

# LINCOLN LORE

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## LINCOLN LORE

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Dr. Louis A. Warren - - - Editor

### LINCOLN MEMORIAL HIGHWAY

It is impossible to exaggerate the importance of the super highway which is now being located to connect the Kentucky, Indiana, and Illinois homes of Abraham Lincoln.

The pilgrimage which will then be made possible over this route will give a new meaning to the life of America's first citizen. The trails followed by the Lincoln family in the migrations of 1816 and 1830 are being used as a basis for determining the route.

Aside from the historic interest involved in the location of this road, it will have an enormous utility value. With the southeastern terminal in central Kentucky and the northwestern terminal in central Illinois, it will bring thirteen states in the union within a radius of two hundred miles of its course.

Its diagonal route will intersect at least three great north and south highways from the lakes to the Gulf, and two east and west highways from coast to coast. Its general direction from northwest to southeast will make it available to groups traveling in any direction, and it will further serve as a distributing highway of importance.

With Mammoth Cave but 40 miles from the Kentucky terminal, historic Vincennes at a midway point, and the second largest city in America less than two hundred miles from the Illinois terminal, the scenic, historical, and metropolitan aspects of the project can be visualized easily.

Reports by the three state commissions which have the task of mapping out the route, indicate that their work is in different stages of progress.

The Kentucky commission is composed of John P. Haswell, Louisville, Chairman; W. A. Baskett, Brandenburg; Charles J. Hubbard, Hodgenville; D. E. McClure, Louisville; and

Otis M. Mather, Hodgenville. They have had several meetings and have gone over many highways which have been suggested as possible routes of the migration.

The Indiana Commission has adopted as a tentative route a road which will touch the following points mentioned in the Cravens-Weik report of 1916.

### LINCOLN MEMORIAL HIGHWAY IN INDIANA

#### Sections of Tentative Route

1. Ohio River terminal of Kentucky Route to Troy.
2. Troy to Lincoln City.
3. Lincoln City to Dale.
4. Dale to Jasper.
5. Jasper to Petersburg, via Ireland, Otwell and Algiers.
6. Petersburg to Vincennes.
7. Vincennes to Wabash River terminal of Illinois Route.

By September the first all briefs bearing on this routing are to be in the hands of the Indiana Commission consisting of Arthur F. Hall, Fort Wayne, Chairman; J. I. Holcomb, Indianapolis, Secretary; Jess L. Murden, Peru; Richard Leiber, Indianapolis; Curtis G. Shake, Vincennes; and Louis A. Warren, of Fort Wayne, Historian of the Commission.

The Illinois commission has completed its task of marking out the memorial highway in its state and the report has been submitted to the legislature for approval. The following men have served on the Illinois commission; Logan Hay, Chairman, Springfield; Otto L. Schmidt, Chicago; Henry Horner, Chicago; Oliver R. Barrett, Chicago; and Paul M. Angle, Springfield.

### LINCOLN MEMORIAL HIGHWAY IN ILLINOIS

#### Route Recommended

"From a point on the west bank of the Wabash River opposite the city of Vincennes, Indiana, it shall be extended northward through Russiaville to Heathsville, following the river as closely as possible. That from Heathsville it shall go through Palestine to Hutsonville; that from Hutsonville it shall follow state bond issue Route 135 to state bond issue Route 1 and thence northward to Marshall; that from Marshall it shall be located over the

most practicable route to Westfield; that from Westfield it shall be located west by north to the bridge where state bond issue Route 130 crosses the Embarras river, and that it shall then follow the said route to Charleston.

"That from Charleston it shall extend south to the Moore house where Lincoln visited his stepmother in 1861, following in so far as possible the old trail over which he traveled. That from the Moore house it shall extend to the Lincoln farm in Section 21, Town 11, N. R. 8 E.:

"That from the Lincoln farm it shall touch the following points in the order named:

- (1) Shiloh cemetery.
- (2) The Lincoln farm described as the N. W.  $\frac{1}{4}$  of the S. W.  $\frac{1}{4}$  of section 10 T. 11, N. R. 8 E.
- (3) The Lincoln cabin site at Buck Grove as located by the Lincoln National Memorial Highway Association.
- (4) The site of Old Paradise in lot 2, N. E.  $\frac{1}{4}$  of Section 3, T. 11, N. R. 7 E.

"That from the site of Old Paradise it shall connect with state bond issue Route 25 and follow said route to Mattoon. That from Mattoon to Decatur, and from Decatur to a point on state bond issue Route 10 north of the Lincoln farm in Macon county, it shall be located in accordance with your recommendations of January 23, 1930. That from the most practicable point on state bond issue Route 10 a spur shall be constructed south to the site of the Lincoln cabin in S. E.  $\frac{1}{4}$  of the S. W.  $\frac{1}{4}$  of Section 28, T. 16 N. R. 1 E.

"That state bond issue Route 10 shall be followed to Springfield. That from Springfield state bond issue Route 24 shall be followed to a point south of Sangamo Town on the West bank of the Sangamon river in Section 2, T. 16, N. R. 6 W.

"That the most practicable route shall be followed to the site of Sangamo Town, thence through Salisbury, New Salem and Petersburg, and past Concord cemetery, to the site of the town of Huron. That from Huron to Oakford the course of the road surveyed by Lincoln in 1836 shall be followed so far as practicable. That from Oakford to Beardstown your own recommendation shall be followed, so far as practicable. That from Oakford to Beardstown the road be constructed with the terminus at the old ferry landing on the river levee."