

Peck's Travelling Directory

The traveller's directory for Illinois : containing accurate sketches of the state ... list of the principal roads, stage and steamboat routes ... rivers ... internal improvements .. with much other information : the whole is intended as a companion to the new sectional map of Illinois

John Mason Peck

1839

General View of The State of Illinois.

Situation. — The *State of Illinois* is of irregular shape, and is situated between 37 and 42 degrees, 30 minutes, north latitude, and between 10 degrees, 25 minutes, and 14 degrees, 25 minutes, west longitude from Washington City.

Boundaries. — It is bounded on the north by Wisconsin Territory, northeast by Lake Michigan, east by Indiana, south by Kentucky, and west by Missouri and the Territory of Iowa.

Extent. — Its extreme length, from the mouth of the Ohio, to the northern boundary, on the third principal meridian is 378 miles ; — and its extreme width, from the west side of Hancock county to the east side of Vermilion county, is 212 miles ; — its average width is about 150 miles. The area of the whole state, including the portion of Lake Michigan within its boundaries, is about 60,000 square miles, or 38,400,000 acres.

The water area of the state is computed at 3,750 square miles, or 2,400,000 acres.

The irreclaimable waste lands in Illinois are vastly less than those of other states.

We have no mountains, very few swamps and quagmires, but what admit of easy drainage, and no land so impoverished, but what in time it will be valuable. The lands termed “ irreclaimable wastes,” do not exceed 6,400 square miles, or 4,000,000 of acres,— leaving 50,000 square miles, or 32,000,000 acres of arable land.

Lands submerged by high waters, but which may be protected at a moderate expense, are not included in this estimate.

Pace of The Country and Varieties of Surface and Soil

The general surface is level, or moderately undulating, the northern and southern portions are broken, and somewhat hilly, but no portion of the state is traversed with ranges of hills or mountains. At the verge of the alluvial soil on the margins of rivers, there are ranges of " bluffs" intersected with ravines. The bluffs are usually from fifty to one hundred and fifty feet high, where an extended surface of table land commences, covered with prairies and forest of various shapes and sizes.

INTRODUCTION.

No one, who has not toiled in the same field of labor and research, can know the difficulties to be overcome, the perplexities in which he will be entangled, and the more so as he strives for accuracy, and the labor to be performed in preparing a book that shall be a true guide for the Emigrant or a Directory for the Traveler. With vividness of imagination, correctness of taste, a few general facts, and an easy, flowing pen, an author may make an entertaining and instructive book about any of our western states.

But if he aim at accuracy in description, particularity in detail, brevity and system, so as to furnish all the information the Traveler, the Emigrant,—(or *Immigrant* as the modern term is,)—the man of business, or the distant reader desire, he has to toil for it. He must possess habits of close and discriminating observation ;—he must visit important places, and gather his information from personal inspection ;—he must keep up a constant and extensive correspondence ; — and he must avail himself of every source and species of intelligence that he may be able to furnish all the information his readers expect.

Much has been written in by-gone years to develop the resources and the advantages of the portion of the Great Valley that lies bordering on the Mississippi, and the regions beyond. The author of this work has spared no pains nor expense in procuring a library of all the books written upon the western country that have come within his reach.

And though still deficient in some scarce and valuable works, it is really interesting to see how many have labored in the same field before him, or are co-workers, and how much has been done to give to the world correct knowledge of this very important portion of our common country.

The most valuable works that have fallen under the notice of the writer are here briefly mentioned. Leaving the journals and works of Joliet, LaSalle, Tonti, Hennepin, La Hontan, Du Pratz, Du Mont, Charlevoix, Bartram, Carver, Farmer, Volney, and other Europeans, whose writings are now our chief sources of information of the aborigines, and of the early settlements on the Mississippi, I shall confine myself to those whose labors have been performed since the commencement of the present century, and chiefly to those who have been, for a period, residents in the country about which they have written.

A scarce, and yet most valuable work, especially for its exactness and particularity in determining by a series of astronomical observations the latitude and longitude of various points on the Ohio and Mississippi rivers, is the *Journal of Andrew Ellicott*, who was commissioned by the United States Government for determining the boundary line between the United States, and the possessions of the crown of Spain. This commission was executed in 1796, '97, '98, '99, and 1800.

The next work deserving notice is “ *Sketches, Historical and Descriptive, of Louisiana, by Major Amos Stoddard, of the U. S. Army.*” Major S. took possession of Upper Louisiana, as Missouri was then called, in 1804. He spent about five years in Upper and Lower Louisiana. The “ *Sketches*” show great industry in collecting facts, and skill in arranging them. The author evidently was a gentleman of science, literature, good taste, and sound judgment.

The journal of *Lewis and Clark* across the Rocky Mountains, and to the Pacific Ocean, in 1804, 1805 and 1806, furnished a vast amount of original intelligence of the “ Far West,” at that period.

Ross' Adventures on the Columbia River, from 1811 to 1817, and Irving's *Astoria*, furnish additional information of that region.

Breckinridge's Tour in Upper Louisiana, should not be overlooked as a valuable work in its day.

Pike's Expedition to the sources of the Mississippi, and through Louisiana to the Mexican Dominions, during 1805, 1806 and 1807, contained a vast body of information of the country at that period.

Harris' Tour west of the Alleghany Mountains in 1803, evinces industry, candor, patient research, and a mind devoted to science. It is confined chiefly to the state of Ohio and the shores of the Ohio river.

Shultz' Travels in 1807 and 1808, deserve notice, especially as exhibiting candor, and a desire to be fair and impartial in his descriptions. He visited Illinois, St. Louis, and the Missouri Lead Mines, besides making an extensive tour through the western and southern states, both by land and water. Shultz was a foreigner, but he took unwearied pains to be correct in his descriptions, and forms a happy contrast with the British tourists in general at that period.

Bradbury's Travels in the Interior of America in 1809, '10, and '11, contain much valuable scientific and general information of Illinois, Missouri, and the regions of the west. Bradbury was an Englishman and deserves credit for his impartiality.

Michaux, (the elder and younger,) and *Nuttall*, as naturalists, have done much to develop the botany and other branches of the Natural History of Illinois, Missouri, and Arkansas.

Birbeck's Letters from Illinois in 1817, should not be overlooked. But as other European writers at that period, with a few honorable exceptions, appear to have been delighted in giving frightful exaggerations of the inconveniences of western Americans, Mr. Birbeck evidently erred on the other side. Every thing in Illinois and the west, appeared to him in the fairest colors and the most flattering aspect.

H. R. Schoolcraft, Esq., was an early laborer, as he has been an industrious and successful one, in developing the resources of the Great West. His “ *View of the Lead Mines of Missouri*,” with observations upon Missouri, Arkansas, and the adjacent regions, from a tour in 1818 and 1819, is an invaluable work, and almost the only source from whence accurate and particular information about the minerals of Missouri can be gained. His expedition to the sources of the Mississippi in 1831 and 1832, throws much additional light on that region.

Beck's Gazetteer of Illinois and Missouri, compiled in 1819 and 1820, while the author was a resident of St. Louis, is an invaluable work of the kind, shows great research, and patient industry in collecting a vast amount of original matter, all of which is arranged in a neat and scientific manner. Dr. Beck's was the real pioneer of all similar works in these two states.

Darby's view of the United States, to which frequent reference is made in the geography of the western states, should not be overlooked in connection with those writers who have furnished information of the geography and resources of the west.

James Hall, Esq., is an early and successful laborer in this field. His "Letters from the West," published in the *Port Folio* some years since, are sprightly, graphic, and original. The "Illinois Monthly Magazine," and subsequently the "Western Monthly Magazine," contained much that was valuable and new. His "Notes on Illinois," published in the Magazine, contain a large amount of important facts, in a condensed form. More recently his graphical and instructive "Sketches of the West," in two volumes, have been read extensively.

Flint's Recollections, a sprightly and valuable work of the kind, was first published in 1826. His "History and Geography of the Western Valley," appeared in 1832. They are both valuable works, indispensable to a library of western literature and intelligence.

The *Expeditions of Major S. H. Long and his Corps*, first up the Missouri, and then up the Mississippi, the St. Peter's, Lake Winnepeek, and to the Red River colony of the north, with the notes of Messrs. Say, Keating and Calhoun, compiled by W. H. Keating, contain a large amount of information concerning the regions they explored.

There are two Reports made by *G. W. Featherstonhaugh*, United States' Geologist, and published by order of Congress, both of which furnish a body of valuable information on the geological structure and mineralogy of the western states and territorial regions.

The First Report contains the account of a reconnoissance made in 1834, through the western states, and a particular examination of the elevated country between the Missouri and Red Rivers.

The Second Report, is from a geological reconnoissance made in 1835, from Washington City, through Pennsylvania, Ohio, Michigan, to Green Bay in the Wisconsin territory, and from thence to the Coteau de Prairie, and the dividing ridge between the heads of St. Peter's and the waters of Missouri rivers.

A "*View of the Valley of the Mississippi*," was compiled by the Rev. R. Baird, while traveling through the same region in 1831 and 1832, and published by H. S. Tanner, and contained in a condensed form much valuable information, and was creditable to the author as a statistical work.

There are several other works, written in a sprightly and interesting style, that our readers would like to consult, and from which much useful information may be gleaned. Of these, Hoffman's "*Winter in the West*," published in 1835, and "*The Far West*," in 1838, by E. Flagg, Esq., each in two volumes, deserve particular notice.

The author of this work, a few years past, little thought of being engaged in this field of labor. About ten years since, the people of the northern and middle states began to turn their attention to what was then considered "The Far West." Enterprising individuals, and occasionally a small colony would venture thus far from "home," but no general attention was called to this quarter. The philanthropic efforts to supply the western population with facilities for obtaining the scriptures, and to promote the moral welfare of the rising gener-

ation by Sunday School instruction, were amongst the causes that awakened this attention. Illinois, especially, excited much inquiry. So many and frequent were the calls for detailed information of the writer by numerous correspondents, through several states, that the only alternative to relieve himself from an onerous burden and gratify his friends and correspondents, was the compilation of a small Book, which was issued from the press in 1831, under the title of “ *A Guide for Emigrants, containing Sketches of Illinois, Missouri, and the adjacent parts.*” A portion of the facts and observations he had made while traveling extensively through those states for the preceding fourteen years, were thrown together hastily, without attempt at method or literary display. Subsequently, at the solicitation of many of his fellow citizens in Illinois, some of whom fill distinguished posts of honor in the state and nation, he compiled a *Gazetteer of Illinois*, which was published in 1834. In 1835-6, the first edition of his Guide for Emigrants having been exhausted, and application being made for a second edition, he revised the whole work, changed the title page to that of “ *A New Guide for Emigrants to the West,*” collated and condensed a large mass of statistical and other information of all the western states and territories north of the Ohio river, including Missouri and Arkansas, and, in short, made a new book. Subsequent editions for both the “ *Gazetteer*” and the “ *Guide*” have been published.

In the spring of 1834, not a single map of Illinois was in existence that deserved the least character for accuracy. At the period of the publication of the Map of Illinois, Missouri, and Arkansas, taken from the surveys by E. Brown and E. Barcroft in 1825, but a little more than one half of Illinois had been surveyed, and many inaccuracies were made in the locations of towns, the names of streams, and many other particulars. The same difficulty existed in all the “ *Pocket*” and “ *Traveler’s*” Maps issued by the publishers in the eastern cities. Not one was accurate. The writer felt that the state was sustaining an injury from the very defective and inaccurate means of information usually found on the maps. Obtaining the assistance of JOHN MESSINGER, Esq., an old settler of St. Clair county, a surveyor and a mathematician, noted for his knowledge and correctness, and who had been employed by the Government to perform some of the most difficult surveys in the state, he made a small pocket map, with the township lines drawn according to the surveys, and the towns and roads located where they should be. In performing this work he struck off about one third of the towns that appeared on other maps, but which had no real existence. They had been laid off in an early day of town speculation, had obtained a place on the maps, by those who were interested therein, but never were inhabited. The sites of some of these paper towns, could not now be found without the aid of a surveyor and his compass.

While in New York, the writer became acquainted with the publisher of this work, J. H. COLTON, Esq., who was engaged in publishing a new map of Michigan with the sectional lines and other marks pertaining to the land surveys, and was solicited to undertake the execution of a map of Illinois on a similar plan.

Associated with Mr. Messinger, the work was undertaken and completed in the spring of 1836. It proved a much more difficult and laborious task than at first supposed.

The *theory* of U. S. Land surveys supposes correctness, but *practice* shows many deviations. In running long meridian and base lines, there will be some divergence by the best compass and most skillful surveyor. In running off townships, perfect accuracy is not ordinarily attained, and hence in subdividing a township into sections, the quarters on the *north* and *west* sides are expected to produce excesses or deficiencies. About every thirty

miles, what is termed a “correcting,” or “standard base” is run, and hence the reader will perceive the township lines on the map are not connected for a greater distance.

On all the large rivers, the fractional sections near the streams, and especially where the bottom lands are inundated, or contain ponds and sloughs, as those on the Illinois and Mississippi rivers, are left unsurveyed for a period, and portions of those lands have never yet been meandered out. Along the Mississippi, in some places the current has washed away the land for half a mile or more, and in other places, alluvial deposit has been made since the first surveys. The same cause has changed the shape and the position of many islands. Hence it is difficult, and sometimes impossible, to ascertain exactly the line of the rivers. In some instances townships have been left undivided into sections in the first surveys, and reported as waste land. These we have thought best to fill up with the sectional fines as though they had been actually surveyed.

In the early surveys of this District much inaccuracy and some illegality were suffered to exist. Every U. S. Deputy Surveyor acts under oath, which is specific as to his labor, field notes and plats, but instances have occurred in which the field notes and plats in townships in the large prairies, were made out in the camp, as if the lines had actually been run !

The ferruginous and other local matter often affects the magnetic influence, and defective compasses cause errors in the lines. On some of the plats the prairie and timber were not so accurately marked as desirable. All these and other causes increase the difficulty, and prevent perfect accuracy in the construction of a map from United States' surveys.

In placing the topography unwearied pains have been taken, and probably fewer inaccuracies will be found than on the map of any other state. In locating towns, villages and post offices, the section and quarter township and range of the site, have invariably been the subject of correspondence and inquiry.

The Department of the General Post Office furnished the writer with the names of all new offices, and correspondence with each post master enabled him to ascertain their exact location. The roads and the distances from point to point have been obtained by extensive traveling and correspondence.

The names given to the rivers and creeks are those by which they are known to the people in their immediate vicinity.

It will be perceived that a large district in the northern part of the state remains yet unsurveyed. The settlers in that region have surveyed by random lines, so as to ascertain the probable location of their towns, mill sites, farms and claims, when the country is legally surveyed and brought into market.

In placing town sites on the map, the compilers desired to be impartial and correct, that speculators in town sites and “fancy” cities might take no advantage. Hence they adopted a general principle, to place no town on the map unless it actually contained six dwelling-houses including stores, and as many families. County seats legally established, rail-road depots, and post offices were exceptions. It was soon discovered that this rule had been violated by the impertinent interference of interested speculators, or their agents, who in some instances, urged the claims of their “splendid” towns, at the publishing office in New-York, as important business points, and thus a number of towns obtained a locality and name

on the map, which had no other existence than that given to it by the surveyor and the lithographic printer. These have been erased in the improved edition. Persons who have town sites which they desire to have placed on the map, and which possess the requisite number of families, would do well to correspond with the compiler, and furnish him with accurate information of the locality and progress of their towns.

Those persons who have examined a BOOK published by *S. Augustus Mitchell*, of Philadelphia, entitled, “ILLINOIS IN 1837, WITH A MAP,” will find portions of that work copied into this. Nearly three-fourths of the pages of that Book were unwarrantably and illegally taken from the author’s “Guide for Emigrants,” and his “Gazetteer of Illinois,”—the fruits of his own industry, from his own researches, and of which either he or his publishers held the copy-rights. He has taken this opportunity of reclaiming his own property. The author by no means expects to preclude those who follow him from making a proper use of his labors, but when taken by wholesale—by whole chapters, sections and pages, he will claim his own property, and take measures to prevent future depredations.

The author has a long list of friends and correspondents from whom he has received aid in this as in his former works. Postmasters, clerks of the courts, members of the legislature, officers of the state, and many other citizens, have laid him under lasting obligations.

From public documents, both state and national, he has received much assistance.

J. M. P.

Rock Spring, Ill. April I, 1839.

“FROM THE NEW GUIDE FOR EMIGRANTS.”

Suggestions to Emigrants—Canal, Steamboat and Stage Routes—Other Modes of Travel—Expenses—Roads, Distances, etc., etc.

In the concluding chapter of this GUIDE, it is proposed to give such information as is always desirable to emigrants upon removing, or traveling for any purpose, to the West.

1. Persons in moderate circumstances, or who would save time and expense, need not make a visit to the West, to ascertain particulars previous to removal. A few general facts, easily collected from a hundred sources, will enable persons to decide the great question whether they will emigrate to the Valley. By the same means, emigrants may determine to what State, and to what part of that State, their course shall be directed. There are many things that a person of plain, common sense will take for granted without inquiry—such as facilities for obtaining all the necessaries of life ; the readiness with which property of any description may be obtained for a fair value, and especially farms and wild land ; that they can live where hundreds of thousands of others of similar habits and feelings live ; and above all, they should take it for granted, that there are difficulties to be encountered in every country, and in all business—that these difficulties can be surmounted with reasonable effort, patience and perseverance, and that in every country, people sicken and die.

2. Having decided to what State and part of the state an emigrant will remove, let him then conclude to take as little furniture and luggage as he can do with, especially if he comes by

public conveyances. Those who reside within convenient distance of a sea port, would find it both safe and economical to ship by New Orleans, in boxes, such articles as are not wanted on the road, especially if they steer for the navigable waters of the Mississippi. Bed and other clothing, books, etc., packed in boxes, like merchants' goods, will go much safer and cheaper by New Orleans, than by any of the inland routes. I have received more than one hundred packages and boxes, from eastern ports, by that route, within 20 years, and never lost one. Boxes should be marked to the owner or his agent at the river port where destined, and to the charge of some forwarding house in New Orleans. The freight and charges may be paid when the boxes are received.

3. If a person designs to remove to the north part of Ohio, and Indiana, to Chicago and vicinity, or to Michigan, or Greenbay, his course would be by the New York canal, and the lakes.

The same route will carry emigrants to Cleaveland, and by the Ohio canal to Columbus, or to the Ohio river at Portsmouth, from whence by steamboat, direct communications will offer to any river port in the Western States. From Buffalo, steamboats run constantly, (when the lake is open,) to Detroit, stopping at Erie, Ashtabula, Cleaveland, Sandusky, and many other ports from whence stages run to every prominent town. Transportation wagons are employed in forwarding goods.

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The most expeditious, pleasant and direct route for travelers to the southern parts of Ohio and Indiana ; to the Illinois river, as far north as Peoria ; to the Upper Mississippi, as Quincy, Rock Island, Galena and Prairie du Chien ; to Missouri ; and to Kentucky, Tennessee, Arkansas, Natchez and New Orleans, is one of the southern routes. There are, 1st, from Philadelphia to Pittsburg by rail roads and the Pennsylvania canal ; 2d, by Baltimore — the Baltimore and Ohio rail road,—and stages to Wheeling ; or, 3dly, for people living to the south of Washington, by stage, via Charlottesville, Va., Staunton, the hot, warm, and white sulphur spring's, Lewisburg, Charlestown, to Guyandot, from whence a regular line of steamboats run 3 times a week to Cincinnati. Intermediate routes from Washington city to Wheeling ; or to Harper's ferry, to Fredericksburg, and intersect the route through Virginia at Charlottesville.

Persons who wish to visit Indianapolis will stop at Madison, Ia., and take the stage conveyance. From Louisville, via Vincennes, to St. Louis by stage, every day, 273 miles, through in three days and half. Fare \$17. Stages run from Vincennes to Terre Haute and other towns up the Wabash river. At *Evansville*, Ia., stage lines are connected with Vincennes and Terre Haute ; and at *Shawneetown* thrice a week to Carlyle, Ill., where it intersects the line from Louisville to St. Louis. From Louisville to Nashville by steamboats, passengers land at Smithland at the mouth of Cumberland river, unless they embark direct for Nashville.

In the *winter* both stage and steamboat lines are uncertain and irregular. Ice in the rivers frequently obstructs navigation, and high waters and bad roads sometimes prevent stages from running regularly.

Farmers who remove to the West from the Northern and Middle States, will find it advantageous in many instances to remove with their own teams and wagons. These they will need on their arrival. Autumn, or from September till November, is the favorable season for this

mode of emigration. The roads are then in good order, the weather usually favorable, and feed plenty. People of all classes from the States south of the Ohio river, remove with large wagons, carry and cook their own provisions, purchase their feed by the bushel, and invariably *encamp out at night*.

Individuals who wish to travel through the interior of Michigan, Indiana, Illinois, Missouri, Wisconsin, Iowa, &c, will find that the most convenient, sure, economical and independent mode is on horseback. Their expenses will be from \$1,00 to \$1,50 per day, and they can always consult their own convenience and pleasure as to time and place.

Stage fare is usually from 6 to 8 cents per mile in the West. Meals at stage house, 37½ cents.

Steamboat fare, including meals.

From Pittsburg to Cincinnati, \$10

" Cincinnati to Louisville, 4

" Louisville to St. Louis, , 12

And frequently the same from Cincinnati to St. Louis ; varying a little, however.

A *deck* passage, as it is called, may be rated as follows :

From Pittsburg to Cincinnati \$3

" Cincinnati to Louisville 1

" Louisville to St. Louis, 4

The *deck* for such passengers is usually in the midship, forward the engine, and is protected from the weather. Passengers furnish their own provisions and bedding. They often take their meals at the cabin table with the boat hands, and pay 25 cents a meal. Thousands pass up and down the rivers as deck passengers, especially emigrating families, who have their bedding, provisions, and cooking utensils on board.

The whole expense of a single person from New York to St. Louis, via Philadelphia and Pittsburg, with cabin passage on the river, will range between \$40 and \$45. Time from 12 to 15 days.

Taking the transportation lines on the Pennsylvania canal, and a deck passage on the steamboat, and the expenses will range between \$20 and \$25, supposing the person buys his meals at 25 cents, and eats twice a day. If he carry his own provisions, the passage, &c, will be from \$15 to \$18.

Emigrants and travelers will find it to their interest always to be a little skeptical relative to the statements of stage, steam and canal boat agents, to make some allowance in their own calculations for delays, difficulties and expenses, and above all, to *feel* perfectly patient and in good humor with themselves, the officers, company, and the world, even if they do not move quite as rapid, and fare quite as well as they desire.

Roads, Distances, &c

Suppose the traveler enter the state at Chicago. He will find a daily stage to Ottawa, connected with a steam-boat to Peoria, and from thence to St. Louis, during navigation.

Suppose the traveler or emigrant were to pass down the Ohio river, and land at SHAWNEETOWN. He would find a stage three times a week to Carlyle, where it intersects the daily stage from Vincennes to St. Louis. From Equality, a semi-weekly stage runs by Frankfort, Nashville, and Belville, to St. Louis.

Suppose the traveler have occasion to land at the new “City of Cairo,” at the mouth of the Ohio, he will find no public stage yet running, for his accommodation ; but doubtless stages will start from this point soon, and rail-road cars, before many years, will carry him into the interior on the great central rail-road, now in progress of construction.

The city of St. Louis is a great western thoroughfare for travel and all sorts of business. The stage arrives here from Louisville, Ky., daily. Another stage route from the east reaches here by Columbus, O., Indianapolis, Ia., Terre Haute, Ia., and Vandalia, Ill. A third passes across the state by Springfield, the present and permanent seat of government.

To Vandalia.

(A road has been located on a direct course near where the line for the “National Road” is marked on the map, but which is not yet much traveled. The streams are not all bridged, and other obstructions exist. The reader will understand that the National Road has been finally located and worked no further west than Vandalia.)

Suppose the traveler passes up the Illinois river, for Carrollton, he will land at Newport — For Winchester, opposite Florence—For Pittsfield, at Florence—For Griggsville, at Phillip’s ferry—For Jacksonville, either Naples or Meredosia—For Virginia, in Cass co., or Springfield, at Beardstown—For Rushville, at Beardstown, or Erie, 3 miles above—For Lewistown, at Havanna—For Canton, Fulton co.. at Havanna, or Liverpool, or Copperas creek—For Tremont and Bloomington, at Pekin—For Jubilee college, Knoxville, Farmington, Charleston, and Stark county, at Peoria—For Granville, Putnam county, and Princeton, Bureau county, at Hennepin—For Vermilionville, at Peru, or city of Lasalle.

Suppose the traveler proceeds up the Mississippi, for Adams county, he will land at Quincy—For Hancock co., at Warsaw—For Warren co., at Oquawka—For Mercer co., at New Boston—For Rock Island co., and the Rock river country, at Stephenson—For Whiteside co., at Albany or Fulton city—For Ogee, Winnebago, and Stephenson counties, at Savanna.

Suppose a traveler to be along the Wabash river, on the eastern side of the state.

If he proceed up the Wabash river, which can now be done at a full stage of water, by steam-boat, and which will soon be made navigable at all seasons :

For Edward and White counties, he will land at Graysville—For Wabash county, and interior, at Mt. Carmel—For Lawrence county, at Vincennes—For Clark county, at York, or Darwin—For Edgar and Vermilion counties, at Terre Haute.

The body of this work, as the date of the *Introduction* shows, was finished April 1, 1839. During the past year some important changes have taken place in Illinois, which should be noticed.

The counties of JERSEY and WILLIAMSON have been organized.

The name of DANE county has been changed to that of Christian.

HARDIN county was formed from the eastern part of Pope county, at the recent session of the legislature. It is a small county, triangular in shape, but contains rich land and a populous settlement. It is watered by the Ohio river, which forms its southern boundary, and Grand Prairie and Big creeks, and contains about 100 square miles.

The seat of government was removed from *Vandalia* to Springfield, on the 4th of July, 1839, where it is permanently located.

The most important change is the *suspension of the system of Internal Improvement*.

At the recent session of the legislature, called by the governor, with reference to this subject, the following arrangements were made by law.

1. The Fund Commissioners are reduced from *three to one*. He shall receive all iron already purchased for the state, and pay all duties, freights, and charges on the same, and provide for its transportation to the state. And to meet such expenses he may sell state bonds, but not under par value, to a sufficient amount to pay such expenditures ; but not dispose of bonds, or borrow money on behalf of the state for any other purpose, except he is hereafter authorized by law.

2. The “ Board of Public Works” are reduced from *seven to three* members. They are required to dispose of such property as is not wanted for immediate use, and as is liable to waste ; to settle for all contracts performed, with liabilities and damages ; to secure and put into successful operation such rail roads as are already completed, and establish rates of toll ; but are prohibited from letting additional contracts, until further authorized by law.

3. The rail road from Meredosia to Jacksonville is nearly completed, and the cars placed on it.

4. It is expected that at the next regular session of the legislature, which commences the first Monday in December, 1840, provision will be made to continue the work on one or two rail roads until completed.

ILLINOIS AND MICHIGAN CANAL.

This splendid work, which is popular, has made steady progress the past year.

By a law of the recent legislature, the Canal Commissioners are authorized to sell canal lands so as to meet the interest on loans semi-annually. And if funds fail, they are authorized to issue their checks to contractors in sums not less than one hundred dollars, bearing interest at six per centum.

CAIRO CITY.

This project is still in successful operation. Mr. Holbrook, the president of the company, has recently returned from England with a million and half of dollars to carry on the works,

J. M. P.

Rock Spring, Ill., Feb. 13, 1840.

The traveller's directory for Illinois : containing accurate sketches of the state ... list of the principal roads, stage and steamboat routes ... rivers ... internal improvements .. with much other information : the whole is intended as a companion to the new sectional map of Illinois (1839)

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Notes : Age-damaged paper and skewed pages. Foldout map at end of book has very fine print and damage. Some areas may not be easily legible.

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