

poured from factories—a sign of progress, many believed—but it was also a threat to cleanliness and health. As Booth Tarkington's hometown of Indianapolis embraced manufacturing and grew into a city, the novelist lamented it, stating that as Indianapolis "heaved and spread, it befouled itself and darkened its sky."

Finally, the age of industry brought troubling questions about the role of government. Should government interfere with the marketplace? Should government regulate railroads, prevent young children from working in factories, or limit pollution of water and air? Initially, Hoosiers tended to answer no to these questions. Most preferred a government that was small and weak. Most put protecting individual freedom at the top of government responsibilities rather than forcing people to do this or that. Yet, massive industrialization with its unprecedented changes pushed more Hoosiers to call for regulation.

For some traditional Hoosiers there remained doubts about the new age of noisy railroads, smoky factories, and congested cities. Hoosier poet James Whitcomb Riley captured this sentiment in 1895:

*You kin boast about yer cities, and their stiddy growth
and size, / And brag about yer County-seats, and
business enterprise, / And railroads, and factories,
and all sich foolery— / But the little Town o' Tailholt
is big enough for me!*

Fast forward ninety years. At the end of the twentieth century (and even today), some Hoosiers still agree with Riley. Singer-songwriter John Mellencamp echoed the poet's feelings in the lyrics to his 1985 hit song, "Small Town":

*Got nothing against a big town
Still hayseed enough to say
Look who's in the big town
But my bed is in a small town
Oh, and that's good enough for me*

Inland Steel Workers

In this 1942 image steel workers stand in front of the Inland Steel Harbor Works in East Chicago, Indiana. Factories such as this often employed immigrants who moved into surrounding neighborhoods. The haziness in this photograph makes it easy to realize the negative effects of industry—dangerous working conditions, smoky skies, and polluted waterways.



5.1

Indiana in the Railroad Age

*The transportation of our people is at the mercy
of men who never see us, who know nothing of us,
and care nothing for us.*

— Indianapolis Daily Journal, February 27, 1873

Railroad construction in Indiana began booming in the late 1840s to early 1850s, as it did in the rest of the nation. In just one generation, pioneer modes of transportation were partially replaced with this dependable, rapid phenomenon.

MADISON AND INDIANAPOLIS RAIL ROAD.

The Madison and Indianapolis Rail Road Company, having this day taken possession of the Rail Road under the authority of a late Act of the General Assembly, now respectfully announce to the public, and especially travellers and business men, that the Line will be kept in operation, for the conveyance of travellers and freight, every day in the week, except Sundays, and under the personal care of experienced and attentive men. It will be the ambition of the Company that the high reputation of the Rail Road, from no accident having ever occurred on it, shall be maintained. Strict attention will be given to the comfort of travellers, and the careful and prompt delivery of freight.

The Directors have established a tariff of tolls for all the leading points from Madison to Columbus, upon a scale as low, it is believed, as any road in the West; and which is so arranged as to encourage and facilitate the trade and exportation of the surplus of the country. The board hope to have the road extended to Columbus, so as to convey passengers and freight to and from that point by the month of June next.

Until the road shall be completed to Scipio, the rate of tolls on freight, from the depot at Griffith's will be the same as heretofore charged by the State, except that instead of taking State Scrips, as heretofore, all payments will be required in par funds, subject, however, to a deduction of twenty-five per cent. from the nominal charges.

The Board of Directors having, in their efforts to extend the road, contracted large debts in the purchase of iron, are compelled, from necessity, to require the tolls to be paid in par funds, which only will discharge such indebtedness.

The Directors and Stockholders having embarked, with much present sacrifice and hazard, in the effort to extend this great work, so indispensable to the interests of the country, appeal with confidence to their fellow citizens for patronage and acquiescence, in the policy adopted by the Board in the administration of the operations of the road.

The Board feel assured, that a community so deeply interested in the extension of the road, will readily perceive that whatever prospers the Company, will hasten the extension and final completion of the whole Line, as to this object the arrangements and energies of the Company are and will be earnestly directed, as far, as by the expected aid of their fellow citizens, and the income of the road, they shall be enabled.

N. B. PALMER, Pres't.
Madison and Indianapolis Rail Road Co.

MADISON, Feb. 18, 1843.

Completed in 1847, the Madison and Indianapolis (M&I) was the state's first major railroad, stretching from the Ohio River to the capital city. The M&I's north-south route was distinctive from later railroads, which ran east-west. Its route illustrates two characteristics of early Indiana railroads: (1) they were feeder lines intended to help—not replace—river transportation, and (2) Indianapolis, a major destination for many, was a magnet, drawing the metal rails to it, and eventually becoming a hub with many spokes. [See Indiana's Rail Network map on page 116.]

The New Albany and Salem Railroad (later known as the Monon) was the longest of the early Indiana railroads. It ran for 288 miles and connected the Ohio River with Lake Michigan. When the line was completed in 1854, Indiana had eighteen railroad companies that had laid more than 1,400 miles of track. Most were short-line railroads of fewer than 100 miles. Small-town politicians, businessmen, and farmers could see the economic advantages for their town being on a railroad line. An unconnected town could not prosper, and would eventually fall behind and die.

Madison and Indianapolis Railroad

The president of the Madison and Indianapolis Railroad released this document about railroad operations when his company took over building the Madison-Indianapolis line in 1843. The entire line was opened in 1847. Along the top of this document is a picture of an early steam locomotive, likely from around the 1830s, pulling railroad cars that look similar to stagecoaches.

Railroads became the nation's first big businesses. Early Indiana railroads eventually hooked up with the vast national networks when the great east-west trunk lines moved from New York, Philadelphia, and Baltimore to connect with Chicago and Saint Louis. The Pennsylvania and the New York Central were the two largest systems. By 1920 these two companies operated almost half of Indiana's 7,812 miles of track.

In spite of the convenience and economic benefits the railroads provided, they also had many critics. Hoosier farmers with only one line serving their area complained bitterly of the resulting unfair monopoly rates they were charged to ship their produce and goods. Other people resented the Eastern control, or, as one critic expressed it, control by "combinations foreign to our State, whose local interests and business sympathies are elsewhere than in Indiana." The choices made by the Pennsylvania Railroad in its headquarters

in Philadelphia, Pennsylvania, had lasting effects on Hoosier towns and on much of the state.

In general, northern and central Indiana benefitted more from the expanding railroad networks than did the southern part of the state, where the hilly terrain made it more difficult and expensive to lay track. Tunnels and bridges cost big bucks. In Greene County, in the southwest part of the state, the Tulip Trestle (also known as the Greene County Viaduct) was the state's longest and most spectacular railroad bridge and cost much more than track laid on flat lands to the north.

Tulip Trestle

The Tulip Trestle, also known as the Greene County Viaduct, was built in 1906—a year before this photograph was taken—near Bloomfield, Indiana. The bridge, one of the longest of this type in the world, stretches nearly half a mile over the fields below and is still in use today.

Indianapolis, the Railroad Hub

Indianapolis bids fair to become the largest inland capital in the Union.

—Lafayette and Indianapolis Railroad Company
Annual Report, 1851

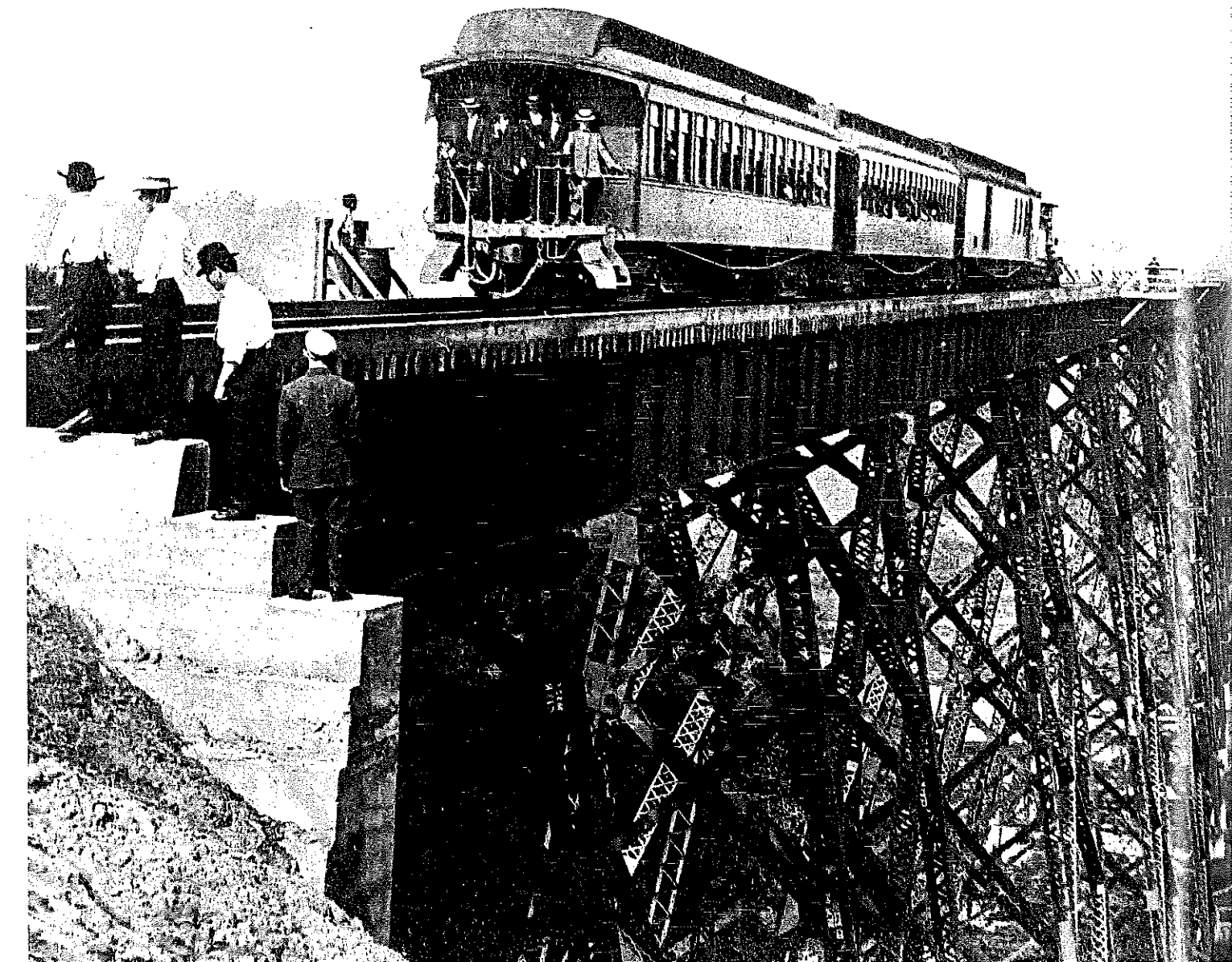
Before the 1850s, Indianapolis was the state's political center, but it was significantly behind cities such as Madison and New Albany in industry. However, the town's central location was ideal for the new mode of transportation—the railroad. In 1847, when the M&I Railroad connected Indianapolis with the Ohio River, Indianapolis quickly evolved from an ordinary country town to a city with an expanding population and economic activities. This sudden growth was no flash in the pan. By 1860 Indianapolis was the focal point of the state, tying together all corners of the state because it was the center of Indiana's railroad system. According to historian Carl Abbott, Indianapolis "was the nerve-center where churchmen argued dogma, reformers planned crusades, and politicians scratched each others' backs."

Everyone knows that when it comes to real estate, it's all about "location, location, location." The railroads

turned Indianapolis's central location from an arguable disadvantage in terms of its accessibility to a strategic advantage. Not only did the railroads connect the city to all parts of the state, they made it accessible to neighboring states. This resulted in economic as well as cultural growth.

The completion of the M&I spurred a manufacturing boom in Indianapolis by reducing the cost of coal transport from the Ohio River. Factories sprang up to process everything from pork to lumber and to produce machinery, furniture, carriages, and other goods.

City promoters argued that because it was within a half-day journey of eighty of the state's ninety-two counties, Indianapolis was an ideal site for "any Institution or business that looks to the patronage of the people of the State." Newspapers supported the city's bid to host the 1860 Republican Convention and argued for moving Indiana University to Indianapolis. However, as successful as the city was in many areas, Abraham Lincoln received his party's 1860 nomination at the Republican National Convention in Chicago and Indiana University remained in Bloomington.



Waterloo Station

Goods on freight wagons wait to be loaded onto this incoming train at Waterloo Station in Waterloo, Indiana. Trains provided speedy travel for Hoosiers while also supporting commercial interests by shipping goods and raw materials.

COLLECTIONS OF THE INDIANA HISTORICAL SOCIETY

5.2

Changes in Agriculture

*Oh, the moonlight's fair tonight along the Wabash,
From the fields there comes the breath of newmown hay*

— Paul Dresser, "On the Banks of the Wabash,
Far Away" (1897)

In 1913 Hoosiers designated "On the Banks of the Wabash" by Paul Dresser their state song. It was a nostalgic choice. Freshly mown hay and hog pens remained, but farming and rural life had been changing for decades.

Though Indiana remained a farm state, fewer men were working on farms—from 66 percent of Hoosier men working on farms in 1850 to only 31 percent in 1920. Manufacturing, transportation, trade, and urban service jobs gradually replaced farming as the main ways Hoosiers made a living.

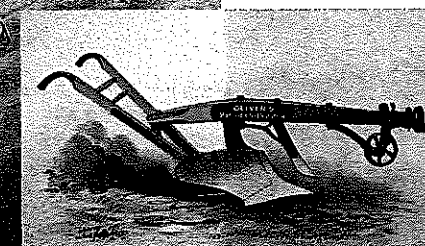
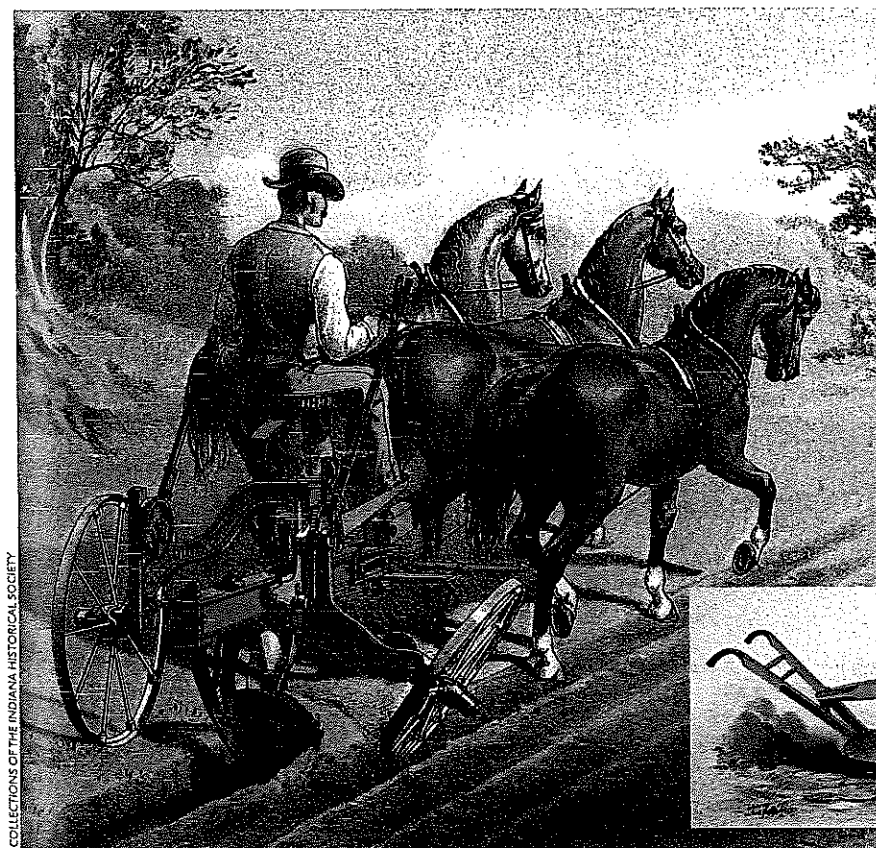
Mechanized Farming

Down on the farm, pioneer methods were giving way to modern methods as farmers acquired new, labor-efficient machinery. By the 1880s farmers began replacing wooden plows with iron and steel plows, specifically James Oliver's chilled-iron plow, produced in the world's largest plow factory in South Bend. They also began using seed drills to sow seeds, mechanical mowers to cut hay, and reapers to harvest. With the new machinery, came more horses. Replacing human power with horse power meant that a single man could farm more acres. Steam power also increased productivity, especially with the massive threshing machines that separated grain from chaff.

Such changes were happening throughout Indiana, but they were concentrated in the northern and central parts of the state, where the land was flat and fertile. Farming in southern Indiana lagged behind. Due to the hilly terrain and poor soil quality, southern Indiana farmers had less money to invest in new technology

The Oliver Chilled Plow

Early pioneer plows were made of wood and later ones from cast iron. They were heavy, often difficult to use, and the metal was subject to breakage in hard soil full of rocks, stumps, and roots. In 1857 James Oliver, a Scottish immigrant in South Bend, Indiana, patented a new kind of plow using steel and iron and a new cooling process that created a durable blade that would stay sharp over many uses. His factory in South Bend produced thousands of plows per year and sold them to farmers across the country during the late-nineteenth and early-twentieth centuries. In these images, ca. 1885, you can see the Oliver Chilled Plow at work.



Interurban Traction Terminal

Passengers gather at the Traction Terminal, the interurban hub in Indianapolis. Before automobiles were readily available, interurbans were a way for people to commute from their homes in smaller towns to Indianapolis. These people may have been commuting to work, shopping, or conducting other business in the capital city.

The Rise of Interurbans

The interurban business has developed into a great industry in Indiana, furnishing employment for a great army of men at very good wages. It is also very advantageous to travelers. They can come or go at any hour of the day, where previously they had to spend half their time waiting for trains.

— Fred B. Hiatt, *Indiana Magazine of History*,
September 1909

After the innovation of steam-powered locomotives and railroads, the next development in transportation was the quieter electric-powered cars of the interurban. The first interurban lines opened in the 1890s and were specifically designed for the short distances between towns and cities. In 1914 there were 1,825 miles of interurban rails in Indiana—second only to Ohio.

The first interurban entered Indianapolis on January 1, 1900, and the city soon emerged as the center of the state's extensive interurban system. By 1910 thirteen lines and nearly 400 trains daily served the city. The Terre Haute, Indianapolis and Eastern Traction Company alone stretched 402 miles from the eastern to the western border of the state and linked Indianapolis with cities such as Crawfordsville, Danville, Frankfort, Lafayette, Lebanon, and Martinsville, as well as extending from Terre Haute in three directions, to Clinton and Sullivan, Indiana, and to Paris, Illinois. Most of the lines stopped at the Indianapolis

Traction Terminal, on the corner of Illinois and Market streets. Designed by the famous architecture firm of D. H. Burnham and Company, the Traction Terminal comprised two massive buildings. One was a shed for interurban cars. The other was a modern nine-story office building that provided many conveniences for travelers, including a restaurant, stores, barbershop, and a ticket office and waiting room.

Interurbans Phased Out

The use of interurbans declined after World War I. There were many accidents on the lines. The worst occurred in Wells County in 1910 when a head-on collision killed forty-two people. Few new lines were built after 1911 because there was little potential for profit. The growing popularity of the automobile and motor buses also presented a major threat to interurbans. The electric railways limped through the 1920s until the Great Depression hit in 1929 and dealt the final blow.

In 1941 the last interurban train departed the Traction Terminal, and the majestic building became the main bus station. By the late 1960s, its train shed was destined for the wrecking ball, and in 1972, the Traction Terminal Building was also demolished. All that remains of the razed landmark are two stone eagles that once stood at the entrance to the train shed. Today, they guard the steps of the former Indianapolis City Hall, built in 1910 on Alabama Street.