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*Everyday Life:*  
**TRANSPORTATION**

**WALTER A. HAZEN**

 GOOD YEAR BOOKS

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## Dedication

To Martha, Jordan, and Allison

## Acknowledgments

Grateful acknowledgment to my editor, Laura Strom, who has guided me through several books in Good Year’s “Everyday Life” series. Without her advice and support, this book would not have been possible.

I would also like to thank Roberta Dempsey, Acquisitions Manager at Good Year, for giving me the opportunity to be a part of such an exciting project. Her support and confidence in me is likewise appreciated.

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# Table of Contents

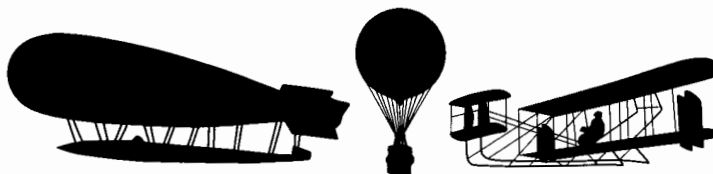
Introduction	1
<b>Chapter 1— By Foot, Horse, and Canoe</b>	<b>2</b>
Finish a Story	6
Complete a Word Search	7
Make Complete Sentences of Fragments	8
Account for the Short Life Expectancy	9
<b>Chapter 2— Roads and Canals</b>	<b>10</b>
Keep a Canal Boat Diary	14
Solve Some Road and Canal Math Problems	15
Make a Shoe Box Diorama	16
Recall What You've Read	17
<b>Chapter 3— Riverboats and Sailing Ships</b>	<b>18</b>
Know Your Shipping Terms	22
Draw a Picture of a Boat	23
Sail with Billy to California	24
Make Inferences from What You Have Read	25
<b>Chapter 4— Wagons and Carriages</b>	<b>26</b>
Write a Time-Travel Story	30
Wagon and Carriage Crossword	31
Solve Some Word Problems	32
Name Those Synonyms and Antonyms	33
<b>Chapter 5— Railroads, Streetcars, and Other Means</b>	<b>34</b>
Draw a Picture of an Early Bicycle	38
Write a Lead Paragraph for <i>The Baltimore Blab</i>	39
Use Context Clues to Complete Sentences	40
Interpret a Bar Graph	41
<b>Chapter 6— Automobiles, Trucks, and Buses</b>	<b>42</b>
Create a Dialogue	46
Solve an Automobile Puzzle	47
Make False Statements True	48
Draw Conclusions from Pictures	49





## Table of Contents *continued*

<b>Chapter 7—Bridges and Highways</b>	<b>50</b>
Make a Cereal-Box Report	54
Name Those Highways and Interstates	55
Solve Some Word Problems	56
Fill In a Venn Diagram	57
<b>Chapter 8—Balloons and Biplanes</b>	<b>58</b>
Draw an Early Aircraft	62
Early Flight Crossword	63
Find Facts About Blimps and Zeppelins	64
Write a Letter	65
<b>Chapter 9—Steamships and Atomic-Powered Vessels</b>	<b>66</b>
Arrange in Chronological Order	70
Interpret a Bar Graph	71
Complete a Word Search	72
Use Context Clues to Complete Sentences	73
<b>Chapter 10—Modern Airplanes and Jets</b>	<b>74</b>
Keep a Joy-Hop Diary	78
Make an Airplane Mobile	79
Make False Statements True	80
Solve Some Word Problems About Flight	81
<b>Chapter 11—Rockets and Space Shuttles</b>	<b>82</b>
Arrange in Chronological Order	86
Make a Bulletin-Board Display	87
Use Your Critical Thinking Skills	88
<b>Answers to Activities</b>	<b>89</b>
<b>Additional Resources</b>	<b>92</b>





## Introduction

**A**mericans have always been a people on the go. Daniel Boone helped set the tone in the late 1700s by stating that when he could see the smoke from his nearest neighbor's chimney, the time had come to move on.

Like people everywhere, colonists in the beginning “moved on” by either foot or horseback. Then they learned to make canoes and dugouts from the Indians and did much of their traveling by water. But a water route did not always go in the direction they desired. So they were forced to come up with other means of travel.

*Everyday Life: Transportation* is the story of how those other means developed. It follows Americans from the time they went about on foot and horseback to when they first blasted off from Cape Canaveral in a space shuttle in the late 20th century. In between, it accompanies them as they bounce along on crude roads in equally crude carriages and stagecoaches or float down rivers on flatboats and keelboats. It continues to follow them as they cruise along on steamboats, clipper ships, and then magnificent ocean liners. Further, it relates their excitement as they experience trips in early trains, trolleys, and motor vehicles. And it goes right along with them as they brave those early rickety airplanes and later enjoy the speed and comfort of modern jet airliners. Almost every means of transportation used in America's long history is covered.

As with other books in Good Year's “Everyday Life” series, *Everyday Life: Transportation* is written in a style designed to appeal to young readers. Each chapter contains interesting stories and anecdotes and is followed by activities that span the entire curriculum. I am certain students will find *Everyday Life: Transportation* both informative and interesting.

Walter A. Hazen





## By Foot, Horse, and Canoe

**L**ife was simple in the early days of our country. If you wished to travel, or rather, if you had to travel, you walked. You chose a narrow Indian path heading in the general direction you wanted to go, and you set out. If you were very young or very old or in ill-health, you rode pickaback, or piggyback. And if you were very lucky, you didn't get lost.

Early settlers traveled only when necessary. Trails were poorly marked, and possible danger lurked at every turn. There might be a hostile Indian hiding somewhere along the way, or even a highwayman, or bandit. (Yes, there were bad guys even in those innocent days.) To offset the danger of being attacked, colonists usually traveled in groups.

Even after the colonies were well established, people still traveled primarily on foot. Round-trip walks of twenty miles or more were not uncommon for settlers who had to go into town for provisions. Such treks caused shoes to wear out quickly and kept village cobblers busy.

As time passed, pioneers who pushed farther into the wilderness blazed, or marked, trails for others to follow. They did this by making notches on trees that bordered the paths on which they traveled. These trails were so narrow that only people on foot and horseback could use them. Roads as such did not appear until well into the colonial period.

Daniel Boone leading a group of pioneers through the Cumberland Gap into what is now part of the state of Kentucky.



Foot was the means of travel for those who accompanied Daniel Boone through the Cumberland Gap of the Appalachian Mountains into Kentucky in 1769. Earlier, Boone, along with his parents and eight brothers and sisters, had walked the entire distance from Pennsylvania to North Carolina. And even after crude roads were built, there were always hearty souls who walked to where they were going. Many of the Mormons who set out for Utah in the 1840s walked every foot of the way, pushing their belongings along in handcarts. Even after roads were improved, pioneers without either horses or wagons traveled them on







foot. One family was observed in 1811 making its way on foot along the National Road that ran from Cumberland, Maryland, to Vandalia, Illinois. These people walked the entire 600 miles with all their worldly possessions crammed into a wheelbarrow.

## Travel by Horse

If you were fortunate in those early days, you owned a horse. If you didn't, you might share a horse with another person. A system of travel developed that was called ride-and-tie. It was a unique method that allowed at least four people traveling to the same destination to ride part of the way. And part of the way, of course, they walked.

Here is how the ride-and-tie method worked. Imagine that four travelers set out together for the same location. Two started on foot and two on horseback. The two on horseback rode ahead several miles to a predetermined spot, where they dismounted, tied the horse to a tree, and continued on foot. The two who had begun the journey on foot walked until they came to where the horse was tied. They then took the horse and traveled for several miles to another predetermined place, where they in turn tied the horse to a tree and once again sallied forth on foot. The two who had ridden the horse at the beginning then walked until they could claim the horse again. Thus the travelers alternated riding and walking until they reached their destination. Such a simple method allowed all four to complete the journey without becoming overly fatigued.

Sometimes a person traveling

Traveling by horse or wagon was a luxury in the early days of our country. Some people walked the entire 600 miles of the National Road.







by horse was faced with crossing a river. If the river was particularly deep, the traveler might make use of a ferry service. Such services began almost as soon as the colonies were founded. At first they consisted only of canoes. For a few pennies a rider was ferried across the river by the owner of the canoe. There was no extra charge for the rider's horse swimming along behind.

With horses such valuable property, laws were quickly passed to deal with thieves who took them and committed other crimes as well. For the first offense, the guilty party had the letter *B* for "bandit" branded on his forehead. The second time around, he was branded again and given a severe whipping. The third offense meant death. And for any crime committed on Sunday, the outlaw had his ears cut off as an added punishment.

It was best to behave yourself in those early days of our country!

### **Canoes and Boats**

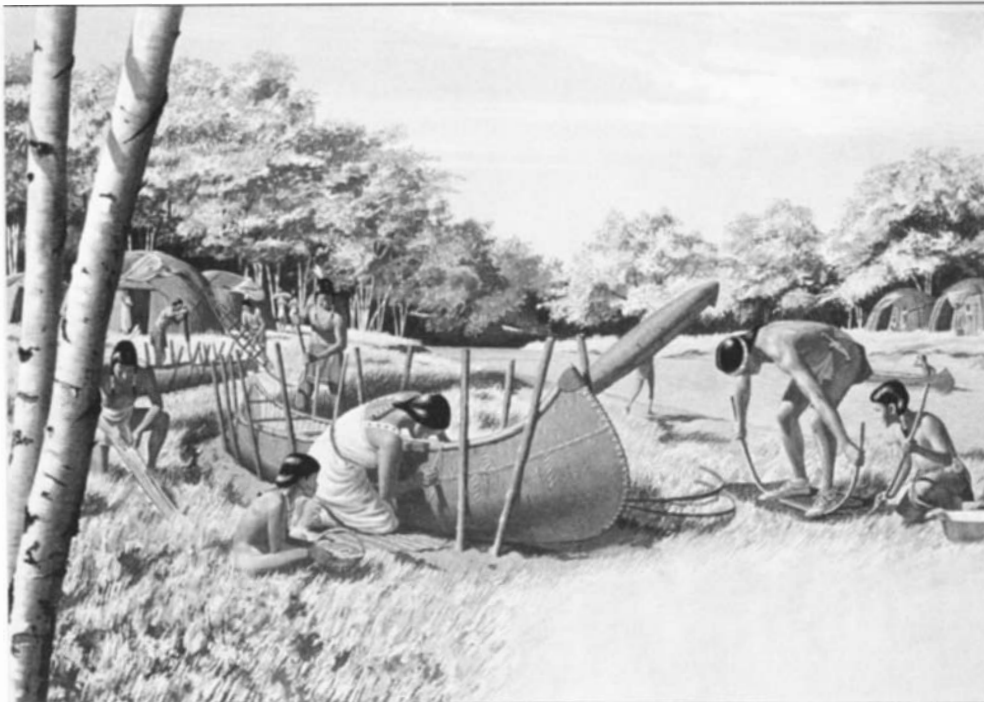
Native Americans shown building a canoe of birch bark and white cedar wood.

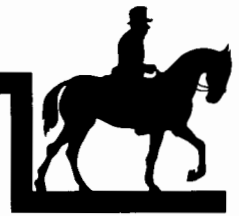
Next to walking, the easiest way to get around during colonial times was by canoe or boat. Since many settlements sprang up near a river or some other waterway, any person in possession of a canoe or boat had no problem traveling to another location that could be reached by water.

Early settlers learned to make canoes and dugouts from the Indians. A canoe, of course, is a light boat consisting of a framework covered with bark,

animal skin, or canvas. In the case of the Indians, canoes were usually covered with bark. A dugout is exactly what the name implies. It was a larger boat cut or burned out from a big log. More about dugouts in a moment.

Most canoes were of the birch-bark variety. The kind of birch tree used to make such canoes is called paper birch or white birch. Sometimes, for





obvious reasons, it is called canoe birch. Birch was preferred for canoe-making because the bark is thin and light and can be removed from the tree in strips. Although a birch-bark canoe held only one or two people, it was easy to transport and handled well in the water.

Contrast the birch-bark canoe with the elm-bark canoe of the Iroquois. The country of the Iroquois, which corresponded with what is now New York state, contained few birch trees. So the Iroquois fashioned their canoes from the bark of the elm tree. Although the elm-bark canoe was heavy and clumsy in the water, it did have one advantage over its birch-bark cousin: if the Iroquois were attacking a stockade (a defensive barrier) or blockhouse (a small fort), they could stand their canoes on end against the fort's wall and climb up the rough bark of the boats' bottoms.

Early explorers and colonists adopted the birch-bark canoe because of its light weight. One man could carry it across even a long portage, the land over which a boat has to be carried from one river or stream to another. With the birch-bark canoe, an adventurous explorer or pioneer could go almost anywhere.

The dugout was a completely different kind of canoe. It was the type of boat used by the Massachusetts Indians who greeted the Pilgrims in 1620. Commonly made from a pine log, the dugout usually measured about 20 feet in length and was from 2 to 3 feet in width. It carried six people. An American Indian could make a dugout in about three weeks. We can only assume that it took a settler a trifle longer.

And so, by foot, horse, and canoe, Americans got to where they wanted to go in those early days of our nation's history. Travel became somewhat easier when roads and canals started to appear in the late 1700s and early 1800s.



The canoe was a major form of transportation in America for many years. This photograph from the late 1800s is of a Seminole Indian family near Miami, Florida.







Name \_\_\_\_\_ Date \_\_\_\_\_

## Complete a Word Search

In the word box are 30 words from Chapter 1. Find and circle each in the word search. They run horizontally, vertically, and diagonally. None are inverted or backwards.

PATH	PIGGYBACK	TRAIL	PIONEER
CANOE	BLAZE	WILDERNESS	FERRY
MORMON	DUGOUT	HORSE	DANIEL
APPALACHIAN	BOONE	CANAL	OUTLAW
TRANSPORT	DESTINATION	UTAH	BIRCH
COLONIAL	INDIAN	KENTUCKY	SETTLER
IROQUOIS	STOCKADE	COBBLER	TRAVELER
MASSACHUSETTS	PORTAGE	PILGRIMS	

T E N N E S S E E X M A R Y L A N D C  
 R T T A P I G G Y B A C K O R L A N O  
 A O R P R O B B L I S S O U T L S W L  
 N W A P A C K S I T S P R I N C E T O  
 S N I A Z A A K K R A X I X N T R A N  
 P U L L C N D N E F C G H L I D J K L  
 O L M A D O P N A O H H P K F Q I R A  
 R S T C U E O D V L U W X E Y R Z A L  
 T A B H C D R A D E S T I N A T I O N  
 E F G I H I T N S J E K L T P R M M N  
 O P Q A R S A I E E T T U U V A W X S  
 Y P Z N X K G E Y S T Z P C C V T D F  
 R I S T X K E L G C S T D K Z E Z H X  
 M O R M O N F B G H I J L Y B L A Z E  
 A N B C D E H O R S E X L E M E N O P  
 Q E R S T I R O Q U O I S U R R V W X  
 F E R R Y Y Z N Y T Z S T O C K A D E  
 Y R Z C K X P E Q A R T D D X Y A B C  
 C O B B L E R D F H G H J D U G O U T





Name \_\_\_\_\_ Date \_\_\_\_\_

## Make Complete Sentences of Fragments

All of the statements here are fragments. They are not sentences because they lack a subject, a verb, or some other necessary part. Rewrite each as a complete sentence on the line provided.

1. When people traveled about in colonial times.

\_\_\_\_\_

2. Danger along the trail.

\_\_\_\_\_

3. Because roads were rough and few.

\_\_\_\_\_

4. Narrow trails that were poorly marked.

\_\_\_\_\_

5. As Daniel Boone neared the gap.

\_\_\_\_\_

6. Traveling through the mountains.

\_\_\_\_\_

7. Paddling along in a dugout.

\_\_\_\_\_

8. A bend in the road.

\_\_\_\_\_

9. Stripping bark from a birch tree.

\_\_\_\_\_

10. Ferry service across a river.

\_\_\_\_\_

11. Because canoes made of elm were heavy.

\_\_\_\_\_

