

E. W. Gould, Fifty Years on the Mississippi; Or, Gould's History of River Navigation (St. Louis: Nixon-Jones Printing Company, 1889), p. 627.

## Distances on the Apper Mississippi Riber.



1856), pp. 232-33.

DISTANCES ON THE MISSISSIPPI AND MISSOURI RAIL ROAD. First General Division, from Davenport to Council Bluffs.

from Davenport to	Miles.
( Wolcott	12
Farnam	17
Durant	20
Graded. Junction of Muscatine and Cedar Rapids	27
Moscow, on Cedar River	
West Liberty	39
Iowa City	55
Centre of Iowa County	
Located. " Powesheik County	
Newton, Jasper County	141
LFort Des Moines	174
Proposed. Council Bluffs	
Second General Division, from Muscatine to Mouth of Pl	atte.
from Muscatine to	Miles
Under Contract. Fredonia, or Iowa River	20
Columbus City	·· 20
Located. { Washington	•• 22
Oskaloosa	
Surveyed. Mouth of Platte (21 miles below Counc	95
Bluffs)	11 000
	., 280

Third General Division, from Muscatine to Cedar Rapids. From Muscatine to Junction with 1st General Division ...... 12 Graded. Located. Cedar Rapids...... 63

N. Howe Parker, Iowa As It Is In 1855 (Chicago: Keen and Lee, 1855), pp. 99-100.



Important to Travelers on Railroads.

As there is a great deal of travel on our

A downward motion of one hand, with extended arms, "to stop." A beckoning motion of one hand, "to

A lantern raised and lowered vertically is signal for "starting;" swung at right angles or crossing the track, "to stop; swung in a circle, "back the train." A red flag waved upon the track must be

regarded as a signal of danger. So with other signals given with energy. Hoisted at a station is a signal for the train to stop. Stuck up on the roadside is a signal of

danger on the track ahead. Carried unfurled upon the engine is a warning that another engine or train is on its way. -----

Des Moines, Iowa State Weekly Register, October 3, 1866.



The History of Polk County, Iowa (Des Moines, Iowa: Union Historical Company, 1880), p. 760. STAGE ROUTES IN IOWA



J. Calvin Smith, The Illustrated Hand-Book, A New Guide for Travelers through the United States of America (New York: Sherman & Smith, 1850), pp. 219-20.

> PLANK ROADS .- The following informa tion in relation to the expense of these modern improvements, we obtain from a communication by N. B. Baford, Esq., published in the R. I. Advertiser :-

> "P.ank Roads should be located with as much care as Rullroads; the shortest routes; the best ground, low grades, perfect drainage, and bridges above the freshets. A mile of road requires 10,-560 feet of 3X4 scantling and 42,240 feet of 3



Marshall M. Kirkman, Motive Power, Book I (New York and Chicago: World Railway Publishing Company, 1907), p. 41.

Chicago and Rock Island Railroad.
ON AND AFTER MONDAY, Nov. 22d, 1852, until fur ther notice,
(Sunday's excepted.) will run on this Road between CHICA GO AND JOLIET.
LEAVE CHICAGO 1st Passenger Train at
RETURNING—LEAVE JOLIET, 1st Passenger Train at
ing Train from Chicago, Eastward.
AT JOLIET, The 8.25 A. M. Train from Chicago connects with the Pack- et Boats until they are withdrawn, and thereafter with Sta- ges, to
LA SALLE AND PERU Stages leave these points, Westward to Rock Islaud, Da- venporte, Burlington, and Iowa City; Southward to Bloom- ington, Springfield, and St. Louis; Northward to Freeport, Galena and Dubuque.
Chicago, Nov. 19, 1853-no22 A. R. GILLMORE, Sup't.
Chicago Daily Tribune,
December 18, 1852.

Cedar Falls, Iowa 50613 University of Northern Iowa Price Laboratory School Explorations in lowa History Project lowa History, contact:

For further information about Explorations in Over 20 copies — 40¢ each

1 - 19 Copies — 50¢ each

: to teos State of lowa, 1851, may be purchased at a Additional copies of A Township Map of the

> lowa City, lowa 52240 sunsvA swol 201

Division of the State Historical Society, Library lowa State Historical Department,

Criginal map on file at:

and allocated by the Iowa State Board of Regents. plus monies provided by the Iowa General Assembly the lowa State Department of Public Instruction and Secondary Education Act and as allocated by compliance with provisions of Title III, Elementary monies granted by the U.S. Office of Education in Explorations in Iowa History is funded through

be used in pilot studies of Frontier Iowa 1830-1870. This map forms one example of project materials to in both elementary and secondary schools of lowa. ing materials adaptable to Iowa History instruction Project personnel plan to develop and test new learn-

Community Schools, Dike, Waverly, and Shell Rock, of Public Instruction, Dike and Waverly-Shell Rock State Historical Society, the Iowa State Department lowa State Historical Department, Division of the Iowa, Cedar Falls, Iowa, in cooperation with the Price Laboratory School, University of Northern An ESEA Title III Research Project conducted by

**EXPLORATIONS IN IOWA HISTORY** This map has been reprinted for





THE STATE CAPITOL AT IOWA CITY

Illustration by G. H. Yewell inset in map: J. H. Millar, Iowa City and Its Environs (Iowa City, Iowa: Cook, Sargent & Downey, Bankers and Land Agents, 1854).

inch planks, each 8 feet long, the whole superstructure in board measure is equal to 137,280 feet, which, at \$10 per M, will be \$1,372 80. The road bed, in many of our localities, where the road is most wanted, can be made for about \$400 per mile; but permanent bridges, grading over uneven ground and side hills, toll houses &c., will make the average about \$2,000 per milo. The tolls will not only keep the roads in repair, but pay handsome dividends to the own-Davenport Gazette,

February 20, 1851

FROM ST. LOUIS, MISSOURI, TO

			М	ILES.	POP.				MILES.	POP.
	-		18	324	8000	Winneshick, -	-	8	55.5	200
id,		-	30	354	6000	Victory,	-	5	5:00	100
, opposite,	-				5500	Badaxe,	-	1	5911	20
			12	366	100	Warner's Landing, -	-	10	601	30
	-		6	372	200	Wild-cat Bluffs, -	-	12	613	14
, opposite,		_	· ·	0.2	180	Prairie La Crosse, -	-	16	629	140
	-		18	390	200	Mouth of Black River,		12	641	80
		_	2	392	500	Hammon's Landing,	-	4	645	48
	-		10	402	150	Fortune's "	-	<b>2</b>	647	80
osite, -		-			100	Montoville,	-	4	651	180
	_		18	420	100	Wenona,	-	$\overline{7}$	658	300
		-	2	422	400	Wabashaw Prairie, -		. 4	662	100
	-		18	440	100	Homes' Landing,	-	10	672	48
,		_	12	452	11,000	Hall's " -		. 10	682	100
	_		25	477	10.000	Wabashaw Village,	-	25	707	300
ding, -			12	4.89	140	Nelson's Landing, -	-	<b>2</b>	709	80
u	-	-	18	497	80	Reed's + -	-	<b>2</b>	711	12
	-	Castro	6	503	140	Lake Pepin,	-	. 1	712	480
		-	4	507	180	Wells' Landing, -	-	14	726	80
	-		10	517	200	Bullard's "	-	. 8	734	46
		-	10	527	300	Red Wing,	-	8	742	60
у, -	-		5	532	100	Point Prescott, -	-	. 22	764	85
Landing,		-	7	539	40	Point Douglass, -	-	1	765	40
Chienes -	-		3	542	200	Red Rock		25	790	180
		-	2	645	40	Crow Village, -	-	3	793	300
Landing,	-		1	546	20	St. Paul,		- 5	798	8000
		-	29	575	200	Falls of St. Anthony,	-	8	806	4180
	-				_	Mendota,		- 6	812	350
	1	-	2	577	80	Fort Suelling, -	-	1	813	400
						87				

James T. Lloyd, Lloyd's Steamboat Directory, and Disasters on the Western Waters (Cincinnati, Ohio: James T. Lloyd & Company,

## A NEW FERRY ACROSS THE Missouri River. THE subscribers having obtained om the General Assembly of the

tate of Iowa: a charter to keep a Ferry across the Missouri river at Council Blu and a permit from the Indian Agent at Council Bluffs' Agency, to land in the Indian Territory, are prepared with new and safe boats and tried watermen, to attend faithfully to the duties of said Ferry. For those going to Oregon or California, this is decidedly the best crossing place. Aside from being over three hundred miles nearer than by Independence, it saves the difficult and dangerous crossings of the two forks of Kansas River, the Platte River and several others, and ensures the protection of the U.S. Troops, as well as the Agency of the Ottoes, Omahos and

Pawnees being at the Bluffs. The roads to this Ferry from the various cross ings on the Mississippi through the interior of lowa are good, well supplied with wood and water, and every other article needed by the emi-grant, and at St. Francis and Council Biuffs all articles of food, furniture, &c., that will be needcd in crossing the mountain, can be had on rea-sonable terms, as well as good and experienced guides and mountaincers; in fact it is designed to be prepared with all such articles as the trayer may need to add to his comfort or safety. This ferry being on the direct line from Chicago to the South Pass, gives it a decided advantage over the old route. All North of the Iowa should pass through Lown City, via. Trading House, 25 miles, [Bob Hutchenson's residence,] Snooks grove, 24 miles; to Newton, 34 miles; this is the county seat of Jasper county; to Fort Des Moine, [Raccoon Forks,] 30 miles; here goods and stores of every kind needed, can be had on fair terms. From this place the road is the best of any in the State. To Brown's ford on North river, 18 miles; Happy grove 6 miles; to Marvin's grove, 6 miles; to Tucker's grove, 10 miles, [1-2 mile off the road;] to Allen's 9 miles, at the bridge across Middle river; to east fork of the Nodawa, 13 miles, good ford; to west fork of the Nodawa, Campbell's grove, 15 miles, stream bridged—plenty of timber, to east fork of the Nishnabotony; 12 miles, Férrin's ferry at the old Indian wills; the old Indian village. Here the northern road intersects the Mornion trail; to Mount Scott, 1' miles; to west fork, 5 miles; to Silver creek, 10 miles; to Kug creek, 6 miles; here the road forks, the right hand leads to Kanesville, the principal Mormon town, the left to St. Francis opposite Council Bluffs Agency in Nebraska Territory.

Southern Route. Eddyville is the principal crossing place of the Southern road-emigrants would do well to lay in their supplies here as there are some five or six large stores, flouring mills, &c.; to Clark's Point, 13 miles; to Prathers, 12 miles; to Chari-ton Point 13 miles, centre of Lucas county; to Watson's 20 miles; to Pisgon, 40 miles, to Ferrin's ferry at the junction of the northern and southern roads, 60 miles. The distance from Iowa City to St. Francis, can be traveled in 19 days with good ox teams. From Eddyville in 14 days. s. CLARK, TOWNSEND, WHEELING & Co. Francis, Feb. 1850. 25-ly St. Francis, Feb. 1850.

Davenport Gazette, March 7, 1850.

## PUBLIC LANDS, SYSTEM OF SURVEYS, LAND OFFICES, &c.

In all the new States and Territories, the lands which are owned by the general government are surveyed and sold under one general system. The government price of land is 1 25 cents per acre. The system of surveys is one of great accuracy and beauty; Meridian lines are established and surveyed in a line due north, from some given point - generally from some important water course. These are intersected at right angles with a base line. On the Meridians, the "townships" are numbered north and south from the base lines, and on the base lines, "ranges," east or west of the Meridian. Township lines are then run, at a distance of six miles, parallel to the Meridian and base lines. Each township contains an area of 36 square miles; each square mile is termed a section, and contains 640 acres. The sections are numbered from 1 to 36, beginning at the north-east corner of the township, as the following diagram will illustrate:

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16*	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36
16th sect	ion in	.1 .	,		

\* The 16th section in each township is appropriated for schools.

When surveyed, the lands are offered for sale at public auction, but cannot be disposed of at a less price than one dollar and twenty-five cents per acre. That portion not sold at public auction is subject to private entry at any time, for the above price, payable in cash, at the time of entry. Pre-emption rights give the improver or possessor the privilege of purchasing at the minimum price.

I have thus endeavored briefly to elucidate, in the preceding diagram, the system of the surveys of public lands, that to strangers unacquainted with the sections and subdivisions appears perplexing and intricate.

The Surveyor General's office for the Territories of Iowa and Wisconsin is located in Dubuque, Iowa. The Territory of Iowa is divided into two land districts.

George W. Jones, Surveyor General. LAND OFFICES.

Northern District, at Dubuque, Dubuque County. Register, Warner Lewis,

Receiver, S. Langworthy Southern District, Fairfield, Jefferson

Register, Bernhart Henn,

Receiver, V. P. Van Antwerp.

John B. Newhall, A Glimpse of Iowa in 1846 (Burlington. Iowa: W. D. Skillman, 1846; Reprinted by the State Historical Society of Iowa, 1957), pp. 20-21.

COOK & SARGENT;
DAVENPORT, IOWA.
EXCHANGE AND COLLECTION OFFICE;
AND LAND AGENCY;
fotes and Bills Collected, and proceeds remitted to any part of the United States.
Particular attention paid to Purchase and Sale
f Lands, Payment of Taxes, and Location of ounty Land Warrants.
REFER TO
Messis, J. W. CLARK & Co., Boston.
EPES SARGENT, Esq, Boston: E. W. CLARK, DODGE & Co., New York.
Messra, E. W. CLARK & Co., Philadelphia.
JOHN O. SARGENT, Esq.; Washington.
E. W. CLARK & BROTHERS, St. LOUIS, MO. HATCH & LANGDON, CINCINHALI, Obio.
October 12th, 1850.
IONEY REMITTED TO EUBOPE
Also; Steerage passage procuréd.
Apply to COOK & SARGENT. Daveuport, Oct. 24th, 1850.
BOUNTY LANDS.
OLDIERS of the War of 1812, The Indian Wars since 1790, including the Sem-
Indian Wars since 1790, including the Sem-
nole War of 1835 and 1836; THE BLACK IAWK WAR, and the war known as General
Vaynes' of 1792 to 1795; who served for a term,
f thirty days; and all commissioned officers of he Mexican war; are ëntitled to Bounty Land:
Il persons interested are invited to call on the
ubscribers, who are connected with an efficient igency at Washington, D. Cand are prepared
o sttend to all business with promptness.
NO FEES charged unless the allowance if
btained. COOK & SARGENT. Davenport, Iowa, Oct. 17th, 1850.
North-Western Insurance Com-
pany OSWEGO, N. Y.
NCOOPORATED by the Legislature of the State of New York in 1834, with a capital
L State of New York in 1834, with a capital all paid in] of \$150,000.
GEORGE FISHER, President.
SANUEL HAWLEY, Secretary. Cook & SARGENT, Agents, Davenport, Iowa.
October 24th, 1850.
Drairie LandsWell adapted for culti-
L vation, for sale in Lots to suit purchasers.
Apply to COOK & SARGENT. Jan. 30th, 1851.
TOWN LOTS FOR SALE.
CHOICE Lots in Green's addition to
town of Davenport. Apply to
Jan 30th. COOK & SARGENT.
Building Lots for Sale
WE have for sale 50 acres of choice Land;
VV half a mile from town of Davenport; which we will sell in Lots to suit purchasera.
Jan 30th. COOK & SARGENT.
TNCURRENT Money, certificates of Depos-

GED. B. SARGENT.

EBENEZER COOK.

U ites, and Drafts bought by Oct 24th. COOK & SARGENT. LAND WARRANTS CONSTANTLY on hand and for sale either for Ucash or-on time to suit purchasers-Patent guarantied. Apply to Jan. 30th. COOK & SARGENT.

Davenport Gazette, April 17, 1851.



INDIAN LAND CESSIONS

Roscoe L. Lokken, Iowa Public Land Disposal (Iowa City, Iowa: State Historical Society of Iowa, 1942), p. 15.

BLACK HAWK WAR. Bounty to Soldiers! T'HE "Bounty Land Bill" having become a law, the undersigned will devote their attention to procur-ing the bounty for all persons who are entitled eto. We have received the full instructions from Washington and are prepared to make out the necessary papers. The law gives a Bounty to all persons who ave served in any of the wars for a period of more than thirty days. McGREGOR & PARKER. Davenport, Oct. 10th, 1850. nov2-16tf Davenport Gazette, July 31, 1851.

BOUNTY LANDS. HE undersigned are prepared to obtain Bounty Land Warrants, under a late act of Congress, granting Bounty Lands to all officers, musicians, or privates, whether regulars, volunteers, rangers, or militia, who served in the war of 1812, (unless they have heretofore received Bounty Lands;) also to officers and soldiers in any of the Indian wars since 1790, and to the commissioned officers who served in the war with Mexico. Office in the Court House, Fort Madison. EDWARD JOHNSTONE. J. M. REID.

Fort Madison, Iowa Statesman, December 14, 1850.



The History of Polk County, Iowa (Des Moines, Iowa: Union Historical Company, 1880), p. 760

WEDNESDAY AND MONDAY, PACKET
THE well known passenger steam
THE well known passenger steam boat <b>Dubuque</b> , EDw, H. BEE- BEE, Master, has resumed her trips for the above suid all intermediate potts. and
BEE, Master, has resumed her trips
for the above and all intermediate ports, and will make regular weekly trips between Rock
sland and Davenport for St. Louis every Wed-
nesday, and Rock Island and Davenport for Ga-
ena every Monday throughout the season.
Thankful for the patrenage bestowed upon he boat during the past season, her officers will
endeavor to merit a continuance of it by offer-
ng to passengers, accommodations equal to
hose of any other boat in the trade. For ireight
r passage apply on board. [May 29]
REGULAR TUESDAY PACKET.
For Burlington, Davenport and Galena.
The fine passenger steamer
The fine passenger steamer <b>Danube</b> , Charles Barger, Master, has taken her place in the Galena trade, and will make
Charles Barger, Master, has taken
ner place in the Galena trade, and will make ner regular weekly trips to the above and all in-
ermediate ports-leaving St. Louis every Tues-
lay, at 4 o'clock.
The Danube being of very light draught and
egularly in the trade, shippers and passengers nay rely upon hor the entire season.
Thankful for the very liberal patronage be-
towed upon them the past season, her officers
tope, by strict attention to the interest of ship-
pers and comfort of passengers, to merit a con-
inuance of the same. For freight or passage apply on board, or to
BURROWS & PRETTYMAN, Davenport.
N. RANNEY, St. Louis.
STILLMAN & ROOD, Galena.
April 10th, 1851.
Regular St. Louis, Galena & St. Paul Packet.
THE splendid and fast running steamer DR. FRANKLIN NO. 2,
DR. FRANKLIN NO. 2,
D. S. HARRIS, Master, will run as a regular backet in the above trade and all intermediate
andings during the season. Shippers and pas-
andings during the season. Shippers and pas- sengers can rely on having every attention paid
o them, and would solicit a portion of the pub-
ic patronage, For freight or passage apply on board.
Davenport May 1, 1851
Davenport, May 1, 1851.
Davenport, May 1, 1851. REGULAR ST. LOUIS, DAVEN-
Davenport, May 1, 1851. REGULAR ST. LOUIS, DAVEN- PORT, GALENA & DUBUQUE
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Davenport, May 1, 1851. <b>REGULAR ST. LOUIS, DAVEN-</b> <b>PORT, GALENA &amp; DUBUQUE</b> <b>PACKET.</b> Tug fine running and light draught steamer Lamartine, S. HAR- LONS, Master, will make regular
Davenport, May 1, 1851. <b>REGULAR ST. LOUIS, DAVEN-</b> <b>PORT, GALENA &amp; DUBUQUE</b> <b>PACKET.</b> Tug fine running and light draught steamer <b>Lamartine</b> , S. Har- LONS, Master, will make regular trips between the above ports and all intermedi-
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Davenport, May 1, 1851. <b>REGULAR ST. LOUIS, DAVEN- PORT, GALENA &amp; DUBUQUE PACKET.</b> The fine running and light draught steamer Lamartine, S. Har- LONS, Master, will make regular trips between the above ports and all intermedi- tate landings. Passengers and shippers can rely on her remaining in the trade during the season. For freight or passage apply on board. April 10th, 1851. <b>Regular Weekly Packet for St. Louis.</b> The fine passenger steamer <b>BON-ACCOTI</b> . H. BERGE, Master, having been thoroughly overhauled, painted and repaired, has resumed her weekly trips for the above and
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Davenport, May 1, 1851. <b>REGULAR ST. LOUIS, DAVEN- PORT, GALENA &amp; DUBUQUE PACKET.</b> Tus fine running and light draught steamer Lamartine, S. Han- LONS, Master, will make regular trips between the above ports and all intermedi- ate landings. Passengers and shippers can rely on her remaining in the trade during the season. For freight or passage apply on board. April 10th, 1851. <b>Regular Weekly Packet for St. Louis.</b> The fine passenger steamer <b>BON-ACCORD</b> . H. BERGIE, Master, having been thoroughly overhauled, painted and repaired, has resumed her weekly trips for the above and all intermediate points. The Bon-Accord being of very light draught, shippers and passengers may rely upon her
Davenport, May 1, 1851. <b>REGULAR ST. LOUIS, DAVEN- PORT, GALENA &amp; DUBUQUE PACKET.</b> The fine running and light draught steamer Lamartine, S. HAR- LONS, Master, will make tegular trips between the above ports and all intermedi- ate landings. Passengers and shippers can rely on her remaining in the trade during thaseason. For freight or passage apply on board. April 10th, 1851. Regular Weekly Packet for St. Louis. The fine passenger steamer <b>Bon-Accord</b> , H. BERGE, Master, having been thoroughly overhauled, painted and repaired, has resumed her weekly trips for the above and all intermediate points. The Bon-Accord being of very light draught, shippers and passengers may rely upon her throughout the season. Thankful for the very liberal patronage be-
Davenport, May 1, 1851. <b>REGULAR ST. LOUIS, DAVEN- PORT, GALENA &amp; DUBUQUE PACKET.</b> Tus fine running and light draught steamer Lamartine, S. Han- LONS, Master, will make regular trips between the above ports and all intermedi- ate landings. Passengers and shippers can rely on her remaining in the trade during the season. For freight or passage apply on board. April 10th, 1851. <b>Regular Weekly Packet for St. Louis.</b> The fine passenger steamer <b>BON-ACCORD</b> . H. BERGIE, Master, having been thoroughly overhauled, painted and repaired, has resumed her weekly trips for the above and all intermediate points. The Bon-Accord being of very light draught, shippers and passengers may rely upon her

pers and the comfort of passengers, to merit a continuance of the same: For freight or passage annly on board. April 3d. apply on board.

Davenport Gazette, June 12, 1851.



Iesse Williams, Map of the Surveyed Part of Iowa (New York: J. H. Colton, 1840), inset.



VIEW OF BURLINGTON IOWA Ballou's Pictorial Drawing-Room Companion (ca. April, 1855); Iowa State Historical Department, Division of the State Historical Society, Photograph Collection.



J. Calvin Smith, The Illustrated Hand-Book, A New Guide for Travelers through the United States of America (New York: Sherman & Smith, 1850), p. 234.



TYPICAL DES MOINES RIVER STEAMBOAT-CLASS I.

Tacitus Hussey, "History of Steamboating on the Des Moines River, From 1837 to 1862," Annals, 3rd ser., 4 (April, 1900), opp. p. 363.

## THE STATE OF IOWA. Area 50,914 square miles.—Population 192,214.

Prairie predominates in this state. Scarcely a hill interrupts the sealike expanse of its wavy surface. An elevated table-land or plateau, however, extends through a considerable portion of the country, and forms the watershed between the streams flowing into the Missouri and Mississippi rivers respectively. The margins of the streams are thickly timbered. The prairie lands are variously covered : some are clothed in thick grass, suitable for grazing farms, while hazel thickets and sassafras shrubs invest others with perennial verdure. In spring and summer the surface is enamelled by wild flowers in endless variety. The soil is universally good, being a rich black mould, mixed sometimes with sandy loam, and sometimes with red clay and gravel. Lead, zinc, iron, &c., are very plentiful. The "mineral region" is principally confined to the neighborhood of Dubuque. The lead mines of this region are perhaps the most productive and valuable in the world. Ten thousand miners could here find profitable employment. Zinc occurs in fissures along with the lead, chiefly in the form of electric calamine. In some "diggings" this mineral is found in a state of carbonate, and in others as a sulphuret. Iron ore is abundant in several districts ; but as yet the miner have not been worked to any great extent. The state is well watered by numerous navigable rivers and streamlets flowing into the Mississippi and Missouri rivers, which bound the state-the first on the E, and the latter on the W. The principal of these are the Red Cedar and Iowa. and the Des Moines, which empty into the Mississippi. The rivers falling into the Missouri are comparatively unimportant. The climate is excellent, especially on the prairies, and the country is as free from endemic diseases as the most favored portion of the Union. Periodic breezes blow over the prairies as regularly and as refreshing as on the ocean between the tropics. The only unhealthy portions of Iowa are the low margins of the rivers, which are frequently inundated. Though the buffalo, once the denizen of this beautiful country, is now almost extinct, and though the elk is only found in the wild recesses not yet occupied hy civilization, a great variety of wild animals remain, and afford pleasure to the sportsman and profit to the hunter. The wolf, panther, and wildcat are still numerous, and in the wooded districts the black bear is found. Foxes, racoons, opossums, gophars, porcupines, squirrels, and the otter, inhabit almost the whole unsettled country. Deer are also quite numerous, and the musk-rat and common rabbit are incredibly prolific. Among the bird tribes are wild-turkeys, prairie-hens, grouse, partridges, woodcocks, &c. Geese, ducks, loons, pelicans, plovers, snipes, &c., are among the aquatic birds that visit the rivers, lakes, and sluices. Bees swarm in the forests; the rivers and creeks abound with excellent fish, and the insect tribes, varied and beautiful, add gaudiness to the

Iowa mainly owes its prosperity to its agricultural resources. Its fine prairies are easily converted to cultivation, and its natural pastures afford peculiar facilities for the rearing of cattle, and sheep farming. Woolgrowing, indeed, has become one of the staple employments of the farmers; and the raising of hogs for market, is no less profitable in its results. The sheep and hog are here raised with little or no trouble, the natural productions of the forest and prairie affording a plentiful subsistence. The cereal and root crops grow luxuriantly, and all the fruits of temperate climates find here a congenial soil. Tobacco is grown extensively on the alluvial margins of the Des Moines, and the castor-oil plant, which has been lately introduced, succeeds well. No country in the world, in every point of view, is more promising to the agriculturist. Fertile and productive, yielding minerals of the greatest value, penetrated by numerous navigable rivers, and bordered by the noble Mississippi, easily accessible, and free from many of the dangers incident to newly-settled countries, it offers the greatest inducements to immigrants and others to make it their homes. Its commercial advantages are perhaps second to those of none other of the Western States, while every portion of the country is open to easy navigation and land travel. It already contributes largely to the valuable cargoes that annually arrive at New Orleans. The settled portion of the state is well provided with good roads; but as yet no canals or railroads, though several are projected, have been built. The manufactures of Iowa consist principally of such heavy articles as are of immediate necessity to the settler, or of such goods as are usually made in families, as coarse woollen and cotton articles, &c. The aggregate value of property assessed for taxes in this state in 1848 was \$14,449,200.

The Western Tourist and Emigrant's Guide (New York: J. H. Colton, 1853), pp. 43-44.