate it with some kind of wooden spoons or gourds. They were pleased to have us come to see them, and they offered me some of the soup. I didn't want to taste it, but tried it to please them. I didn't like it, for they didn't use any salt or other seasoning. The encampment was in a valley at the base of a large dune they called Coup ne-con. Con Sheffier removed the dune and he found the remains of an Indian in the sand. He gave them to the Tolleston school and I suppose they are there yet. We knew the Joe Bailly family well. I used to play with Rose and Frank. I visited them and they visited me at Grandma Gibson's. They were half or part Indian and were beautiful girls and well educated. But their grandmother was real Indian. She lived in a hut by herself, and wore a broadcloth skirt, leggings and a shawl. She was swarthy and had straight, black hair, but was rather nice looking. Most of the Indians had clear-cut features. A half breed French and Indian lived near them with the Indians. His name was Jean Baptiste Cloochie. We called him "Clookie." A man in Chicago by the name of C. D. Wicker married one of the Bailly girls and took a fancy to the half-breed. He arranged to have him stay with my mother-in-law at the Gibson Inn, a mile or two east of Tolleston, where Gary is. He lived there for twenty odd years and died when he was about ninety years old. He was buried in Tolleston. That was in 1864. He was a fine old fellow and everybody liked him. The Indians were nice to you if you were nice to them, but it didn't do to anger them. Ernest Hohman married an Englishwoman and kept a stage where Hammond stands. It was north of the river. Gibson station, near there, was named after my father-in-law's brother. He had a farm between Gibson and Hammond. George Toile, a man who manufactured surgical instruments, invested a good deal in land around here, and built a house near where Lewis A. Bryan's place is. Tolleston was named after him. My mother-in-law, Anna Maria Gibson, kept a stage house where the Froebel school building stands. It was called the Gibson Inn. She first went there in 1837, and her husband, Thomas Gibson, built the inn in 1837 or '38. He came from Columbus, Ohio, in 1835. The hotel was a good, two-story, hewn low building, which he built on the forty acres. It faced east on the old wagon road about where Madison street is, is near as I can remember. It was a little north-east of where the school building stands. I

couldn't say how many feet from it, but it was right close by. The barns stood about where the building is. The inn was close to Gibson Run, a small creek, and there was another small stream near there. There were no other buildings nearer than at Miller's (Miller station) and Tolleston. They sold out during the stock yards' boom. The tavern was still standing in 1861 but was torn down shortly after. The stage route ran from Detroit to Michigan City, from Michigan City to Gary, or where Gary is now, and from here to Chicago. The drivers would come from Michigan City to "Mother" Gibson's inn. We called mother-in-law, "Mother." They generally got their dinner there, then came to our place at Hegewisch for supper, then went to the Five-Mile house, near Douglas monument; that was called Chicago then. The stage crossed the Michigan Central about where Madison street is in Gary and then ran to Hammond. They kept four and sometimes six horses on the stage. When I picked huckleberries around here there were no houses, except the Gibson inn. We lived in a two-story house where the Tolleston station stands. My husband got fifty dollars a month, wood for heating, light and rent, as station agent for the Pennsylvania and Michigan Central railroads. Lewis Kanothe came out in 1858 or '59 and started a little grocery at Tolleston ; then Charles Kunert and George Wendt came. Mr. Kunert bought and sold huckleberries and made a lot of money on them. I have caught pickerel and black bass right where the Gary hotel stands. There was a slough, or swamp, there that was fed by a stream from Long lake, near Miller. It didn't cost much to live then; we had fresh milk, butter and cream, cranberries, honey from wild bees, mallards and other game. In the early part of 1865 I had company at Tolleston and had cooked potatoes for dinner. I put the parings in a pail and set them on a bench back of the house. Pretty soon we heard some bumping and knocking against the side of the house and I went out to see what the matter was. A deer had been attracted to the salt in the potatoes and put his head in the bucket to get at them. His horns had got fast against the bale and he couldn't get out. He shook his head, then started to run with the pail still sticking. He jumped the high board fence and the pail came off. He ran for the woods, but my husband started after him with a gun and soon brought the deer back. As late as in 1865 he took a vacation from the railroad and hunted deer from September to April. He shot eighteen, and they were all killed around here and where Gary stands. He showed me where he killed one right where the Lake Shore station was built. He killed his last in 1880 on this side of Michigan City. It happened to be on Thanksgiving day, and it seemed that everyone wanted to see the deer. He sold it to Mr. Brinkman, a market man, and he gave it to the state. The head is mounted at Indianapolis and there is a plate under it which tells when and where it was killed. I don't think there is a foot of ground around here that I haven't tramped over to pick huckleberries, and little did I think then that such a fine city as Gary would ever be built on those hills and swamps.

The next account, in the same geographical region, is by Mrs. Mary Vincent and talks about taverns, stagecoach travel, roads, including the old corduroy road, tolls, and Indians.

The roads were bad and we had to cross a bridge about a mile long, south of Baillytown. Father and mother knew the Joseph Bailly family well and often stopped there. There was another family by the name of Dillingham that they knew. There was only Indians around Deep River, and we had no near white neighbors. It was all hazel brush around Valparaiso, and but one man lived there. He was a sort of hermit. Solon Robinson was at Crown Point. There was a tavern four miles west of us, south of Lake station (now known as East Gary) and between Wood's mills and Centerville (now Merrillville). It was kept by Mr. Pierce. The Gibson house is the only building I remember of being where Gary is now. It was along the stage line. They used to run a stage from LaPorte to Chicago.

Our place was on what is now known as the Lincoln highway, the state road running to Joliet. We always took the stage to Chicago. There was a corduroy road that crossed a marsh at Westville, nine miles east of Valparaiso. They paid toll to travel from Michigan City to Westville. In about 1851 we all went down to Lake station to see the first train come in. It was on the Michigan Central, and people came from miles to see it. I remember it well, for I was ten years old at the time. There was a small hotel there then, and I believe it is still standing. There was a tribe of Indians at Michigan City and they often came out to Deep River to hunt and trap. In about 1841 or '42 about five hundred came through Deep River. They were Pottawatamies. They were moved out west and they stopped near us for two days to rest and to let the squaws do their washing. There were several guards with them. One of the officers stayed with us while they camped there. When California was opened up there were lines and lines of covered wagons passing our place from early morning until late at night. They came from Michigan and different states. Many of the travelers stopped and camped near us and would come to the house to get water and supplies.

Here are several more stories we can read just for fun, from the *Indiana Magazine of History*. The first one is about stoves, saws, and matches, the second one about early election processes, the third one about making treaties with Indians for land and how to get the "log rolling" in the legislature to build roads, the fourth one about Indian squaws, and the fifth one about a panther encounter.

Up to 1828 there was no such thing known as a cast stove. John Sheets brought a seven-plate stove from the east to town for his stove, but there were no cook stoves until 1835 or '36. It was stipulated when I got my wife that I was to furnish a "cooking stove" for our kitchen. In 1825 there was no such thing as a wood-saw. We boys had to chop our wood with an axe. And another great trouble was, such things as matches were unknown until about 1835, and then they were of the rudest kind. First you had to have a vial with some kind of a preparation in it and a stick with sulphur on the end and when poked into this vial it would ignite. At last, some man invented our present match. At first they had to have a piece of black sand paper, and when rubbed on this paper it would ignite. These were called Locofoco matches and they gave the name to the old Democratic party in this wise: The Tammany party was divided on some questions in New York City, and when one party found they were in the minority, blew out the lights; the other party was not to be outgeneraled and immediately struck a light and proceeded with their meeting, and Prentice of the Louisville Journal ever after called it the "Locofoco" party. Before these matches were invented, while living in the country, I was careful not to let the fire go out, and, if I did, the next morning, wet or cold, I would have to post off to the nearest neighbor to "borrow" a little fire.

The first Monday of August in each year was election day for State officers. On the present courthouse corner, and near the public well would be two or three barrels on end, heads out, full of whiskey, with tin cups hung on them. Each party would chalk its name on the outside of the barrel. By evening they would be nearly empty and the men full. At one of these elections, John Paul, Jr., and Brook Bennett were candidates. Paul's friends were voting and shouting "Hurrah for Paul." Young John Bennett became indignant and jumped on a stump and hurrahed for daddy.

General Tipton, of Logansport, about 1826 made a treaty with the Indians, and induced them to give lands enough to make a road one hundred feet wide, from Michigan City to some point on the

Ohio river. Congress left it to the Indiana legislature to locate said road. All the river towns in the State wanted it, and for two years our legislature was in continual excitement. A few years before this, the Wabash Canal was asking for an appropriation, and they wanted one vote in the Senate and two in the House to pass it through. Jefferson county could do just what it wanted and our representatives were promised that if they would do so when Jefferson county would come to the legislature and say "Wabash Canal" every man would go for them. They did so and it was their political death. But this road was to come before the legislature the next winter. Cincinnati money was freely spent to take it to Lawrenceburg and had so far succeeded as to get it to Napoleon. Now James R. Wallace stepped forth from Jefferson county and reminded the Wabash Valley men of their promises. In a moment a member of the valley moved to strike out Lawrenceburg and insert Madison. On this he moved the previous question, and Madison got the Michigan road. This is what was called "Log Rolling" in our legislature.

The Indian squaw in camp did not look like the pictures we have seen of them in books, but quite the reverse. They were as to appearance, larger than the men, but short and slovenly. The young squaw has bright, black eyes, but otherwise is not prepossessing. They examined my coat and how it was made very closely. I saw an old squaw hold up the chin and pinch her little papoose's lips together. I, boy-like asked her why she did so. She answered in substance, it would not take cold if it breathed through its nose while sleeping. All the papooses were strapped to boards of bark and set up against trees.

One more incident and I am done. A lady returning from a visit to a sick neighbor, just before dark one evening, discovered that she was being followed by a panther. She quickened her pace and the animal did the same. When she slackened her footsteps, the panther did likewise. Knowing that the brute would overtake her, she took refuge in a deserted cabin in a small clearing, hoping to outwit him. Instead of passing, however, he came up and clawed at the door. The woman climbed into the loft and the panther soon clambered to the roof and began tearing at the boards. Fearing that the panther would gain an entrance, she descended and the animal did the same. All night long the game of hide-and seek went on until daylight appeared, when the panther was frightened away by a passing hunter and the woman released. The strain and horror of that terrible night in the lonely cabin, besieged by the savage beast was too much for her nerves and she died a few days later from the effects of sheer fright. This lady's name, if I remember rightly, was Gowans.

Ah, it is so much fun to read historical accounts like this, but let's get back to our ancestors' Story. At this time, we believe that Heinrich and Maria probably did take a train ride during their time in Cincinnati, out of curiosity, but did not use the train as part of their journey to Iowa. As we have seen, they probably also did not use steamer travel. That leaves stagecoach or covered wagon travel. As we will see in a minute when we review stagecoach travel of the time, it was significantly faster than covered wagon, but often highly uncomfortable because of the condition of the roads. It would also be difficult with three small children, and it was more prone to robberies.

Let's return to the reasons why they left Cincinnati. They would have been unsettled by the tornado that ripped through Posey County, Ohio, on April 30, 1852, killing 16 people, with hailstones measured at 2.6 inches in diameter; and the one in January of 1854, just before they left, that

caused so much damage and killed 7 people, with an estimated wind speed of 173 miles per hour as it tore through Knox County, Ohio, uprooting nearly 50,000 trees. But they had heard that Iowa was not free of tornados and bad storms. They had also heard that Iowa winters might get colder than Ohio winters, with sometimes dangerous blizzards; but they were not strangers to cold weather, having grown up in the north of Germany. In my opinion none of the reasons we have talked about were the most important reasons why Heinrich and Maria left Cincinnati. Besides their adventurous spirit, which we have already alluded to, I think that there are three most important reasons: growing anti-German sentiment in Cincinnati, the opportunity to prosper and make money, and the settlement fever that gripped that part of the country when Iowa opened up.

Discussions of the growing anti-German sentiment in Cincinnati in the 1850s are not prevalent in the Ohio emigrant literature, nor, as we saw, was the anti-German hysteria of the early 1900s talked about much, perhaps out of shame and a wish not to acknowledge a painful part of our history. We saw that our German ancestors, even though they had been in this country for over 50 years by 1900 and were United States citizens, were included in the large category of "hyphenated Americans" labelled traitors during World War I and subjected to the hatred and harassment of the Anglo-Saxon nativism that flourished after the "Great Rapprochement" with Great Britain. This xenophobic racism was fueled by fears of the growing influence of the burgeoning German American population in the fields of American commerce, politics and culture. The war with Germany, of course, provided the inflammatory rhetoric to fuel the anti-German hysteria of 1917-1918. There was no war in 1850s Cincinnati, but there was a phenomenon similarly fueled by hatred and fear of the growing German power and influence. It was called the Know Nothing Movement. "The Native American Party, renamed the American Party in 1855 and commonly known as the Know Nothing movement, was an American nativist political party that operated nationally in the mid-1850s. It was primarily anti-Catholic, xenophobic, and hostile to immigration, starting originally as a secret society. The movement briefly emerged as a major political party in the form of the American Party. Adherents to the movement were to reply 'I know nothing' when asked about its specifics by outsiders, thus providing the group with its common name." (Wikipedia). Let's look at the following from *Cincinnati-cityofimmigrants.com*.

From Cincinnati's founding in 1788, the first settlers were primarily of English and Scottish ancestry and members of Protestant denominations, such as the Baptist, Presbyterian and Episcopalian. In 1830, 5% of the city's total population had German roots. Within ten years the number of German-born immigrants reached 30%, and that number doubled between 1840 and 1850. Backgrounds and dialects of the Germans varied and religions consisted of a mixture of Catholic, Lutheran, Reformed, and Jewish. Germans founded hospitals and various cultural institutions in the city. By the 1850s, the German language was used in four newspapers, in all church school classes, for sermons at church, and in transactions at banks and stores.

Many German immigrants arrived in Cincinnati searching for new opportunities, and some came with funds to buy land. They often had technical skills or could work as tradesmen, such as butchers, bakers, or tailors; however**,** German Catholic immigrants were often denied work at publicly financed construction jobs, and were excluded from joining clubs established by native-born Cincinnatians. German customs clashed with the lifestyle of American-born Protestants who frowned upon the way that German families spent Sundays in theaters, saloons, and various singing societies. Catholic loyalty to the pope in Rome seemed to prohibit the notion that these foreigners could ever become proper American citizens. This anxiety grew, resulting in the formation of the "Know-Nothing" party in the 1850s. A political group of nativists, they were

alarmed as immigrants, Catholics, Jews and blacks streamed into "their city." The panic continued to grow, causing a major riot on Cincinnati streets.
After victory in the Franco-Prussian War of 1870, the country of Germany was formed in 1871. The anti-Catholic and anti-foreign sentiment – which had surfaced in many American communities at the same time – soon subsided in the face of the rising national controversy with the South over the extension of slavery. Abraham Lincoln was strongly opposed to the principles of the Know Nothing movement but did not denounce it publicly because he needed the votes of its membership to form a successful anti-slavery coalition in Illinois. Ohio was the only state where the party gained strength in 1855. Their Ohio success seems to have come from winning over immigrants, especially German American Lutherans and Scots-Irish Presbyterians, both hostile to Catholicism.

I do believe that the growing hostility and violence in Cincinnati toward German-American Catholics was an important factor in the decision of Heinrich and Maria to emigrate to New Vienna. The opportunity to prosper and make money was probably equally important.

If we review the land value statistics we find in *Farm real estate values in the United States by counties 1850-1982 – Center for Agriculture and Rural Development* in card.iastate.edu we find that in 1850 the "average value of farmland and buildings per acre" in Hamilton County, Ohio, where Heinrich and Maria lived from 1845 to 1854, to that in Dubuque County, Iowa, where they moved, we find that In Hamilton County the average cost of land per acre in 1850 was $83, in 1860 was $98. In Dubuque County the cost of land per acre in 1850 was $5, in 1860 - $13, in 1870 $29. If Heinrich and Maria had bought a farm in Cincinnati when they arrived there in 1845, as we think they did, and if that farm was an average 160 acres, they could have sold the farm for $13,280 in 1853. The farm that they bought in New Vienna in 1854 was 180 acres total, and they bought it for $450, or $2.50 an acre, leaving them a profit of $12,830 with which to build and furnish a house and buy stock and farm implements. Let's look briefly at the time of prosperity in Cincinnati when they lived there. This account is from *ohiohistorycentral.org*, *Agriculture and Farming in Ohio*.

Throughout history, farming has been a major component of Ohio's economy.

Prior to the 1800s, most people who called Ohio home earned their living through farming. Ohio's original settlers, the American Indians, at least partly supported themselves through farming. They grew corn, beans, squash, and pumpkins. Besides multi-colored corn, they developed varieties of eight and ten-row corn. They also grew numerous varieties of beans, including kidney beans, navy or pea beans, pinto beans, great northern marrow beans, and yellow eye beans. The American Indians planted corn and beans in small mounds of soil and often pumpkins, squash, or melons in the space between. Ohio American Indians grew many other vegetables, including turnips, cabbage, parsnips, sweet potatoes, yams, and onions and leeks. Europeans introduced the watermelon and muskmelon into North America in the seventeenth century, and American Indians in the interior were growing these fruits within a few years.

Europeans continued to rely on agriculture as the primary means of feeding one's family as they moved into the Ohio country during the mid-to-late 1700s. Most of the original Europeans to settle Ohio raised wheat, corn, and other grain crops. By 1849, Ohio produced more corn than any other state, and ranked second in wheat production. Farmers in southern Ohio also raised tobacco. It was the major crop in southern Ohio by the 1830s. During the 1600s, 1700s, and the 1800s, many people believed that tobacco had medicinal qualities. Farmers in southern Ohio also grew hemp, which they used to make rope and cloth. Numerous Ohioans also planted orchards from seeds that they brought with them to the region or purchased from residents living east of the

Appalachian Mountains. John Chapman, also known as Johnny Appleseed, played an important role in developing apple orchards in Ohio. Due to the climate, apples and peaches were especially easy to grow and became quite popular. Along the Ohio River, especially near Marietta, apple orchards flourished. Strawberries and Catawba grapes also grew well. Ohio farmers also raised livestock, most importantly cattle, sheep, and pigs. While all of these animals served as food sources for Ohioans, sheep also provided their wool to textile factories that opened in Ohio as early as the 1810s.

As Ohio's population grew in the nineteenth century, many residents began to diversify their economic interests. Some Ohioans even ventured into industry, but it is important to note that most early factories and industries grew out of Ohio's agricultural past. For example, by the 1810s, Dayton had a tobacco processing plant. Cincinnati became known as "Porkopolis" during the 1800s, because the city was the pork processing capital of the United States. Bezaleel Wells established a woolen mill in Steubenville in 1815, employing more than one hundred workers. Many manufacturers produced farming machinery, including Cyrus McCormick and Obed Hussey. McCormick invented the reaper, while Hussey developed an early version of the mower. Both of these men lived in Cincinnati during the 1830s. While some people developed new businesses, agriculture continued to dominate Ohio's economy. Many early businesses sold their products for grain crops. Many farmhands and skilled artisans also received payment in grain rather than in money. During the first half of the nineteenth century, a day's wages for a person was a bushel of wheat. Workers may also have been paid in corn at one and one-half bushels or in oats at three bushels.

Industries continued to grow as Ohio became more heavily populated and as available land became scarce. Production flourished in all types of factories and on farmlands as a transportation infrastructure came into existence. The first component of this system was paved roads and turnpikes. The National Road, the first paved (gravel) road to cross the Appalachian Mountains, connected Ohio with the East Coast by the late 1810s. These paved roads helped make transportation easier across the Appalachian Mountains, but most Ohio farmers who produced a surplus continued to sell their products locally or sent them down the Ohio and Mississippi Rivers to New Orleans. River traffic became even easier with the invention of steamboats. Canals arose during the 1820s and 1830s and diverted some of the traffic from the Ohio River especially in northern Ohio, where farmers sent their products across Lake Erie to the Erie Canal. The Erie Canal ended at the Hudson River in eastern New York and provided a quick route to East Coast cities. The Ohio and Erie Canal also provided Ohioans with a navigable water route connecting the Ohio River and Lake Erie. By the 1840s and 1850s, railroads connected Ohio with much of the rest of the United States. This allowed farmers and businessmen to transport their products quickly and relatively cheaply to market.

The Ohio economy grew for most of the nineteenth century, and many people prospered. While some Ohioans began to invest in other businesses, the vast majority of Ohioans, like the natives before them, continued to farm the land to ensure their survival. By the late 1800s, Ohio farmers had a more difficult time earning a living off the land. Competition from states in the West reduced the prices that Ohio farmers could receive when they sold their crops. New farm machinery also was very expensive, forcing smaller farmers out of business because they could not compete with their larger neighbors. There were periods of success for Ohio farmers, especially during World War I and World War II, as the United States provided its allies with food, but farming, for the most part, was in decline. Ohio began to rely increasingly more on industry and less on agriculture by the late 1800s. By the early 1900s, a majority of Ohioans lived in urban areas and found employment in

other industries besides farming. Still, agriculture remained an important segment of Ohio's economy during the twentieth and, now, the twenty-first centuries.

From touringohio/southwest *Southwest Ohio:*

The southwestern section of Ohio is the area which became developed first in the late 1700s after it was made safe for early settlers coming down the Ohio River to stop. Beyond this point was mostly wilderness with unknown risks. Fort Washington provided protection and was a sign of civilization, which was a sign of safety and opportunity.

The land surrounding this area had been extensively surveyed and could be purchased with some degree of certainty that the deed was legal. In time the area around the old fort became known as Cincinnati, the Queen City of the West. From there, the area began developing rapidly. Not far north of the Queen City, the village of Dayton became the center of industry in Ohio. Early industrial pioneers found the area an ideal location to begin new businesses here because of its location, its people and the variety of transportation modes that crossed here.

Early on Cincinnati's prime industries were metalworking, wood products, and pork packing. By 1835, Cincinnati was the nation's pork packing center. It was even given the nickname *Porkopolis*. Hundreds of pigs would move through the downtown streets on their way to the slaughterhouse. One of the side industries resulting from so much pork processing, was the manufacturing of candles and soap. One of those industries was Procter and Gamble which started in 1837.

An item of interest to us today, as used to paying for things with dollars, half dollars, quarters, dimes, nickels and pennies as we are, is the way money was used in Heinrich and Maria's time.

It was hard to make change in these times, as money was scarce. The old Spanish dollar was universally used, together with half dollars and twenty-five-cent pieces, bits (121/2 cents), and fips (6 cents) ; the ten-cent pieces passed for 12i/2 cents, or eight for a dollar. In 1831 or 1832, when Jesse Whitehead opened store, he used to bring out a keg full of ten and five-cent pieces and make change for anyone wanting it, and gave eight dimes and sixteen five-cents for a dollar. So they were soon called "Jesses" and "Half-Jesses." Before this, they used to cut the money and so get change. For instance, if I owed a man 6*4 cents, I would cut a 25 cent piece into four pieces, and a half dollar to eight, or a half for a quarter dollar and cut the other half into four parts, so on with the dollar, etc. This cut money was called "Sharp shins." (*The Pioneers of Jefferson County*, *Indiana Magazine of History*)

It is clear that Heinrich and Maria were in Cincinnati during a period of prosperity and growth. We do not know if they grew tobacco, but we are quite sure that they grew corn and developed proficiency in raising hogs for market, which they continued to do in Iowa. Getting their hogs to market may have been easier in Cincinnati where farmers had the options of steamboats and

railroads. While we are talking about food, should we take a quick look at what Heinrich and Maria would have eaten?

Ohio's early culinary heritage
In all times and places, people cook what they know. Folks setting forth into the great Ohio wilderness brought recipes and cooking apparatus from home. Wagon trains enroute required "camp" cookery reminiscent of soldiers and explorers (think: Lewis & Clark, Daniel Boone). Most of the folks relocating from the original 13 states were already familiar with "New World" ingredients and substitutions. "Old World" heritage still played a big role in food choices and combination. Germans, English, Pennsylvania Dutch, French modified America's bounty to satisfy homeland tastes.

"Ohio was settled by veterans of the Revolutionary War who were given land grants ... The pioneers in Ohio experienced many of the same lifestyles as their forefathers when they settled the East Coast. Cooking was done in iron pots in the open hearth. Food was raised or hunted. The pioneer women baked once a week in the hearth oven. Cookies and bread were baked first, followed by cakes and pies ... Almost every farm home had a bean separator, since beans were a major ingredient in the farm diet. This hand-made machine, which threshed ... beans, could be operated by dog power... Other items of the early Ohio kitchens were sausage stuffers and a lard press ... Many settlers brought their native customs and cuisines to Ohio. The transplanted New Englanders brought with them their recipes for baked beans and salt pork and molasses. Dumplings made with sour milk, chicken potpie ... Some of these early settlers used bread stuffings for pork and beef, mainly to stretch a meal ... The Germans brought their love for sausages, sauerkraut, and hearty meat and potato meals. Czech immigrants brought one of their favorite dishes -- fish boiled with spices and served with a black sauce of prunes, raisins, and almonds ... No fruit was more important to pioneer life than the apple ... John Chapman, better known as Johnny Appleseed, left a trail of apple orchards throughout Ohio ... Many of the first permanent settlers of Ohio were Germans from Pennsylvania ... Cincinnati was established after the War of 1812 and became an elegant metropolis. Oysters were the luxury food ... In the mid-nineteenth century Cincinnati was the world's greatest pork-packing center, turning hogs from Ohio, Indiana, and Kentucky into hams and sausages."
---*Taste of the States*, Hilde Gabriel Lee [Howell Press:Charlottesville VA]

Given the fact that we think Heinrich and Maria were adventurous, I like to think about them going to a local restaurant one night to sample oysters simply because they were curious.