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OFFICE OF
Indian Affairs
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Int. Dept

Nov 21-98

DEPT. OF THE INTERIOR
RECEIVED
DEC 5 1898
INDIAN DIV.

In regard to the man-
ufacture of Spring wagon
harnesses at Carlisle
School for use at
Indian Agencies

2 inc.

J. Seely Dec. 3/98
" Pratt Dec. 9/98.

[Handwritten signature]

Nov. 26/98

After further discussion with
the Com. and Maj. Pratt
the latter proposed to
make a buggy such
as he thought suitable
from the photo.

try the experiment
anyway, to which
the Com. assented.
To get such for
the material labor
wanted.

[Handwritten initials]

AUTHORITY

59221 RECEIVED
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INDIAN AFFAIRS. DEC 6 1898

[Handwritten initials]

J.T.B.

E.A.W.

DEPARTMENT OF THE INTERIOR,

WASHINGTON, November 21, 1898.

52808

The Commissioner of Indian Affairs.

Sir:-

I transmit for your information, a letter from the Superintendent of the Indian School at Carlisle, Pa., on the subject of the manufacture of spring wagons, buggies and harness for use at Indian agencies, brought out by inquiries in a letter addressed to him by the Department on the 17th instant, in consequence of certain remarks regarding wagons made at that school, in a communication from Agent Harding, of the Yankton Agency, transmitted with your letter of the 11th instant.

I am especially anxious that this industry should be encouraged, not only at the Carlisle School, but at any others where they may have the necessary facilities, and as it now seems that a better class of wagons is made at Carlisle than those mentioned by Agent Harding, I have, in other communications of even date, authorized the shipment of two to him and one to the Kiowa Agency, to fill requisitions from those agencies. Harness for the Yankton Agency should, if practicable, also be supplied from Carlisle School, it appearing that they are fully equipped to make any kind of harness desired, if supplied with proper leather for its manufacture.

In respect to the manufacture of buggies, two of which are needed at the Yankton Agency and one at the Kiowa, the

Superintendent states that he would be glad to undertake making lighter vehicles, and asks authority to expend not exceeding \$500 in the purchase of materials of all sorts, and the employment of an expert at the beginning, at about \$15 per week, in preparing for the manufacture of that class of vehicles. He would also like to know the style of buggy that would suit the needs of the service, when he would buy one as a guide and sample.

If it is your judgment that it would be beneficial to the service to manufacture buggies at that school, I shall be glad to grant the proper authority.

Very respectfully,

Thos Ryan
First Assistant secretary. *sy*

8290, Ind. Div., '98.
2 inclosures.
M.E.W.

8290



52808

Indian Office,

Incl. No.

1898

Indian Industrial School,

Carlisle, Pa. *Nov. 18* 1898.

Pratt, R. H.,

Captain 10th Cav'y, Supt.

*Regarding Wagons
and Harness, (their
manufacture)*

see 8140/98

AUTHORITY

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OFFICE OF INDIAN AFFAIRS.	DEC 6 1898

*To I. O. with letter,
Nov. 21. 1898.
" Pratt Dec. 8/98*

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INDIAN DIV.

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Department of the Interior,

INDIAN SCHOOL SERVICE,

OFFICE OF SUPERINTENDENT,

Carlisle, Pa., November 18th, 1898.

Hon. Thomas Ryan,

Acting Secretary of the Interior,

Washington, D.C.

Sir:

Replying to your letter of November 17th in regard to the manufacture of spring wagons, buggies and harness at this school, and having special reference to the case of the Yankton Agency, S.D., I have to respectfully advise you that our reports show we have furnished in years past three wagons to this agency; one in 1884, one in 1887, and one in 1892. At the time of shipping these wagons our facilities were not as good as they now are, nor did we make nearly as good a wagon as we now do. We have always used the best of lumber and keep it in store from one to three years, but prior to '95 we had no good storage for our lumber and some of it remained out of doors. Now it is all stored over the blacksmith shop under cover. Then for quite a number of years we suffered in our reputation because of the quality of iron furnished us under department contracts. We have always asked for best Norway iron, bolts, etc., but were frequently sent ordinary, and sometimes very ordinary, iron. We then made a three spring and a platform spring wagon, which we supplied to the Government, delivered in New York, for \$59. Our spring wagons as now made have 1-1/4 steel axles, two Concord side springs, and two Elliptic end springs, three movable seats and a full curtain movable top. The iron, bolts, are all of best Norway material. The lumber has been stored so that it is

52808
thoroughly dried, and we use the best of Sarven's patent wheels, which are the best I know of for a dry climate, and I have had very considerable experience. Wagons are completed with brakes and pole, as shown in photograph herewith.

In regard to the manufacture of a lighter style of wagon or buggy, I would be glad to undertake this additional feature, as there will be an increasing demand for such wagons in the Indian Service, for the reason that the long overland journeys, requiring an extra heavy conveyance, are much less frequent than formerly.

It would be well if the Department could settle on the kind of wagon it would like. I will then buy one and undertake the manufacture of it, but to make a start at this class of work, additional material, and material of a different sort, will be required, lighter axles, wheels, etc. I should also have to do what all other manufacturers do, that is purchase some ready-made parts, and for a time I should need the services of a more expert instructor than we now have.

In the purchase of material we are in the vicinity of the very best opportunities. One of our nearest manufacturing enterprises, less than 1/4 mile away, is an axle works, which turns out vast quantities of axles of all sizes of the best quality, and ships to all parts of the world. At Mechanicsburg, 9 miles distant, are made wheels and other parts. If you favor our undertaking this special work, I would suggest that I be authorized to expend in open market purchase of material of all sorts, and in the hire of an expert, the sum of \$500 to begin with. The man will cost about \$15 per week.

This matter has already had very considerable thought, from the fact that we have repeatedly been asked by different agents if we could make light wagons.

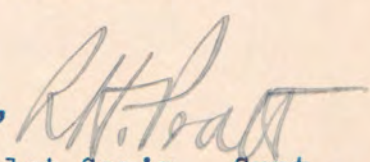
It will be especially important that we have an indication of the kind of a wagon required from the Department, because the kinds which are deemed necessary are as varied as the number of agencies to use them.

In regard to harness, we can make anything that the Department may want, even to the very finest for the use of a Presidents team. We have been handicapped for several years back by the Department ignoring our requests for proper leather. We have invariably asked for oak tanned leather, but have been supplied with hemlock, and that, too, of defective quality, and our reputation is made to suffer without our fault. At times in former years my wishes have been regarded, and we have had leather of the very best quality. If ordered to make any harness better than the regular issue harness, I should be compelled now to ask the Department to allow me to buy leather for it.

If we can have the material for wagons and harness, I will guarantee that we will turn out as good an article as the sample. We have never expected to make money out of our productions. We have only desired to have the widest opportunity to instruct our pupils. If we make no fine harness or special surreys, buggies, etc., it is evident that our pupils will have no instruction in this line.

Awaiting your commands, I am,

Very respectfully,



Major 1st Cav'y., Supt .

(Dictated) Mc