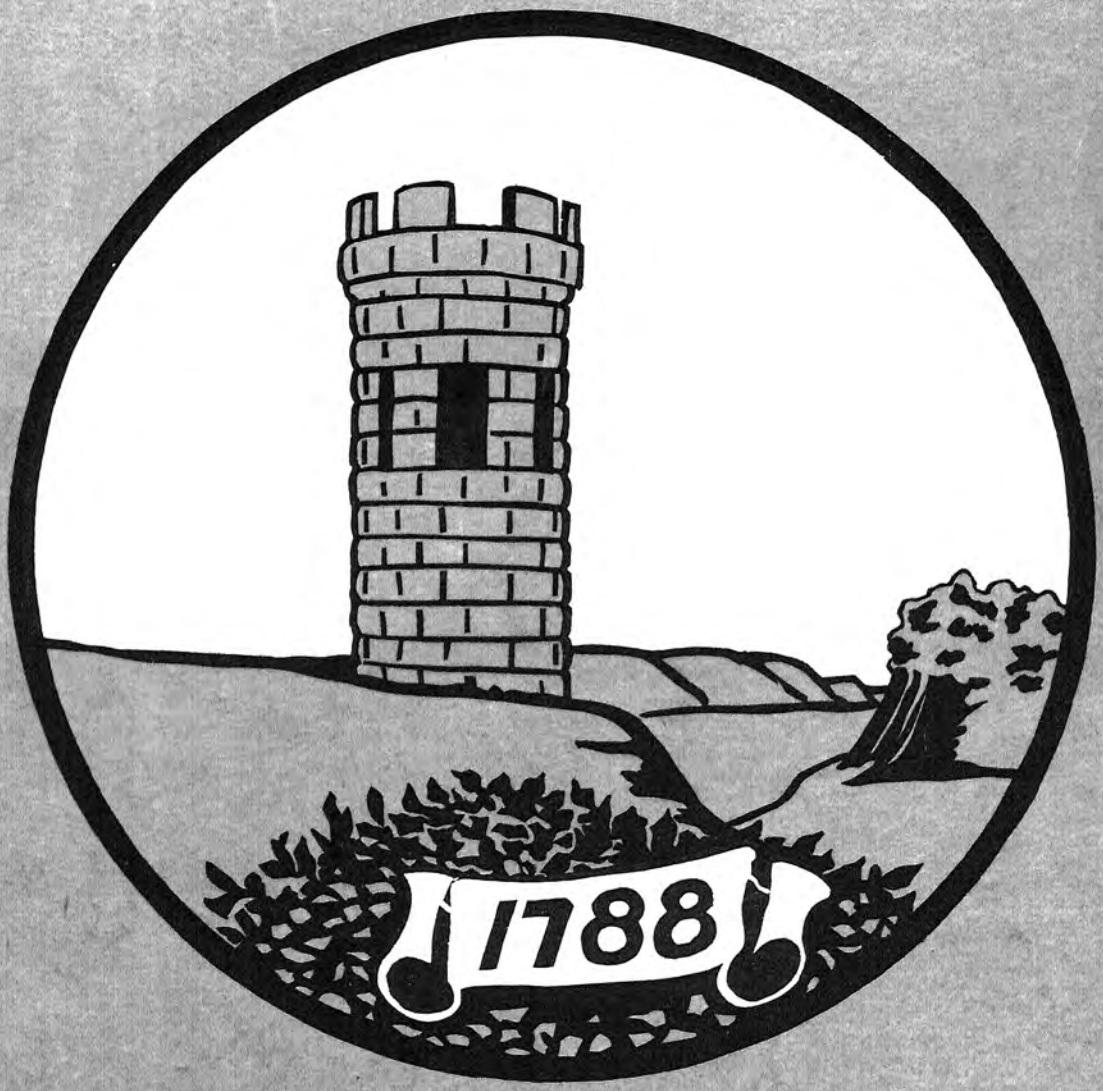
DUBUQUE COUNTY HISTORY



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DUBUQUE COUNTY HISTORY

IOWA

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The Iowa Writers' Program

Of the Work Projects Administration

In the State of Iowa

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FOREWORD

Triumphant struggle to maintain the principles of Democracy is the keynote of Dubuque County's background. In these days of terrible danger to our American way of life it is well to have some example, some inspiration, to remind us that we Americans are accustomed to facing threats to our freedom.

This example and inspiration are much closer than many of us may realize. They are contained in the stories of pioneers who transformed Dubuque County from a trackless wilderness into the prosperous, thoroughly American region that it is in 1942. When we read of the early explorers, of Julien Dubuque and other pioneers in their struggle with natural and human enemies, and their tireless work to establish an orderly American civilization in a rugged country, the answer to our part in the present world struggle becomes clearer.

In order that we may become better citizens by understanding the problems over which our forebears were victorious, this history of Dubuque County was written. The Iowa Writers' Program of the Work Projects Administration, which carefully compiled the material, has blended it into a well-rounded story of our pioneers, past and present. I am glad to present it at this time as a contribution to education and to better citizenship.

Joseph Flynn

Superintendent of Schools

Dubuque County

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INTRODUCTION

In several respects Dubuque County differs from the other Iowa counties near it. Except on its western border it is a county of hills, bluffs, and valleys. Due to the same causes that gave it this rugged contour, it differs from many other Iowa counties in the types of its prevailing soils. And finally, under the streets and homes and farms of Dubuque County may still be found some of the vast deposits of lead that brought the pioneers to this part of the country.

To understand the reasons for these differences it is necessary to go back in imagination to a period millions of years ago when all this part of what is now the United States was covered by a large inland sea. In this sea lived various diminutive lime-secreting organisms, and as these tiny creatures died their lime-built shells settled to the bottom of the water. Eventually in this way deposits hundreds of feet thick, consisting of lime and derived chiefly from the shells of mollusks and corals, were formed.

Hundreds of thousands of years passed. The lime deposit at the bottom of the sea began to rise. It did this because the interior of the earth was cooling and contracting, so that the surface layer, which had already cooled, was forced into great ridges and depressions, just as the skin of an apple puckers when the apple dries and shrinks. So the bottom of the sea with its thick layer of limestone was pushed above the water. Eventually here in what is now Dubuque County a rocky plateau was formed by one of these upward extensions.

Back in those geologic ages when contours were being formed in Dubuque County, rain pounded on the limestone slab that had come up out of the prehistoric sea and over a period of centuries eroded the rocks, just as today the farmlands are eroded by water. The surface erosion was the direct result of the hammering rain, but the water worked indirectly, too, seeping into cracks in the surface rock and then expanding when it froze. This expansion further broke up the even surface of the limestone.

In addition to erosion and to cleavage by water and ice, the area was worked upon by glaciers. Part of Dubuque County is in what is called the "driftless area", and was not subjected to the grinding force of all the glaciers that flowed over this part of the country. But all of it was ground down by at least one. The periods of the glaciers are called Ice Ages. It was during the longest and most severe of all these Ice Ages that a sheet of ice eight miles thick is believed to have piled up over some parts of what is now

the United States. Here in Iowa the ice sheet was about one mile thick.

The glaciers were not stationary. They were really rivers of ice, and they flowed just as the rivers of today do, but very much more slowly. As each glacier moved over the limestone plateau, it tore off fragments and ground them fine. This grinding process continued for many centuries, but eventually the weather again grew warm, the glaciers melted, and yellow and seething flood waters rushed over the surface of the earth. The rushing waters carried the rock dust that had been ground up by the glaciers, to deposit it sometimes in a previously formed valley or to spread it out in an even surface over a stretch of flat country.

And still later, after the surface of the earth had dried, the winds were able to continue the erosion begun by the waters. Wind-borne particles of rock were carried long distances, to be deposited in mounds that eventually became hills. Part of the soil of Dubuque was formed by this kind of material.

The surface material formed by glacial action was called "till" or "glacial drift." This is what composes most of the soils called "Carrington", "Shelby", and "Lindley." Wind-borne material, on the other hand, is called "loess." It varies in different parts of Dubuque County from ten to 30 feet in thickness. The deposits of lead that vein the Dubuque County hills occur in openings in one of the different limestone layers laid down by the ancient inland ocean. The lead-bearing layer is called "Galena limestone."

Centuries later life began to appear in the form of mosses, grasses, shrubs, trees, and still later fish, reptiles, and four-legged animals. Some of the early animal dwellers in this area have long been extinct. There were members of the elephant family, also tapirs, cave bears, and horses much smaller than horses of today. These prehistoric animals gave place to more familiar forms: To deer and elk, to panther, timber wolf, mink, otter, and to all the species found here by the first white traders and trappers. The creeks and rivers were full of game fish; there were flocks of wild pigeons so large that they darkened the sky for hours at a time when they were flying overhead. The hills were covered with shrubs and trees: Hazel nut, wild blackberry, grapevine, oak, ash, and walnut. The pioneers found wild flowers everywhere.

Nothing is known concerning the date of the Mound Builders' arrival in Dubuque County. Some scientists who have studied the subject of ancient man in America believe that the first men and women on this continent came from Asia, by way of a land bridge that many centuries ago crossed

what is now Bering Strait. This was between 10,000 and 25,000 years ago. But these wanderers did not come at once to Iowa. Some of them lingered for many years in Alaska, as ancient camp and village sites show. Then they journeyed south. At least part of them reached Central and South America and there in time developed a comparatively high condition of civilization.

All that we have of the Mound Builders today is largely conjectural. We actually know very little about them. If as some students believe they were just the ancestors of the Indians, it is difficult to understand why there are no Indian sagas or stories telling about them. Tradition, among the Indians, was not left to chance. Important facts concerning the tribes' activities were woven into song and story, and these compositions were sung or recited round the campfire until every child in the tribe knew them by heart and could pass them on later to his children. But there are no songs or stories about the Mound Builders.

Indians of two great nations came to Iowa. The first of these was the Siouan, which included the Ioways, the Mascoutins, the Missouris, the Winnebagoes, and the Sioux. The Siouan Indians were nomads. They lived by hunting and early exchanged canoes for the horses of the white men, for purposes of hauling and of traveling. Because of their wandering life no members of the Sioux were found in Dubuque County in very early days except when they rode in on their war ponies and attacked the village Indians who lived there.

These village-building Indians were of the Woodland or Algonkian nation. Two Algonkian tribes, the Sac and the Fox, played an important part in early Iowa history. The Fox were the first Indians to have villages in Dubuque County. When, in 1688, Nicholas Perrot built a fort on the site of Prairie du Chien, he was visited by representatives of all the Indians in this part of the country, but there was none from the strip of land in what is now eastern Iowa, bordering the Mississippi. One hundred years later, in 1788, when Julien Dubuque came to this part of the country, he found a Fox Indian village near the mouth of Catfish Creek on the Mississippi River.

Perrot and Dubuque were part of that concourse of adventurers who first pushed into the lead mining region of Wisconsin and Iowa.

CHAPTER 1

THE FIRST WHITE MEN

In the spring of 1673, Father Jacques Marquette and a companion, Louis Joliet, traveled by canoe down the Wisconsin River and floated out into the Mississippi. They had come from Montreal, Canada, by way of the Great Lakes, on an exploring and missionary journey. After they had talked with the Indians and had preached to them the missionaries departed.

The coming of these two Frenchmen was part of an expansive movement of the French Government, designed to make available the lands in central Canada and in what is now the United States west of the Mississippi River. At first the French authorities expected to turn this vast area into a country of prosperous French farms, but trading in furs with the Indians proved an easier source of wealth. Soon French voyageurs were coming and going in a steady procession between the upper Mississippi Valley and Mackinac or Montreal. They brought with them blankets, beads, tobacco, tomahawk heads, and other trade goods which they gave in exchange to the Indians for otter, beaver, mink, and other furs. The fur trade extended into what is now Dubuque County.

Although Nicholas Perrot, one of the earliest traders, was not visited by Indians from west of the Mississippi River, he did receive delegations from tribes living on the Fever (Galena) River. These Indians showed him specimens of lead they had dug out of shallow mines near their camp. They also asked him to establish a trading post near this camp and after examining the lead Perrot willingly did so. Whether this trading post was west of the river, near the mouth of Catfish Creek, or east of the river, on the bluffs above the present East Dubuque, is not known. But the lead in the vicinity of Galena was soon advertised. In Paris, France, in the year 1703, a map of "Canada or New France" was published, on which the location of Galena was put down as "mine de plomb", which means "lead mine."

In Father Mazzuchelli's Memoirs of a Missionary Apostolic there appear references to two early miners west of the river. One was a Mr. Long; the other was his successor in the Indian trade, a Monsieur Cardinal. Little is known concerning the activities of these two traders. Apparently they did not succeed in establishing themselves in the confidence and friendship of the Indians, for when at last Julien Dubuque arrived at the Indian diggings he found no sign of recent white occupation.

Julien Dubuque, for whom the county and the city of Du-

buque were named, was born January 10, 1762, in Nicollet County in the province of Quebec. He was educated in the parish schools and after the custom of the times set out while still but a boy to make his fortune.

In 1783 he arrived at Prairie du Chien, which by that time had become a fur trading center. Later his father, Augustin Dubuque, arrived and he, too, became a fur trader. He died in 1788, and in that year Julien accepted an invitation of the Fox Indians living at the lead mines downriver to visit their village. After he had examined the deposits that showed on the surface of the ground, he returned with some of his Indian friends to Prairie du Chien. Here, in September 1788, the following conveyance was signed by the Indians:

> Copy of the council held by the Foxes, that is to say, of the branch of five villages, with the approbation of the rest of our people, explained to Mr. Quinantotaye, deputed by them, in their presence, and in the presence of us, the undersigned: that is to say, the Foxes permit Mr. Julien Dubuque, called by them the Little Cloud, to work at the mines as long as he shall please and to withdraw from it without specifying any term to him; moreover that they sell and abandon to him all the coast and the contents of the mine discovered by the wife of Peosta, so that no white man or Indian shall make any pretensions to it, without the consent of Mr. Julien Dubuque; and in case he shall find nothing within, he shall be free to search wherever he may think proper to do so, and to work peaceably without anyone hurting him or doing him any prejudice in his labors. Thus we chiefs and braves, by the voice of our villages, have agreed with Julien Dubuque, selling and delivering to him this day as above mentioned, in the presence of the Frenchmen who attend us, who are witnesses of this writing.
>
> At the Prairie du Chien, in full council, the 22d day of September, 1788.
>
> Blondeau
> Ala Austin (his X mark)
> Autaque
>
> Basil Teren (his X mark)
> Blondeau D'Quirkneau Witnesses
> Joseph Fontigny

Just what Julien Dubuque obtained from the Indians when this document was signed later became a vexing question for American courts. They finally decided that the Indians had

given him permission to mine, but had not sold him the land on which the lead mines were located.

He himself evidently began to doubt the validity of his title after a lapse of years, for in 1796 he petitioned the Spanish governor in New Orleans for confirmation of this title. Here is what Dubuque asked for, in his own words:

> As the locality of the habitation is but a point, and the different mines he works are sparsely spread, and at a distance of three leagues from each other, the most humble petitioner prays your excellency to please to grant him the peaceful possession of the said land and mines; that is from the upper hills of the small river Maquaquitois to the Mesquabynonques hills, which is about seven leagues upon the western bank of the Mississippi, by three leagues in depth.

Baron de Carondelet, Spanish governor over what had now become Spanish territory, referred Dubuque's request to a Scotchman, Mr. Todd, who was an Indian trading agent at Prairie du Chien. This Mr. Todd, who had exclusive right to trade with the Indians, after investigating Dubuque's holdings recommended that the request be granted with the stipulation that Dubuque was to be a miner, not an Indian trader.

Unfortunately for Julien Dubuque the country in which the lead mines were situated was going through a series of rapid changes in ownership. In 1801 Spain ceded this land west of the Mississippi back to France. In 1803 it was purchased by the United States. Dubuque was sufficiently worried by these changes to seek again to have his title confirmed, and referred the matter to the United States Board of Land Commissioners. The board, meeting in St. Louis, authorized Lieutenant Zebulon Pike, who was making a trip to the upper waters of the Mississippi, to stop at Dubuque and interview Julien Dubuque.

Dubuque proved both suspicious and wary. He was hospitable in the matter of entertainment, but he told Pike that it was impossible to find horses for a journey to the mines. Also he evaded verbal questions, so that Lieutenant Pike was forced to write down the things he wanted to know and to thrust the list upon his host. Dubuque put off answering them. He said the matter was one that required much study. Pike's visit came to an end and still he had no answers to his questions. However, Dubuque said he had finished answering them in writing, and that he would hand them to Lieutenant Pike when they took leave of each other. Dubuque went aboard the keelboat on which Pike was traveling and went some distance upriver with him. When he was about

to step into his canoe to return to his cabin, he at last handed Lieutenant Pike his written answers to the things the land board wanted to know.

But Dubuque's answers were all evasive and because of this the board hesitated to confirm the title. Dubuque was allowed to continue in possession of his mines, but according to frontier standards he was now an old man. In 1808 he lived for a short time in Prairie du Chien. While he was there the Indian agent died and Dubuque was ordered to perform his duties until a successor could be appointed. Soon he petitioned the Government to relieve him from the work of Indian agent, as he was old and sick and the Indians were very unruly.

As soon as the new agent arrived, Julien Dubuque returned to his cabin on the Catfish. There, on March 24, 1810, he died. There are many stories of the life and death of Julien Dubuque, but the few facts presented in this chapter include about all that is definitely known. He lived aloof, he kept no records, and most of the story of his life was lost when that life ended.

CHAPTER 2

LURE OF THE MINES

It is apparent from Dubuque's statement when he asked to be relieved of his duties as Indian agent that not even he could always manage the Indians without trouble. As soon as he died they became even more suspicious and unfriendly toward white men. Now that Dubuque was dead, they considered his mining title extinguished and would have no white men in their country. But Dubuque had needed money and in 1804 had sold part of his title to August Chouteau of St. Louis. Although Chouteau made little effort to deal with the Indians, he did press his claim upon the United States Government. From time to time over a period of 50 years the Chouteau claim came into court, eventually to be rejected. Following the death of Dubuque, John T. Smith, a famous Indian fighter from Missouri, purchased what he considered a valid title to part of Chouteau's land. But his buildings were destroyed as fast as he could erect them and he finally abandoned his attempt to mine lead in the Indian country.

Other adventurous pioneers, trappers, and explorers came into Dubuque County during this period, but little is known of their experiences. In 1819 a man named Reed spent a winter in Dubuque County, chopping wood on what was years later Seventh Street, near the levee. This wood was purchased by John W. Shull, an Indian trader, whose headquarters was on an island opposite the mouth of Catfish Creek.

Another party came during the same year, with Henry B. Schoolcraft, a scientist. On August 7 Schoolcraft and his eight voyageurs landed at a Fox village that he described as being "fifteen miles below the entrance of the Little Makoty River, consisting of nineteen lodges, built in two rows, pretty and compact, having a population of 250. There is a large island in the Mississippi directly opposite this village, which is occupied by traders."

Schoolcraft landed at the island and secured as interpreter a Mr. Gates. He also provided himself with tobacco and other things to be used as gifts to the Indians, whom the traders reported as being suspicious and ugly. These presents secured Schoolcraft a friendly reception by Aquoqua, the chief, and he was allowed to see how mining was done by the Indians. The ore was dug out by women and by men too old for hunting or fighting. Only surface deposits could be worked, as the Indians had no good tools and knew nothing about sinking and timbering shafts. The Indians would not permit the white traders to come to the west bank of the river for the "mineral", but insisted on their remaining on islands out in the channel. To these islands the

lead ore was ferried in large canoes by the Indian squaws, then was paid for in trade goods at the rate of $2.00 for every 120 pounds.

The next white men known to Dubuque County were those aboard the 109-ton steamboat Virginia, which in 1823 successfully ran the Rock Island rapids and proceeded on up the Mississippi. Aboard the Virginia was Major Lawrence Taliaferro, the Indian agent at Fort St. Anthony (later named Fort Snelling). Great Eagle, a Sac Indian chief, also rode upriver on the little steamer. And looking on, watching the people aboard and the shores on both sides and filling his notebooks for future reference, was the Italian exile and explorer, Giacomo Constantine Beltrami, who wrote an account of his trip and so saved it for later times. Beltrami confirmed the account given by other observers that the Indians at the Dubuque mines wouldn't allow the white men to remain on the Indian side of the Mississippi.

By 1828, however, the Indian hold on eastern Iowa was being loosened. In that year George Wallace Jones established a ferry across the Mississippi from what is now East Dubuque to a point in Dubuque. This ferry was made of two strong canoes lashed together and covered with a superstructure. Half a dozen of General Jones' French servants, who had made the long trip north with him from St. Genevieve, Missouri, pulled the oars that propelled this catamaran across the river. In the same year Jones sold his ferry to Thomas Jordan.

White men were gathering in Illinois and in Wisconsin. They knew that in the hills directly across the river there were millions of dollars worth of lead ore. But at Fort Crawford the troops kept vigilant track of the Indian country, and often as a party of whites crossed and began to mine lead the dragoons descended upon them and drove them back. This land had not been opened to settlement.

Among the men who tried to establish footholds in the Indian country in the last part of the decade was James L. Langworthy. Langworthy made the trip to St. Louis from his native "York State", and while looking about for a chance to get started in business in what was then the metropolis of the frontier country, he heard stories of the wealth of the lead-mining region around Galena. Without delay he started across the wilderness. He swam rivers, waded swamps, crept through forests infested by hostile Indians, and at night he slept under the stars. In Galena he heard of the wealth in Julien Dubuque's former domain, and in 1828 Langworthy led a party of miners from Galena to the "diggings" on the west side of the river.

The first thing these white men did was to organize a

meeting under a cottonwood tree near the mouth of Catfish Creek, and to draw up a constitution and by-laws to govern them in their mining. This first set of laws for Iowa had no governmental sanction, but it undertook to determine the legitimate size of a mining claim, and it established arbitration as the method for settling any disputes that might arise.

The troops at Fort Crawford soon heard of this incursion and came downriver. They landed at the diggings and drove the outlaws back to Galena, ending one more attempt by white men to obtain a footing in the Indian country. The time was near, however, when this white tide could no longer be held back.

CHAPTER 3

BLACK HAWK AND KEOKUK

More and more settlers who were making the long journey west looked hungrily on the vast stretches of land west of the Mississippi.

During the period of crisis between the Indians and the white men, two members of the former race played an important part. These were Black Hawk and Keokuk. Both were born in Saukenuk, the village built at the mouth of the Rock River. It was founded in 1776, the year of Black Hawk's birth. This circumstance may have seemed unduly significant to Black Hawk. As he grew up it became evident to his Indian friends that he considered himself set apart in some way from the rest of his tribe. He claimed descent from the Thunderer, one of the minor gods of his people. He had no hereditary title but during his boyhood showed such courage on the field of battle that he was made a brave, and later he became a war chief. He grew to be a tall, slender Indian with a fine head and piercing eyes.

Keokuk, born in 1780, had blue eyes instead of the dark brown, almost black eyes of the typical Indian, because of white blood on his mother's side. Like Black Hawk, he was born without a title but early showed the qualities that were to make him a chief. But while Black Hawk had only courage and a fanatical belief in his mission to save his people, Keokuk was both courageous and sagacious. He made a name for himself in the battles his tribe fought against the Sioux, but his real interest was in the talks that went on around the council fires. It soon became apparent to him that the Indians could not possibly resist the white men for more than a short time. He thought about this until he had decided that the best thing for the Indians was to drive the sharpest bargain they could with the mighty race that was beginning to crowd them.

In 1804, when Keokuk was a young man and Black Hawk was entering middle age, an Indian murdered a white man and a delegation from the Sac village was sent to St. Louis to try to arrange satisfaction according to the Indian idea of justice. The red men thought that by paying a fine they could satisfy the white man's law, but they ended by signing away their title to 51,000,000 acres of Indian land. When word of what had taken place at St. Louis reached Black Hawk and the other Sac and Fox, they refused to consider themselves bound. According to the terms of the deed, the whites were not to take over the ceded land until they really needed it to make room for settlers. For a time this provision was observed, but in 1812 the United States and England became

engaged in war and the Sac sided with England. When the war ended they found that now they would have to pay for their mistake in judgment. In 1816 the Sac were forced to sign a treaty in which as a tribe they recognized the white men's title to a great tract of land. Black Hawk, as well as the other chiefs, was one of the signers.

Now Black Hawk did something that any Indian of his day could understand but that to the American settlers seemed to indicate that his mind had been unbalanced. He spent the 11 years from the signing of the treaty of 1816 to the beginning of active trouble, in 1827, in the wilderness, most of the time alone, fasting and praying to the gods of his people to befriend them against their formidable enemies. But all his prayers seemed vain. In 1827 the white settlers began to move in large numbers into the land ceded by the Indians, and to drive them from their huts and cornfields, and worst of all, to sell the Indians whiskey. Governor Reynolds of Illinois backed the settlers. President Andrew Jackson was appealed to, but he said that he could not interfere. So matters went from bad to worse -- from the Indian standpoint. The red men were ordered to move out. Colonel George Davenport, always a friend of the Indians, tried to help them, but the order was final -- the Indians must go.

At this time Chief Black Hawk planned and tried to carry out the first passive resistance, or sit-down strike, in Iowa. He told his people that they were not to leave their cabins or their farms, but that neither were they to fight. This worked for nearly four years. The Indians planted their corn, hoed it, harvested their crops, and went away for the winter hunting. When they returned each spring they found that their cabins had been destroyed and the white farmers were in possession of their fields. But Black Hawk always held the Indian tempers in check. He kept up his passive resistance until at last a white trader began to sell cheap trade whiskey to the Indians. When the young Sac braves drank this liquor they became ferocious, and thereupon Black Hawk acted. He entered the trader's store, rolled out the whiskey barrels, and broke them open.

In Illinois a company of volunteers was at once raised. As a counter move, Black Hawk gathered a few of his young men and considered the chances of battle. They were so hopeless that again he capitulated and signed another treaty.

By the terms of this treaty Black Hawk and his people were forced to move west. But the Indian's patience was coming to an end. He had tried non-resistance, and it had not worked. Now he listened to the counsel of two unscrupulous Indians from another tribe, who assured Black Hawk that if he would rise against the whites, all the other Indians in the northwest and probably also the British in Canada would rally to his support.

Black Hawk took time to talk this proposal over with Colonel Davenport and with Chief Keokuk. Both men advised against any clash with the whites. They counseled patience and waiting.

But Black Hawk had tried that until he was satisfied it was useless, and now he made up his mind to fight. The braves in his own tribe were ready to go with him. The party started out to gather those recruits that the visiting Indians had predicted would be so easy to raise. One of Black Hawk's first stops was at the village of Keokuk.

Here Black Hawk described the wrongs the Indians had endured, pointed to their inevitable end if this kind of thing was allowed to continue, and finally he turned to Chief Keokuk and asked him to join the war party. But if Black Hawk was an orator, so also was Keokuk. He arose slowly and stood with his burning eyes moving from one excited face to another. He bowed.

"Braves," he said, "I am your chief, to rule you as a father at home, and lead you in war, if you are determined to go; but in this war there is only one course. The United States is a great power; and unless we conquer, we must perish. I will lead you on one condition only, that we put our old men and the women and children to death, and resolve when we cross the Mississippi never to return, but to perish among the graves of our fathers."*

Silence followed this speech. Black Hawk looked around him and knew that he was defeated. Keokuk had made the Indians see that war would be the end of the Indian on that frontier. Keokuk proved right, as Black Hawk later learned. He went from village to village, trying to stir up the war spirit again. He got a few recruits, but by this time the white troops were organized and on the move. Black Hawk then began his famous retreat. Impeded by the women, and with only 400 fighting men pursued by 4,000 well-armed and equipped white soldiers, Black Hawk headed into Wisconsin and then back along the wilderness of the Wisconsin River toward the Mississippi. All he wanted now was to get away.

Time and time again he outwitted the frontier soldiers. His retreat has been counted as one of the most remarkable in military history. Eventually he got his people back to the Mississippi and there covered the retreat of the squaws and children. One Indian woman, swimming the river, had to hold her baby with her teeth -- by the nape of the neck, as a cat does. When he grew up to be a man the marks of his mother's teeth still showed.

*William Salter, Iowa: An Unorganized Territory of the U.S., in Annals of Iowa, Third Series, Volume 11.

When the Black Hawk War was over, Black Hawk knew that he was beaten. His long struggle had been for both the Sac and the Fox, and the latter, centered at the end of the brief Black Hawk War around Dubuque and Prairie du Chien, were committed by the peace treaty Black Hawk was forced to sign.

This treaty was ratified in February 1833. By its terms a strip of land 40 miles wide, bounded on the north by the Turkey River and on the south by the Big Maquoketa, was ceded to the whites. For the next four months troops remained in possession of what had once been Julien Dubuque's mining concession. But in June 1833 the soldiers were removed and the gates were open for one of the strongest flood tides of immigration the new West had ever seen.

CHAPTER 4

FRONTIER LEAD MINING

The men who had gathered on the eastern shore of the Mississippi River, ready to cross into the land of the Black Hawk Purchase as soon as it should be legally open to entry, were actuated by various motives. One was love of adventure. Another was the crowded state of the older parts of the East and South. Frontier conditions no longer existed in those regions, and young men without capital found it increasingly difficult to get started in business or to obtain farm land.

Also, there was the fame of Julien Dubuque's lead mines, which had been described by travelers and written about in newspapers. Many Eastern and Southern young men fancied that all they had to do was to get into Iowa, discover a lead mine, and begin selling ore. As it turned out, many of them did not find profitable mines. Many of them had to work for other men or had to start farming under difficult frontier conditions.

But the lead was there in large quantities for those who were persistent enough or lucky enough to find it. There were various ways of prospecting for deposits of lead ore. The Indians did this by noting chunks of lead on the surface of the ground. This surface deposit was called "float." Beneath it was usually a large deposit, imbedded in clay or in limestone. The Indian squaws and the old men worked with whatever tools they possessed -- antlers and sharpened sticks -- before the white men furnished them with shovels and picks. They harvested all the free mineral in the surface earth, then, when a deposit imbedded in rock was found, they cleared as much of the surface as possible and built fires on the rock. Later, after the veinstone was heated to a considerable depth, the Indian workers scraped away coals and ashes and threw on cold water. This acted just as throwing cold water on a hot drinking glass would. By breaking up the rock it enabled the Indians to scrape away large chunks of the imbedded lead.

So the Indians prospected and mined. Their method of smelting was just as crude. When they had obtained enough lead ore for smelting they laid down a layer of dry brush and faggots, piled a layer of the "mineral" on this fuel, then laid another layer of wood and another of mineral until they had built up a great pile. Fire was started at the bottom. After it had burned itself out the lead was found in sheets, mixed with bits of wood, charcoal, and ashes. These lead sheets were sometimes melted again and poured into moulds. The resulting bars, called "pigs", were stacked near the river like cordwood to be taken off in a canoe and

sold to the traders across the Mississippi. The white miners followed the Indian system for a short time, then began to work on the problem of getting more lead and less waste.

The white miners found that there was usually a layer of clay soil from eight to 20 feet in depth covering the underlying rock. This rock was slate or shale, from five to 30 feet deep. Below that lay the Galena limestone that carried most of the lead. The limestone was crossed and recrossed by great cracks, sometimes big enough to be called caves, in which the lead was deposited. The lead in the Dubuque area was not deposited in the rocks by first being melted and then run in, as bullets are poured into a mould. Instead it was dissolved in hot meteoric water and the water so impregnated flowed down into the fissures in the limestone, where the lead crystallized out as sugar crystallizes out of syrup. The float mineral that the Indians looked for came from the upper parts of these deposits in the limestone. The deep deposits were not found by them.

Soon the newcomers who had forced their way into eastern Iowa worked out a method of getting at the deep deposits. Their work was conducted something like this:

First the miner prospected for float just as the Indians had done. But when he found it he wasted very little time scraping up the bits of mineral on the surface. Instead he went down through the thick layer of clay, timbering his square shaft as he went, so that it would not cave in and crush him. When he reached the layer of slate he started to branch out laterally, digging what were called drifts. He extended these drifts until he encountered a thin sheet of lead. This told him that more lead was below.

Now the miner had to dig down through the slate. This was harder work and sometimes he used blasting powder to crack the slate for him. When he reached the top of the Galena limestone he looked for the faint seam that was commonly found along the upper surface of a lead deposit.

Once he had drilled and blasted his way through this seam he was apt to find lead. But it might be a deposit no thicker than a knife blade. In that case he had to decide between giving up and going on down, in the hope of finding a deeper and richer deposit. Sometimes he could find the spot where an east-and-west fissure crossed a north-and-south fissure. Here, in what miners called the "chimney", he could quite easily sink his shaft to the deeper part of the limestone.

Sooner or later, if he was lucky, he reached the cap rock that sealed a real deposit of lead. When he broke through this cap rock he might come into a fissure big

enough for a living room. Sometimes the central portion of the fissure was empty and the lead was found in a coating that covered the walls. The fissure might extend for miles or it might suddenly end in a "bar."

It was always possible that no lead would be found in this opening. Then the miner again had to dig deeper. There were three levels of lead-containing openings -- top, middle, and third. Eventually the miners learned that the second or middle opening usually contained the richest deposit of lead ore.

The miner's next problem was to smelt the ore so as to recover as much of the metal as possible. The Indian method of smelting not only failed to get most of the lead out of the ore but was terribly wasteful of fuel. With the coming of hundreds of miners to Dubuque County it was evident that the hills and valleys were going to be stripped of wood before long if a more economical method of smelting was not worked out.

An early improvement was the cupola furnace, the first of which was built by Peter de Lorimier in 1834 just above the mouth of Catfish Creek. Two more were built the following year near Dubuque. Where the Indian bonfire had extracted less than half the metal, the cupola furnace got from 65 to 70 per cent of it. But as this was still too wasteful, Richard Waller and some business associates built the first blast furnace for lead smelting purposes in Iowa -- the second in the entire country. Because of its greatly improved draft, this furnace developed a high degree of heat for the fuel used and extracted practically all of the lead from the ore.

Those who succeeded in this arduous work of mining were men of rugged character. Weaklings were soon weeded out of a calling that made such heavy demands on strength of body and of will. Among the best known miners were the Langworthy brothers. These four young men came into the county early, worked against great hardships to get their start, and lived to see themselves and their families recognized as pioneer community builders. It is said that the Langworthys were among the fortunate few who were able to "bring in their mines" (to make them pay) very early.

A pioneer miner of an entirely different type gave his name to "Kelly's Bluff." Tom Kelly was a sandy-haired man of powerful build and medium height. Usually he dressed in overalls and jumper, a red flannel shirt, and a pair of heavy boots. He was taciturn with other men and with women, but he loved children and sometimes told them stories of his early days in Ireland.

Kelly worked steadily and hard. Soon a rumor began to spread over the diggings that he had found a lead much richer than anything known before. The story was that Tom Kelly, in drilling down through the limestone, had broken into a large cave whose walls glittered with incrustations of crystallized lead.

It was useless to ask the eccentric miner about his find. He became more and more taciturn. But he worked early and late and after a time entered claims for several other lots near his original prospect. Soon he owned the entire bluff, which had cost him about $300. His method was to work in his mine until he had a pile of mineral sufficient to fill a barge, then to load the bulky craft and float down the river with it until he arrived at St. Louis. There he sold both lead and barge, made a few purchases, and took a steamer back to Dubuque.

Kelly sent for relatives who lived in Canada, but after they came he remained as uncommunicative as ever. He allowed just one man to enter his mine. This was another miner as solitary as himself. In 1847 or 1848 Kelly floated his barge all the way down to New Orleans, had it towed to New York, and sold his lead there. He went about seeing the sights and getting more and more excited. He began to imagine that people were watching him and talking about him and that some of them were planning to attack him. Eventually he fired into a crowd and killed a man. Kelly was examined, declared to be insane, and locked up.

He managed to escape, however, and to get back to Dubuque, where he resumed his mining. He died in 1867 after having told his relatives that if they wanted his money after he was gone they would have to look for it. One story is that Tom Kelly had an iron chest made in Galena, brought it to his cabin on Kelly's Bluff, and put most of his money in it. This chest was never seen after his death, but smaller caches, ranging from a few dollars to $10,000, were unearthed.

CHAPTER 5

THE GREAT MIGRATION

Dubuque's early settlers, however large their numbers, were actually but a small portion of the nationwide westward flow. There was a measure of opposition to this migration. The East opposed it because it meant opening a large portion of the public domain to sale, which in turn would so gorge the National Treasury with money that there would be no excuse for high tariff. The East, being a manufacturing area, felt that a tariff wall was necessary -- not for revenue but for protection against foreign competition. Huge land sales would enable those who were consumers rather than producers of manufactured goods to point to the money reserves in the public treasury, and to both the possibility and the desirability of reducing tariff on incoming goods.

Various expedients were suggested in Congress for harmonizing these opposed interests, but for a time the emigrants to the West were castigated by those Congressmen who represented the East.

Despite this opposition, the movement of individuals and of families westward continued and the volume increased. Energetic, ambitious young men from nearly every walk of life left past disappointments behind them and came hopefully into the new territory. These men said that the older parts of the United States had been taken over and that there was no chance for them to start in business, except as employees at low wages and with at best a precarious hold upon their jobs. "Out West" there was land. There was youth and hope and opportunity. The trickle of emigration became a flood. But on what was this flood to travel?

When George Washington first proposed that Indian trails should be abandoned for real highways, built substantially for vehicles, his friends said that he was being visionary. But a little later, when the value of the country beyond the Eastern mountains was realized, beginnings in the direction of real roads were made. In 1811, under authority of Congress, a highway called the "National Road" or the "National Pike" was begun. There were many interruptions due to lack of money and to the opposition of various State governments, but work continued intermittently until, in 1833, the thoroughfare had reached Vandalia, Illinois.

There were also the water routes: Down the Ohio and up the Mississippi; or through the Erie Canal, which was completed in 1825 (just in time to serve part of the great migration west), then across the Great Lakes to disembark at Milwaukee and cross Wisconsin by river and portage, or off

at Chicago and across Illinois by lumber wagon or stage-coach.

The immigrant to Iowa had to decide whether or not to take one of the slow and hazardous water routes -- that meant in part whether to depend on an Ohio River steamer's riflemen to protect him against river pirates -- or to take the still slower trip by wagon. If the traveler came over the trails and pikes and roads he was in the midst of a continuous stream of traffic. As wagons drawn by horses or by oxen crawled over the Northwestern frontier, the sunbonneted woman sitting on the driver's seat saw great red-and-blue Conestoga wagons, each drawn by three teams of massive draft horses, taking the long, steep grades with brake poles squealing. Men on horseback, carrying their belongings in saddlebags, galloped past. Droves of hogs and herds of cattle lumbered westward to help stock the new frontier farms, or were driven eastward to market.

As there were few bridges, the wagon boxes were made watertight and were chained to the running gear. In this way each wagon became a boat with the swimming horse as motive power. Almost worse than the rivers were the interminable swamps where the heavily loaded wagons could bog down. Then, if there were no extra horses or oxen in the outfit, the only thing to do was to wait for the next mover bound west and double up on the haul out.

Along the older roads at frequent intervals were inns and wagon houses. The former were for the well-to-do, the latter for the "pike boys" who drove the long trains of freight wagons, and for emigrants heading west. The emigrants, however, patronized these establishments sparingly. Only when sickness struck down a member of the family did they put in at a wagon house, where perhaps a frontier doctor would be available.

Once they had come to the wide Mississippi, flowing between timber-clad shores, the newcomers often found that they must wait for hours, perhaps days, for their turn on the ferry. Even after they had landed on the western side of the river there was a stiff pull from the ferry landing up into the dirt streets of the frontier village of Dubuque.

However they traveled -- by road and trail or by canal and river -- it was a hard trip, and the life that lay beyond it was even harder. The men and women who founded Dubuque city and county were young. Julien Dubuque had been only 26 when he made his agreement with the Fox Indians, and James Langworthy was about two years younger than this when he reached Dubuque. Another founder of Dubuque was George W. Jones, who came to Sinsinawa Mound, Wisconsin, in 1827. Jones brought with him a crowd of slaves and of servants and plunged

into storekeeping, Indian trading, lead mining, and ferry building. He was 23 years old when he reached the diggings.

The same year that Mr. Jones reached Sinsinawa another young fortune seeker, aged 14, arrived at Galena. This was Jesse P. Farley, who eventually became one of Dubuque's most influential citizens. For two years after his arrival, Jesse Farley worked for wages. At 16 he purchased an interest in a lead smelter. When Dubuque was opened to settlement, Farley arrived with the vanguard. He opened a store and simultaneously branched out as a building contractor. At 20, as far as business experience went, young Mr. Farley was more than a grown man.

Other important men were John King, who was 30 when he reached Dubuque; John Plumbe Jr., who was 27; and Father Mazzuchelli, who was 29 years when he first came into the lead-mining country. Also there was Caleb Booth, a lawyer and a civil engineer, who arrived in Dubuque at 22. Booth brought the first steam engine to Dubuque, built a sawmill, superintended a mercantile business, was a lumberman, a railroad builder, and a lead miner.

So it was that hundreds of men, mostly young, came to Dubuque from the East and from the South. Arrived here, they soon began to change the wooded hollows and bluffs of the Indian country into a frontier town.

CHAPTER 6

BEGINNINGS OF DUBUQUE

Because lead and lumber were the determining factors in turning immigration toward Dubuque, both city and county early showed the characteristics typical of a milling and mining community. Great piles of pig lead were stacked along the waterfront; the air was filled with the fragrance of pine rosin. This was one of the things that made the village distinctive on the frontier. Among others was the mental and spiritual quality of the leading pioneers. Plenty of the wrong sort flocked into Dubuque. There were gamblers and criminals, and for a time crime threatened to take the upper hand and to turn Dubuque into just another rough frontier settlement. But from the start there were men like John King, the Langworthy brothers, John Plumbe Jr., Father Mazzuchelli, George Wallace Jones, and hundreds whose names have been forgotten but who belonged on the same high plane. These men had fixed and unalterable ideas about religion, education, and decency. When the crisis came there were enough of this class of truly public-spirited citizens to dominate Dubuque and to establish morale.

A third cause, powerful in affecting the early destinies of Dubuque, depended not upon local but upon national factors. This was the political background of the United States in the first decade or two of Dubuque history. In "Washington City", as the Federal capital was then called, such statesmen as Daniel Webster and John C. Calhoun were working for or against the interests of the Iowa frontier. And because in Dubuque ideas on national problems were partly formed by the speeches and by the actions of these national figures, Webster and his fellow legislators exerted a powerful influence in giving Dubuque its unique characteristics.

But these influences could be brought to bear only gradually. First the town and the county had to be settled. Although the peace treaty was signed in the fall of 1832, it did not take effect as far as immigration was concerned until the following June. In the meantime more and more prospective miners were gathering on the eastern shore of the Mississippi. Some of these newcomers were bold enough to cross over into the country of the Black Hawk Purchase in 1832.

This illegal entry into what was to become the State of Iowa was not without precedent. In 1829 the Galland family had crossed the river to the site of Keokuk and there had taken possession of farming land and later had built the first schoolhouse in Iowa. No objection apparently was made

to this settlement in southeastern Iowa, but even after the peace treaty had been signed the men who moved into the vicinity of the future city of Dubuque were harried by troops from Fort Crawford.

Among these newcomers were Noble F. Dean and his wife. Mrs. Dean was the first white woman to live in Dubuque County. The Deans opened a small general merchandise store in which they sold boots and shoes, handkerchiefs, cotton shirts, razors, candles, and a quantity of those odds and ends called "Yankee notions." During the fall and winter of 1832 and 1833 this cabin store was the entire business section of Dubuque.

Among others who came in the fall of 1832 were Thomas McCraney with his wife and their children; Thomas Kelly, who gave his name to Kelly's Bluff; P. Quigley and family; J. L. Langworthy; Lucius H. Langworthy; E. Langworthy; Leroy Jackson, who is said to have built the first brick house in Dubuque; Woodbury Massey; and Robert Waller. These men and women all played important parts in early Dubuque history.

They had hardly arrived before winter came. The river froze and soon the troops came marching down the ice from Fort Crawford. Again the settlers were driven out. They built brush shanties on islands out in mid-channel and managed to keep alive until spring.

Then, June 1, 1833, the Indian title became extinct and settlers were allowed to enter the new country. The legal entanglements were not entirely cleared up, for there remained the matter of the Julien Dubuque title. Also, a Federal law prohibited settlement on unsurveyed portions of the public domain, and none of the land west of the Mississippi had been surveyed. But with the troops withdrawn the immigrants on the eastern shore of the river, who had not ventured in with the pioneers of 1832, came swarming across.

One of these was Peter A. Lorimer, an Indian trader from Galena. From Kentucky came Mathias Ham, who later owned 25,000 acres along the river. Ham began the manufacture of the soft local brick that during the next three or four decades were used in so many houses. He was one of the men who built the first Dubuque schoolhouse.

In 1833, three doctors arrived at the diggings. They were Allen Hill, John B. Stoddard, and Dr. Andros.

This year the village grew rapidly. Artisans and craftsmen of all kinds came up the river or over the rough wagon trails that crossed Illinois. There was work for all of them. Carpenters and masons were in especial demand. The town resounded to the sound of hammers and saws. The main

part of the building was done south of what eventually became Fifth Street -- about one mile north of the site Julien Dubuque had chosen for his cabin and furnace. Most of the cabins and business establishments were erected on the flat land between the river and the horseshoe-shaped bluffs, or in the valleys or "hollows" that radiated into the hills. More than 100 cabins had been built in Dubuque before the building season of 1832 was ended. Eastern newspapers began to devote much space to the Dubuque lead mines.

Just when everything in Dubuque looked bright, it became evident that the three newly arrived doctors had not come too soon. Asiatic cholera, which had arrived in the United States by way of Europe from its original home in the East Indies, began to take the terrible toll of immigrants that was to last throughout the period of immigration. Even during the rush in 1849 that followed the discovery of gold in California, hundreds of men died quickly from the oriental disease. Cholera reached Dubuque only a year after it had first appeared on the continent, and the dead soon numbered 50. There was no specific treatment for the new disease. The three doctors and many volunteer nurses worked night and day and eventually the epidemic ran its course.

Business, checked during the period of sickness, quickly resumed. In 1833 the Miner's Bank, with a capital of $100,000, was established. For the safe keeping of the bank's funds no vaults were considered necessary. Gold was stored in one trunk, silver in another, promissory notes and other commercial paper in a third. There is no record of any attempt ever having been made to rob this bank.

In 1833 General Warner Lewis erected one of the first frame houses in Dubuque. A little later Peter Lorimer built a frame house. When George Harrison, Galena engineer, was employed to survey the portion of Dubuque that was now rapidly building up and filling in, he is said to have selected these two frame houses as fixed points on the projection of Main Street.

Although no churches were built in this first year of legal settlement, church services for both Catholics and Protestants were held,-- for the Catholics in Mr. Quigley's cabin, for the Protestants at the home of Woodbury Massey. During November the first Dubuque schoolhouse was built and was paid for by public subscription. The teacher, George Cubbage, had taken part in the Black Hawk War, and a story was told that he had escaped scalping after his capture by the Indians because he was bald. When Black Hawk's warriors discovered this lack of hair, they traded him back to the whites for two plugs of tobacco. Mr. Cubbage taught school for a short time only, but the little log schoolhouse remained in use for several years.

A few steamboats from down the river, bringing both freight and passengers, reached Dubuque this first summer. In November, just before the Mississippi froze for the winter, a lumber raft arrived from a mill owned by the Lockwood brothers on the Chippewa River. This raft tied up at the levee one morning, and by night every plank and scantling had been sold and much of the lumber had already been built into Dubuque cabins.

In 1833 a hundred cabins had been built, the business portion of town had been surveyed, cholera had come and gone, and the first packets had docked. The first mail -- coming by way of Galena -- had arrived, and Milo H. Prentice had been appointed postmaster. There was a school, religious services were being held, and large quantities of lead were being taken out of the mines.

As winter approached many of the women and children were sent south to St. Louis. Those who were left behind prepared to withstand a siege. The attack soon came: cold, and silence, and loneliness. The little community was entirely shut off from the rest of the world. Most of the miners stayed in their cabins during the short days and the long nights, when white winter moonlight brightened the snow and wolves howled from the bluffs. A few visited back and forth. There were cases of want, for many of the settlers had arrived with almost no money to see them through the first year.

But when winter passed and the ice broke up in the Mississippi, the first steamboat was discovered far downstream, fighting its way up against the current. The absent women and children returned. Robins and bluebirds and meadowlarks returned from the south.

A new year had begun.

CHAPTER 7

PIONEER FARMS AND VILLAGES

While all this activity was taking place in the village of Dubuque a parallel development went forward in the remainder of the county. Many men and women who wanted farms rather than mines entered Iowa at Dubuque and, until Dubuque County land was taken up, many of them settled here. To assist them in finding the locations they wanted they often hired local men who knew the county.

Sometimes, however, the immigrant had received information in advance as to the best neighborhood in which to settle. A former neighbor in "York State" or in Vermont or Pennsylvania had written him just how to reach Dubuque and what to do once he was here. In still other cases immigrant families passed through the village of Dubuque and headed on into the wilderness beyond with no apparent notion of where they were going. They were looking, as were other pioneer farmers, for the perfect farm: plenty of easily cleared flat land, a large woodlot covered with oak and hickory and maple, and a spring over which a spring house could be built.

After the farm site had been located and the new family was living on it, their troubles had only begun. Not only was there the difficult task of subduing the wilderness but a shadow, in the form of possible legal trouble with the Federal Government, hung over the pioneer home. Although white men were allowed in 1833 to move into the Black Hawk Purchase, many years passed before they could secure title to their land. They were never sure from day to day or from month to month that they would not be dispossessed. If they were on land that came within the bounds of the Dubuque claim, they had that -- a very real and threatening shadow -- to worry about. And at this time there were two sets of people who thought it was to their interest to keep this vast body of publicly owned land from coming into private hands.

The first of these were those Eastern and New England employers who had tried in vain to keep the young men from leaving the Atlantic seaboard. These manufacturers feared that their supply of laborers would be depleted. Also they feared lest there should be such a flow of gold into the Federal Treasury that more money from imports would be both burdensome and dangerous. The manufacturers wanted import duties levied to combat European competition.

In the South, where slavery was an established and important institution, another motive led to opposition to Middle Western settlement. Many Southerners believed that

because much of the land which the Government owned was in the northern part of the country, it would be settled by men and women opposed to slavery. They stated their fear that the new states would eventually come into the Union, if settlement was permitted, as "free" states. They felt that they had enough to do to fight the New England abolitionists without being placed further in the minority.

These two factions worked to prevent the legal entry of land in Iowa. They called the settlers "squatters" and denounced them as thieves. They resisted every attempt to legalize farming or even living on the land west of the Mississippi. To make matters worse, in 1836 nearly a dozen claimants under Julien Dubuque's disputed title renewed their demands to have the settlers driven off, and to have the rich farm lands and the lead mines turned over to them.

As a result of all these factors, many of the settlers had so little confidence in being able to retain their farms that they refused to pay taxes on them. As late as 1847 the commissioners of Dubuque County complained that it was hard to run the financial affairs of a county without tax revenue. Quite early pioneer farmers began to organize "claim associations."

These were entirely outside of the law, but they were the frontier farmer's only chance to have a substitute for law that would answer his needs. The Dubuque County Claim Association drew up a code of laws and by-laws, elected officers to see that these laws were enforced, and began to bombard Congress with petitions to legalize preemption, to provide for a survey of the lands in Iowa, and to order their sale to actual settlers.

The association promised to help protect each settler's right, even if occasionally it had to go outside the strict letter of the law to do so. When eventually land sales were officially ordered, many speculators from other parts of the country flocked in to buy Government land at rock bottom prices. Some of them hoped to be able to buy land which was already occupied and partly improved by settlers, who would then be driven away. Here the claim association intervened. Bronze-checked, steady-eyed men in homespun shouldered the intruders out of the crowd in front of the auctioneer. The auctioneer himself was inclined to be deaf to any bid one of these speculators might call out, if he got in his bid before he was hustled away.

Among the regulations adopted by the claim association one defined the size of a claim, while others prescribed its necessary improvements. Each claim was to be 1,500 paces wide and was to contain 320 acres "more or less." After marking his lines by slashes on trees or by witness posts,

the settler was to build a cabin eight logs high and to plow at least five acres of land. If he did these things and kept up his membership in the claim association, the latter undertook to see him through to a sound title to his farm.

In 1841 a law called the Permanent Prospective Preemption Law was passed by Congress. It helped a little, but titles in Dubuque County were not permanently cleared until the final settlement of the Chouteau case, in 1854.

Once the location was made, the entire family had to get to work. That first year everything had to be done almost at once. The first thing to do after a rough shelter was erected for the women and children was to get as much land as possible broken and into crops. Otherwise when winter came there would be very little to eat.

The pioneer farmer usually did not break his own land. The reason was that the prairie sod was like a thick carpet of binder twine. No ordinary plow would stand the strain of being dragged through it, but there were men in every community who were equipped to break raw land. They did it with the famous prairie plow, which in a guidebook for settlers, printed in early days, was described as follows:

> This large machine is, to the new-comer, a curiosity: it is, in all respects, like other plows, but much larger in size; being 10 feet long, and cutting a furrow of some 22 to 24 inches in width. The fore-end of the beam rests upon an axle, with wheels, one of which runs in the furrow and gauges the width. A lever is attached to the fore-end of the beam, running back to the handles, which regulates the depth of the furrow and throws the plow out when desired. When the plow is once set, it needs no future attention in good prairie, as it runs alone, and the driver has only to attend to his team, which consists of some five yoke of oxen. It is considered best to break the ground as shallow as possible, or only to cut a sufficient depth to turn over the roots of the grass; the soil under it being very loose, and the thinner the sod, the sooner it will rot. Often the farmer sends his boy to drop corn every third or fourth furrow. The next season the sod is well rotted and the ground in prime order for wheat.

To haul this massive breaking plow through the virgin sod, from three to six yoke of oxen were needed. Soon after the prairie grass had started its seasonal growth, the professional breaker began his work. He moved about the country in a covered wagon, taking with him a repair kit, cooking utensils, and often a pony for use in herding the oxen and for visiting about the neighborhood over Sunday. At the

close of the day's work the oxen were turned loose to graze. One or more of them was belled. The season when breaking could be done to the best advantage lasted about two months. Three yoke of oxen on a 24-inch plow could break about two acres a day. Five yoke with a 36-inch plow could break three acres. The breaker charged from $2.50 to $4.50 for his work.

When plowing was at its height the "shear" had to be detached and taken to the nearest forge about once a week and hammered thin. For a few days after that the use of a mill file would keep the cutting edge as sharp as a knife. The hardest plowing was in the sloughs, where the wet bottom land resisted decomposition, so that often it was several years before the sod rotted.

Despite the efficient way in which the plowing was done and the energy with which each breaker kept on the job and moved from farm to farm, a newcomer to Dubuque County often had to wait some time for his turn. Perhaps he could get only a small part of his cleared land plowed during the really favorable time in the first year. He might decide, however, to have more plowing done during the six weeks from July 1 to the middle of August. By this time the prairie grass and weeds would be too high for the best results, but in the rush and turmoil of getting the new farm started the pioneer could not ask to have everything exactly as he wanted it.

Hoed crops of various kinds, usually potatoes and sod corn, were planted the first season. In this way the weeds and grass that survived the plowshare were caught by the hoe. While the women and children of the family were attending to this "easy work" of hoeing, the older boys and the men worked strenuously at fence building. In the timber were deer, cattle, and hogs that thought nothing of wandering over gardens and plowed fields, trampling or eating every growing thing.

Fences, although made of split rails and posts, were of many kinds. Worm fences, buck fences, Shanghai fences, post-and-rail fences, and stake-and-rider fences were the most popular types. The type depended on how the rails and posts were set; the hard work was cutting these rails and posts.

Rail cuts were made from the finest growths of oak and walnut. Part of the crew selected suitable trees, felled and trimmed them, then cut them into 10-foot lengths. Usually two men worked at splitting out the rails. One of these men started his splitting wedge in at the top of the cut and drove it deep with his maul, opening a split which the other drove farther into the log with an axe. Often, when a straight-grained tree had been chosen, four, six, or even more rails could be split out of each log with only a pre-

liminary use of the wedge and maul. If -- as was usually the case in early days -- the rails had to be used as soon as possible, they were hauled at once to the line of the fence under construction. Otherwise they were laid with the bark side down to season and dry.

Only the cultivated ground was fenced, and year by year, as the breaking and fencing continued, at least one line of the rail fence must be moved outward. In order that the fence should be reasonably straight, a "worm-stick" was used. It consisted of an upright with one sharp end, for thrusting into the ground, and an arm projecting out at right angles a foot or so from the lower end. The fence builder, sighting across the top of this stick, lined it up with blazes or markers and then turned the upright arm first right and then left to mark the points where the stakes were to rest. The thicker end of the rail was always laid forward, the smaller end resting on the butt of the previous rail.

When time could finally be spared from breaking land, putting in crops, and fencing the cultivated plot, a cabin had to be built. Up to this time the family might have been sheltered by a brush lean-to or a tent, but now preparation must be made for the severe Iowa winter. Again the boys and men repaired to the timber.

Logs were cut and "snaked" behind a team of lumbering oxen to the cabin site. Notches were cut and puncheons for the floor were hewed flat on one side and notched on the other to fit over cross-poles. Then the neighbors (and anyone within ten or 20 miles was a neighbor) were called together for the house raising. While the women cooked a picnic meal and prepared to serve it in the grove beside the spring, the men wielded their peavies and their axes and the logs went up at an amazing rate.

No metal was used in building the cabin. Even the door hinges were made of wood, with a wooden latch and a deerhide latch string. The puncheons for the floor, though they were hewed flat on the upper side, did not make a level surface. That is why the pioneers used three-legged stools and benches and even tables instead of four-legged ones. Three-legged furniture would sit solidly even if it was not level.

With a roof for winter over their heads, part of their crops in, part of their land fenced, the newcomers had only just begun their work. No one could be idle unless he was sick. During the day the men continued to break land for late crops, to build fences, to cut and rick oak and hickory wood for winter, and to make infrequent trips to town or to the nearest country store. The women cooked, spun yarn, wove cloth, and made the family clothing. Nor did the work-

ing day end with nightfall. When darkness came the deer-tallow candles were lighted, supper was eaten, and spinning, weaving, and preparing food for next day continued. The men patched harness, made additional furniture, or moulded bullets. The children rolled wool yarn into balls or dipped candles.

All this time the family had been living chiefly on food brought from the East or purchased on the way through Dubuque. Fried salt pork, boiled or baked beans, and corn bread with molasses were the staples. So by the time the first roasting ears were ready in the patch of sod corn, everyone was anxious for them. In the meantime there would be some additions from the wilderness itself -- fish and other game, wild honey, berries, and plums. Some of these wild crops could be sold in Dubuque or could be traded for "store goods."

Rapidly the neighborhood filled in. People knew that as their numbers increased, so would their living facilities. Sooner or later a wandering millwright would find in the neighborhood the kind of waterpower site he had been looking for, and either a grist mill or a sawmill or a combination of the two would be built.

These early waterpower mills were much alike. The first task was building the dam. For this purpose all the trees of suitable size on both banks of the stream for some distance back were felled and cut into logs as long as possible. These logs were hewed flat on two opposite sides, and if they were not long enough to reach across the creek, two or more of them were spliced and pinned. When they were laid they had to go down to bed rock, otherwise the creek would wash away the earth beneath them. Two or three lines of parallel logs were laid, the space between was filled with rock and clay, and on this substantial foundation the dam of notched logs in the form of cribs was built. When the cribs were filled with stone and clay and roofed over with planks, the crib dam was finished, although a row of secondary cribs was sometimes built on the downstream side to prevent backwash.

Sometimes a simpler dam was built of brush, weighted with clay and stone. These brush dams were not as durable as the crib dams, but they were cheaper to build.

A millrace with wickets at the upper and lower ends was dug from just above the dam to the drop where the water was released upon the wheel. This wheel, on the smaller streams, was overshot, undershot, flutter, or breast type. The overshot was 16 or 18 feet in diameter. It received the water at the front and top and revolved slowly in a direction opposite to that of the current of the stream. The undershot

wheel was about the same size but it received the impact of the water against its under edge and turned so slowly that expensive gearing had to be used for attaching the machinery. The flutter or breast wheel was the one usually used in frontier mills. It was built upon a shaft about one foot in diameter and long enough to carry a bearing at each end. Tough, round poles were driven through holes bored in this shaft and to these poles, or spokes, plank paddlewheel blades were secured. Sometimes the bearings of the drive-shaft were not oiled or greased and the squealing of the revolving shaft could be heard far along the road that led to the mill.

Famous early mills in Dubuque County were Bowie's Mill, Bruner's Mill, and the Kimball Mill, all on the Little Maquoketa. In 1833 Chester Sage and Breyton V. Bushbee built the first sawmill in Dubuque County, at a point six miles north of town.

This became the famous Sage's Mill, patronized by farmers from all over eastern Iowa. Sometime in 1834 stone burrs were added for grinding corn and wheat.

Contemporary with the building of mills came new roads, churches, schoolhouses, blacksmith shops, and country stores. With the increase in population and the improvement of the county as a whole, individual farms became more valuable.

By 1836 the settlement of Dubuque County had reached a point where the Territorial Legislature took note of it by passing a series of laws on the building and maintenance of county roads. Two years later a law was passed that required all men between the ages of 21 and 50 to contribute three days of work each year on the public roads or to hire it done.

With county roads came villages and towns, which brought markets nearer. In the earliest days the farmer had to take a week off, once or twice a year, to drive his ox team over hills and valleys, through brushy timber and treacherous swamps, to Dubuque, where he sold what little farm produce he could spare and took on a load of such things as could not be produced on the farm. At other times he had to drive to the nearest mill, often to wait days before his grist could be ground.

A blacksmith shop, a cooperage establishment, a shoemaker, a harness-maker, as well as drug stores, grocery stores, etc., had to be included in the little town's equipment. The blacksmith manufactured plows and hoes and shovels for the farmers. He could make or repair a lock and make hinges and other builders' hardware. He was the horseshoer, mechanic, machinist, locksmith, and hardware mer-

chant, all under one roof. Later many manufacturing plants developed from the shops of blacksmiths who had become well known for some one thing and who specialized on it.

Peru was one of the first towns to develop in Dubuque County. In 1833, the first year of legal white settlement, farmers used to drive into the little settlement a mile north of Dubuque, where there were general merchandise stores and a smelter as well as other types of business establishments. In these early years many people believed Peru would be the big town of this part of the country. Dubuque's superior position for transacting business by water, however, kept her in the lead.

Rockdale also was established in the early 1830's. The first blast furnace in Iowa and many thriving businesses developed. One of the first grist mills in Iowa, if not the first, was that built at Rockdale in 1834 or 1835. The mill building was small and there was but one run of French burrs, somewhat less than three feet in diameter. By 1845 the flour produced in this mill was so popular in Dubuque County that flour from St. Louis was driven off the market by it. In 1876 a flood destroyed nearly the entire town. All but two of the town buildings were washed away and 41 persons were drowned.

Durango, settled in 1833 and established as a town in 1834, was originally called "Timber Diggings." Some of the richest veins of lead found in the Dubuque area were opened near Durango. In those early years Durango, like Peru, hoped to outstrip the city of Dubuque and to become the metropolis of eastern Iowa.

Bankston and Asbury were settled in the first decade of county development. Graf and Lattnerville were mining settlements, all too soon to become "ghost towns." Bernard was settled in 1834, Key West the same year, while Luxemburg, the "Flea Hill" of early days, was settled about 1838.

In 1834 a miner named Nicholas De Long reached the site of Cascade. For two or three years he came and went, putting in corn or wheat, then wandering off on trapping expeditions. In 1836 he moved to Cascade and brought with him his wife, his five sons, and his daughter. Later De Long sold a waterpower site to John Sherman, who in partnership with Andrew Thompson built a flour mill on it in 1837.

Still later a paper mill was built near Cascade where wheat and rye straw were turned into the old-fashioned heavy brown butcher's paper that only men and women living before 1900 will remember. The military road from Dubuque to Iowa City, started in 1839, passed through Cascade, and stagecoaches ran regularly through to the little town of Maquoketa in Jackson County.

By 1853 the population of Cascade was more than 1,000. Still later a paper, the Cascade Pioneer, was established. But for the lack of good railroad facilities, Cascade would have developed into a considerable city.

In 1848 James Dyer Jr. settled on a farm a mile southeast of the location of the town which later bore his name. His father and brothers followed and before long there were so many neighbors that Dyer decided to establish a village. The land company he organized offered liberal inducements to settlers in the new town, Dyersville. Dyer built a store, a sawmill, a grist mill, a home, and a bridge across the Maquoketa River. The town was laid out in 1850. For several years, freight had to be hauled by wagon from Dubuque, but in 1857 the Dubuque & Pacific Railroad reached Dyersville. The town soon became one of Iowa's most important shipping points for farm produce. Dyersville continued to prosper and grew to be one of the richest towns of its size in Iowa.

Farley, named for Jesse P. Farley, the railroad builder, was settled in 1852. It was one of those towns whose location was determined by the nearness of transportation. At one time stone-quarrying was so important a local industry that building-stone cut in Farley was shipped to many parts of the country. Farley early gained for itself a permanent place among country towns.

Epworth was named by its Methodist founders for the birthplace of John Wesley. The village was laid out in 1855 and two years later had 357 inhabitants. In 1857 Epworth Seminary was opened. During the succeeding years, ownership of this institution changed several times, and in 1932 the property was purchased by the Society of the Divine Word and renamed St. Paul's Mission House.

CHAPTER 8

GROWTH OF A RIVER TOWN

During spring and summer of 1834 a stone warehouse was built on the riverbank a little south of the present South Locust Street to accommodate an increasing river traffic. This was a one-story building, 20 x 30 feet in ground dimensions, and the point at which it stood came to be called "Gerry's Landing", from the name of the man who built and operated it. For several years Gerry's was the principal steamboat landing in Dubuque.

The lead miners of Dubuque were by this time well established. They were constantly improving their mining and smelting methods but there was one thing that irritated them. The Federal Government had sent an agent to the mines to collect what was called "rent lead", a portion of the miner's product that the Government took in exchange for letting him use public land for mining. Although the War Department had been authorized by Congress to lease lead mines in Indiana Territory, no such arrangement had been made respecting the country west of the Mississippi. From the first the miners opposed paying this rent. They argued that their work in making the lead deposits available was worth so much to the public that they ought not to be penalized for doing it. By September 1834, however, rent lead to the value of $30,000 had been collected. Then the federal agent became so unpopular that he decided to leave. In 1842 another attempt was made to collect rent for the federal-owned mining land, but eventually the matter was settled in the courts in such a way that miners were allowed to acquire title to parcels of mining land, upon which they paid taxes but which were not otherwise levied upon by the Government.

In 1834 cholera again visited Dubuque and several people died. There was a murder at the mines this year, when Patrick O'Connor killed a man named O'Keaf and was hanged for the crime. The importance of this affair lay in the fact that O'Connor was not lynched, as might easily have happened in a pioneer mining village not yet under any form of legal jurisdiction. Instead a group of prominent Dubuque citizens arrested him, allowed him to choose a lawyer, and then tried him before a jury. He was found guilty and, on June 20, he was publicly hanged.

But even though the Dubuque miners had in this way demonstrated that they could create laws for their own use it was evident that real laws, passed by duly constituted authority, must be made available. With this object in view, all the land west of the Mississippi River and north of Missouri, to which the Indian title had been extinguished, was

in June 1834 attached for judicial purposes to the Territory of Michigan. Later in 1834 this tract was divided into two counties, Dubuque and Demoine. Elections were ordered held and the date was set for holding the first court. By July Dubuquers felt themselves so much a part of the United States again, after having lived for more than a year in a political and judicial no man's land, that for the first time the Stars and Stripes was officially raised -- by James Carroll, who had employed a slave woman to make the flag.

Only two other events of historical importance took place at the diggings this year: A public meeting was held to discuss the advisability of changing the name of the town from Dubuque to Washington, and a committee of law and order was appointed to keep the rough characters who had flocked to Dubuque in check until the new laws passed by the Territorial Government could take effect. Nothing was done about changing the name of the town.

Winter closed in and slowly passed, and again the first packet was seen heading upriver from St. Louis. At about this time the custom was established of giving the first boat from the south free wharfage rights throughout the season.

In 1835 George Wallace Jones was elected territorial delegate to Congress from Michigan Territory, of which Iowa was now a part. As a representative of a territory and not a state, Jones could not vote, but he could take part in the debates that preceded voting. Also -- and for a man of Jones's persuasive gifts this was important -- he was free to mingle with other national legislators in the congressional committee rooms and in the cloak rooms, and there he could urge various ideas for the benefit of his home community. Acting in this unofficial manner, Jones secured passage of a bill that created Wisconsin Territory, including land west of the Mississippi and north of the Missouri. Thus the seat of regional government was brought nearer Dubuque.

The act creating Wisconsin Territory did not take effect until 1836. In the meantime Dubuque was becoming sufficiently well known to have a packet boat named for her. This first steamer Dubuque exploded with a loss of 22 lives two years after being put into service. Other packets with the same name followed. This was typical of the packet business -- a favorite name passed through a series of boats, as one after the other was destroyed by fire or was taken out of service.

In 1835 Father Mazzuchelli, the famous missionary priest, visited Dubuque for the first time. He was on his way east to the national headquarters of his order, the Dominican Brotherhood. After making this journey he returned

to Dubuque and built there the first Catholic cathedral of what was soon to become an important diocese.

The village Father Mazzuchelli found on his arrival contained 25 dry-goods stores, several groceries, four taverns, and many dwellings built either of lumber or of the soft local brick that weathered so beautifully and lasted so long.

The first court held in Dubuque County was convened on January 10, 1835. Over this session of probate court Judge E. Lockwood presided. The first legal matter to come before this tribunal was the appointment of Susan Dean and Daniel Parkerson as administrators of the estate of Noble F. Dean. A court of general jurisdiction was held in Dubuque in May 1837. Judge David Irwin presided, with Warner Lewis as clerk of the court. This first general session was held in a log schoolhouse built by the Methodist congregation of Dubuque at a point between what are now Sixth and Seventh Streets, on Bluff. A fall term of court was held in another log building, while still others, at later dates, were held in the log schoolhouse, in the Catholic Church, and in any other convenient location that could be secured when the time for opening court came around.

There had been mail service in Dubuque in the first year of legal settlement, but the postmaster, Milo H. Prentice, kept the mail in his hat or in a tea box on a shelf in his Main Street grocery store. In 1835 the service was improved and a little later a post office was established at Seventh and Iowa Streets, with John King as postmaster. King remained in office for 12 years. During this time the mail changed from a theoretical once-a-week delivery to three deliveries a week from the East, although many complaints were made about lack of punctuality. It was charged at one time that if various people who handled the mail sack along the line ending at Dubuque found that the pouch contained too few letters, they would set it aside until more accumulated.

King was succeeded as postmaster by Charles Corkery, who in turn was succeeded by H. H. Heath. The post office at this time, 1857, was located in a building on the north side of Sixth Street between Main and Locust. Heath had it moved to the Odd Fellows' building at Eighth and Bluff, where on June 19, 1858, the records were destroyed by a fire that razed the building. The post office was moved to the Town Clock building and remained there until the completion of a federal building in 1866. Funds for this building had been secured by General Jones -- $20,000 were supposed to be spent on the grounds and $88,000 on the building. After various contractors had failed to live up to their agreements, the Government took over the work.

Almost as soon as mail service was established in Dubuque at least one local citizen felt the need of a newspaper -- John King, who had recently been the postmaster. King had come to Dubuque with no capital except his intelligence, his strong body, and a determination to succeed in business by giving the public sound value for every dollar he took in. For a time after his arrival he worked at whatever odd jobs he could find. By the fall of 1835 he had saved some money and had made up his mind to start a business. Returning to Ohio, where he had started his business career, King purchased a Washington hand press (in some accounts it is referred to as a Peter Smith hand press) and enough paper and other printing materials for a weekly paper. This equipment reached Dubuque in the spring of 1836. King hired William C. Jones and Andrew Keesecker to look after the mechanical details of printing the paper, the Dubuque Visitor. The first issue appeared May 11, 1836. Soon an Eastern newspaper, the New Yorker, published this comment on the new paper and on Dubuque:

> We have perused with much interest the first number of a fair weekly journal entitled the Dubuque Visitor, issued from Du Buque (lead mines) Wisconsin Territory, on the 11 inst., being 21 days on its passage to New York; terms $3 and $4 per annum. If anyone wishes to know where Dubuque is, we can tell him that it is not far from Galena, Ill., acros's the Mississippi, and likely to prove a rival to the great metropolis of lead. The Visitor is full of information respecting new lead mines, new villages, etc. The public are informed that mechanics, cattle and ladies are earnestly wanted in that country -- the latter most specially. We clip the following paragraph as illustrative of men and manners in the far west: "The new and splendid steamboat Missouri Fulton, arrived at this port on Friday last, with 225 passengers on board and 250 tons of freight. After leaving a part of her freight and passengers she departed for St. Peters, 400 miles above. The Missouri Fulton made her last trip from Galena to St. Louis in 35 hours, being the quickest trip ever made between these parts."
>
> The question is frequently propounded by eastern Bretheren, "Where is the far west?" We answer, it is now a little farther than Dubuque. Where it will be next year no one can tell.

Before the end of the first year Mr. King had disposed of his paper to W. C. Chapman. It continued to prosper and was issued weekly until the following year. In June 1837 the paper and printing establishment were purchased by Mr. King, William Corriel, and John B. Russell. At this time the name was changed to the Iowa News.

Various improved printing presses succeeded the little hand press on which the first issue of the Visitor was printed, but the latter had not by any means ended its days of service. It was used for printing a paper in Lancaster, Wisconsin, and after that was hauled by oxen 300 miles up the frozen Mississippi and was used -- in St. Paul -- to get out the first newspaper published in Minnesota. From St. Paul it was taken to Sioux Falls, South Dakota, where during an Indian raid in 1857 it was destroyed.

By the year 1836 activity at the lead mines was gaining momentum. In the summer of that year the Miner's Bank was chartered. It may have been in operation without a charter for a year or two before this date. In 1836 Henry L. Stout, age 22 years, arrived. He brought with him $100, his total savings. Seventeen years later he formed the Knapp - Stout Lumber Company which at one time was the largest company of its kind in the world.

In 1836 John Plumbe Jr. called a public meeting in Dubuque to urge his fellow citizens to petition Congress for aid in building a railroad. Plumbe, one of the young men who came to Dubuque very early and who helped build the town, was born in Wales. He came to the United States as a boy and a little later, after completing his education, worked on the railroads that were being built in the East. Railroading was still an experiment. Rails were made of wood with strips of metal along the upper surfaces and these strips often came loose and drove their way up through the floors of the wooden coaches. Sometimes, when this happened, a passenger was killed. The early coaches such as John Plumbe was used to were shaped much like the Concord coaches which they replaced. The engines were little machines that could hardly keep up with a horse.

But Plumbe foresaw that railroad travel was going to be important in national transportation, and in the winter of 1836 he called his fellow-townsmen together and induced them to sign a petition which was subsequently sent to Representative Jones at Washington. This petition asked Congress to appropriate money to survey a route from Milwaukee to Dubuque, and thence on to the Pacific Coast. Although General Jones was startled, he presented the request to his branch of Congress. The Congressmen laughed at him heartily. Some legislators asked if his constituents wouldn't like to build a railroad to the moon. However, they did appropriate $2,000 for a survey from Milwaukee to Dubuque, and this was the beginning of railroad history in this part of the country.

The packet business went ahead vigorously in 1836. Dozens of steamboats from downriver stopped at Dubuque and every one brought at least a few citizens for Dubuque Coun-

ty. There was also a constant line of prairie schooners crossing the Ohio valley and heading for Iowa.

Lead mining continued to prosper. Hutlett's smelter turned out 70,000 pounds of lead per week. McKnight's did about as well. The Lorimer furnace at Rip Row produced 60,000 pounds weekly, O'Ferrall's furnace 100,000 pounds each week, and several log furnaces -- the crudest type of smelting device in use -- turned out an average of 70 pigs of lead weighing 70 pounds each every week.

Both town and county were growing fast. In October 1836 the town of Dubuque had about 1,200 inhabitants. There were three churches, 50 stores and shops, one warehouse, and 55 frame or brick dwellings, in addition to many log cabins. The population of the Black Hawk Purchase, which now consisted of Dubuque and Demoine Counties, was a little more than 10,000. Congress this year approved the laying out of the towns of Dubuque and Peru. Also in this year the Dubuque board of county supervisors held its first meeting. One of the first things the supervisors did was to arrange for the erection of a building to be used as a courthouse. The resulting hewed log building was never used for this purpose but for some time it did serve the county as a jail.

In 1837 the Territorial Government of Wisconsin passed a law that authorized the village of Dubuque to incorporate. An incorporated village can make its own laws, called ordinances, to deal with its own peculiar needs. An election was held in April 1837 at which a board of trustees and several other village officers were chosen. At the first business session held by the board, an ordinance -- the first passed by the newly incorporated town -- was passed ordering the removal of obstructions to navigation in the river adjacent to Dubuque. The importance of river traffic was already apparent to Dubuque people.

Early this same year the pinch of a business recession began to be felt in the East. Dubuque, however, continued to prosper. The price of lead fell, but the little town on the frontier was on a hard money basis and had little to do with the wildcat currency issued by private banks in other parts of the country.

In fact, the second year of hard times in the East was in Dubuque a high-water mark of prosperity. Income from the recently settled farms was beginning to be spent in the market towns and the early mines were still in high production. New brick houses were appearing. The first in Dubuque is said to have been built by Leroy Jackson in 1837, and in 1838 James and Edward Langworthy each built brick houses. The business part of town was flourishing. Merchants purchased heavily in St. Louis and some of them were even be-

ginning to travel to New York to order consignments that would take many weeks to reach the Mississippi levee in Dubuque. In 1838 the population of all the territory west of the river had risen to 22,859.

In 1838 the first steam sawmill was built by C. H. Booth and several business associates. The engine for this mill was bought for $3,500 in Pittsburgh and after being floated down the Ohio and up the Mississippi was hoisted to its foundation in a newly erected mill building.

Representative George Wallace Jones had been working steadily to make the land west of the river independent, as far as regional government went, of the states and territories east of the Mississippi. Again he was confronted by the formidable opposition of those politicians who had opposed letting settlers move into this part of the public domain. The Southern politicians, in particular, opposed the admission of Iowa as a territory.

The leader of this Southern group, Senator Calhoun, was both an orator and a fighter. When General Jones found himself face to face with Calhoun, he first tried the effect of a heart-to-heart talk with his opponent. He told Senator Calhoun that he himself had owned slaves, that he came of a slave-owning family, and that many of the settlers in Iowa had come from the South and were friendly to slavery.

But Senator Calhoun was old and cynical. "It is probably true," he agreed, "that many people in your country now believe in slavery. But look at the great tide that is flowing in from New England! Before long Iowa is going to be full of rabid abolitionists. If we let you into the Union as a territory, soon you will be a State and I foresee that Iowa, as an independent State, would be one of slavery's foremost enemies."

Calhoun blocked the way to statehood for Iowa. But Senator Calhoun had a daughter, and Jones was a dashing and handsome young fellow for whom all the girls turned their heads.

He talked to Miss Calhoun. The next day he was seated on the floor of the United States Senate, as was Senator Calhoun. Miss Calhoun was up in the visitors' gallery. Jones made a signal and Miss Calhoun arose and went into the corridor. A minute later Senator Calhoun was told that his daughter wished to speak with him.

The old Southern orator went to meet her, and as soon as he was out of sight and hearing, Jones had one of his friends call up the Iowa bill. It was put to final vote and, without the thundered invective of Senator Calhoun to blast it, was quickly passed.

The act creating the Territory of Iowa was signed by President Van Buren in June 1838 and took effect July 3, 1839. In 1838 Jones succeeded in having a preemption act passed which gave settlers on the land of the Black Hawk Purchase priority in purchasing the land they claimed. From this time on Dubuque County farmers and town dwellers had something, in lieu of actual title, to establish the ownership of their lands.

The final two years of this decade were not eventful in Dubuque. The business recession was beginning to make itself felt. The lead market fell off as did immigration. Most of the immigrants who did straggle into Iowa came from adjacent Middle Western states. Because they were poor people who had moved farther west in the hope of finding improvement, they did not bring much money with them. But while the impetus of new settlers and of new business was gone and the first boom period was past, Dubuque had a substantial growth to show for the past decade. Dubuque County had been made a prosperous community of more than 3,000 inhabitants. In the town of Dubuque there were schools, literary societies, churches, and amateur theatrical organizations. The village had been incorporated, Iowa had become a territory, the packet industry was thriving, and a beginning had been made with steam sawmills. John Plumbe had proposed his railroad east and west to connect Dubuque with the rest of the country.

CHAPTER 9

THE 1840'S IN DUBUQUE

The miners and businessmen of Dubuque County were approaching formidable barriers to further progress. The early mines were beginning to pinch out and new ones had not yet been developed in sufficient numbers to maintain the original output of mineral.

Booth and his partners, with their steam sawmill, ran into the same limiting factor: lack of raw material. Towns were going up in western Iowa and there was an almost limitless market for all the lumber they could saw, but the scanty timber of poor quality near Dubuque was soon exhausted and there was no economical way of getting saw logs from the great stands of white pine in Minnesota and in Wisconsin to these Dubuque County mills. All the big supplies of lumber for early building operations in this part of the country were rafted in in the form of planks and dimension timbers. It had been sawed in mills farther north.

The first thing needed to correct these conditions was a new and dynamic form of government. On March 1, 1841, the voters of Dubuque adopted a charter -- with 58 votes for the proposed change and 38 against it. Under the charter form of government there was a mayor and a board of aldermen in place of the trustees elected in 1837.

The first officers elected were: C. H. Booth, mayor; J. P. Farley, Charles Miller, E. Langworthy, W. W. Corriel, H. Simplot, and T. Fanning, aldermen. Later in the spring Benjamin Rupert was elected city clerk, B. F. Davis marshal and collector, E. C. Dougherty assessor and street commissioner, William Lawther treasurer, and Charles Miller weighmaster.

This new city government at once did something to help Dubuque business. Increased numbers of packet boats were coming north from St. Louis and from New Orleans. Boats especially designed for the northern reaches of the Mississippi were being built. These boats could put in at small town landings where the water was shoal. As improved transportation made it easier to ship in heavy supplies of all kinds, Dubuque became a center of distribution for builder's hardware, for groceries, for dry goods. The new government took such steps as it could to improve the river channel adjacent to the city and to induce Congress to appropriate money for other improvements. But there was still the problem of getting saw logs for the mills.

Dubuque mill owners had had a few logs brought down in

loose drives or in small, insecure rafts, but this did not work well. The real solution for the trouble came through the agency of a young river man who was beginning to make a name for himself --Stephen Beck Hanks, who was said to be a cousin of Abraham Lincoln, and in some respects was very much like the great war president. Both Middle Westerners were born in log cabins and were early launched into the rough life of the frontier. Both men were tall and strong. Both had a high degree of executive ability.

Hanks, who often passed through Dubuque on his way up or down the Mississippi, was so skillful in handling both logs and sawed lumber that his services were always in demand. In 1844 he was employed by a lumber company in Wisconsin to bring a boom of logs down the St. Croix River to a mill at the junction of that stream with the Mississippi. The drive was started and the logs were out in the swift water when a messenger from downstream came galloping his horse to tell Hanks not to "untie" the logs, as the river was in a dangerously swollen condition farther down. But this warning came too late, for the logs were already out of control. Soon they were caught by the flood and after that were swept down the St. Croix and into the Mississippi. By the time the flood had abated and left the logs aground on the muddy shore they were far below all the Wisconsin mills.

As there was no way of rafting them back upstream, apparently they must be a total loss. It was then that Hanks asked the log owners for permission to make the logs into a great raft and to take the latter all the way downriver to St. Louis.

As there was nothing to lose, Beck was ordered to go ahead with his idea. He floated the logs together, secured them by chaining boomsticks round the floating mass, and after that went to work to construct the first big log raft to float down the Mississippi. Hanks and his loggers worked the logs into long parallel lines, end touching end. The entire raft was 600 feet long.

Beck fastened the logs in position by means of birch saplings, laid flat and held in place by driving staples of green burr oak over the saplings and into holes drilled into the logs themselves. Across the entire raft, fastened from side to side, ran cables which could be kept tight by an arrangement of levers amidships. A plank shanty, low so that it would not catch the wind, was built in the center of the raft. This housed the crew. Massive oars at stem and stern enabled sweepsmen to keep the raft in the channel. If a strong wind sprang up the raft had to be worked inshore and moored by heavy check lines, which were fastened to large and well-rooted trees. Sometimes a check line broke under the tremendous strain of the current and a flying end struck and killed a raftsman.

Stephen Hanks got his raft successfully to St. Louis and after that the way to bring logs to Dubuque was clear. Mills began to dot the levee. Great hills of sawdust were formed, and this sawdust remained long after the Dubuque mills had gone out of business.

The demand for lumber, both that produced in Dubuque and that floated down in lumber rafts, continued. Western Iowa was being built up. Not only were stores and houses built of lumber but there were board sidewalks and board and picket fences. Down along the levee great ricks of lumber rose above narrow roadways. Sometimes when the lumber caught fire all the resources of the town were strained to keep it in bounds and to prevent everything from going up in flame and smoke.

To meet this constant danger of fire the early and middle 1840's saw a gradual improvement of fire-fighting facilities. Unofficial fire companies were formed. The city bought a crude engine (soon christened the "Coffee Mill") and cisterns were dug at scattered points in town. When fire broke out, one or more of the local companies got out the Coffee Mill, carried or had it carted to the scene of the fire, and there formed a bucket brigade to convey water from the nearest fire cistern or from any convenient well to the reservoir of the engine. Leather buckets were used for carrying the water.

Increased private business entailed increased public business, and by 1843 Dubuque County needed a new courthouse. The red brick building erected at the corner of Clay and Seventh Streets was the scene of many famous trials of early days. It served as a depository of county records and housed the office forces of the executive and judicial branches of county government.

Population figures began to reflect the improvement in business conditions. In 1836 there were 4,274 people in Dubuque County. By 1838 the number had dropped to 2,381, but this was only an apparent loss. The huge and unwieldy county unit created by act of the Michigan territorial government had, in December 1837, been redivided into Dubuque, Clayton, Jackson, Benton, and nearly a dozen normal-sized counties. The first population figure was for the whole tract, while the second figure was the first true figure for Dubuque County alone. The only reason the population of Dubuque County did not increase greatly at this time was because business and business confidence all over the country were at a standstill. In 1840 the population was 3,059 while by 1846 it had reached 6,030. By 1850 there were 10,841 inhabitants in the county.

When on March 3, 1845, an act was passed that admitted

Iowa to the Union, just as Senator Calhoun had feared it came in as a free state. To offset this threat to slavery, Florida was simultaneously admitted as a slave state. Iowa was the sixteenth state to be admitted, following the first 13 colonies. That made it really the twenty-ninth state to join the Union of states. In Dubuque on December 28, 1846, when the law took effect, there was a public celebration of the event.

Dubuque continued to grow steadily and to develop in other ways. The first telegram was received here in 1848. In the same year, gold was discovered in California, and many men from this part of Iowa caught the gold fever and formed wagon companies for the long drive across the plains and over the mountains.

A stronger trend toward farming became evident during the latter part of the 1840's. Public land sales were authorized and in 1848 at the Dubuque land office 68,856 acres were "bid in." In 1849 the total sales at the local office were 58,374. In 1850 they dropped to 33,172. Many of the men and women who were settling on Dubuque County land still believed an old superstition that the soil was partly spoiled by the presence of lead mines, deep down underneath. Also the belief persisted that the climate in this part of the country was too cold for such crops as corn. In spite of these beliefs, farmers were crowding in, and in a short time all Government land was taken up and the only sales were from one private owner to another.

CHAPTER 10

THE GROWTH OF TRANSPORTATION

The improvement of public roads came slowly. The first changes were in the details of vehicles and of organization. Stagecoach companies were formed for overland travel, rolling stock was purchased, and at suitable points stage stations were built. Although the Western Stage Coach Company, organized in the East but serving eight Midwestern states, was the big concern in and around Dubuque, there were many smaller lines that furnished the competition needed to keep service standards high and rates moderate. The Western company used Concord coaches. These vehicles had oval-shaped bodies with seats for about nine passengers. They were painted in bright colors inside and out, with landscapes on the door panels, and each coach was named for some famous person. As each cost $1,000 and as large forces of men had to be employed at central points to keep them in repair, the investment (figuring four-horse teams and frequent relays) was for those years quite large.

Despite the fact that the oval bodies, rolling and pitching on the heavy straps that served as springs, often threw passengers out of the seats, the coaches were so much easier to ride in than had been the lumber wagons that had crowded the roads before their advent that during the fifties and sixties stagecoach companies were highly successful. The office of the Western Stage Company in Dubuque, located at the corner of Second and Main Streets, was usually crowded with passengers. But the business that had built up so rapidly as rapidly declined. It was just a link in the chain-like development of American transportation, and with the swift improvements in river and in railway transportation that came soon after the Civil War, stagecoaches vanished from Middle Western roads. In 1870 the Western Stage Company went out of business.

While steamboats did not reach this part of the upper Mississippi valley until 1823, when the 109-ton Virginia made the trip past Julien Dubuque's old mines, once the Indian country was open to settlement steamboat owners in St. Louis took prompt advantage of the demand for transportation. The first steamboats were single-engined, side-wheeled craft and the noise they made fighting their way up the uncharted river channel so frightened the Indians that, until they grew accustomed to the churning of water and the roar of escaping steam, they hid in the underbrush and looked through dilated eyes out at the terrible war canoes of the white men. But with competition steamboat design improved. Soon Mississippi River boats were being built with two engines and with stern wheels, and while the stagecoach companies were ex-

panding and improving their methods for serving the public, the packet lines also expanded. In 1857 the Northern Line Packet Company was organized to operate between St. Louis and St. Paul. All of their boats served Dubuque. The first packets for the new company included the W. L. Ewing, the Metropolitan, the Minnesota, the Henry Clay, the Canada, and the Belle.

As other packet-owning lines were started, competition became intense. Sometimes the various steamboat companies serving the upper river cut prices so low in their fight against each other that it was cheaper to ride up and down the river than to live at home. And not only was the cost low but the finest meals that the ingenuity of rival chefs could devise were served to guests of the line. As many as 13 different desserts were stacked round the place reserved at table for each diner and he might eat any he chose. If he ate them all the chef felt complimented.

Among the enterprising men attracted by this expanding traffic on the Mississippi was Joseph Reynolds, who had been engaged in the fur and tannery business at Prairie du Chien and in northern Iowa. The supply of furs in this part of the country was declining, but wheat-growing in western Iowa expanded each year. Reynolds had seen as many as 200 wagons lined up on the country roads leading into McGregor. In 1860 he sold his tannery in Wisconsin and established himself in McGregor as a wheat buyer. The big river transportation company at that time was the Minnesota Packet Company, which had direct connections with the railroads and which also bought and sold wheat. Later laws designed to prevent favoritism in the matter of traffic tariffs and rebates were passed, but when Joseph Reynolds began to ship his wheat to market there were no such regulations. Reynolds soon found that his shipments were so delayed that he could never reach the market when the price was high.

The transportation officials who thus hampered him didn't know the type of man they were dealing with. "Diamond Jo" had come up from poverty, had fought for every advantage he had obtained, and had learned to take shortcuts over difficult hazards. Now, hindered by transportation troubles, he built a steamboat of his own. This first Diamond Jo packet was called the Lansing.

Owners of the Minnesota Packet Company soon told Reynolds that if he would sell them his boat they would give him very favorable terms and the best of service. He accepted the offer, but it wasn't long before his grain shipments were again being delayed. Again Reynolds built and launched a steamboat, this one bearing the name he had used on his bales of furs in his Indian trading days -- Diamond Jo. Joseph Reynolds also built two grain barges and entered

the shipping business -- with such energy and determination that the Minnesota company again begged him to sell out.

This time they stuck to their agreement to give him preferential service, but in 1866 a merger of the principal packet lines on the upper river resulted in the former Minnesota Packet Company management being replaced by men who knew little about Diamond Jo Reynolds and who cared less. Many of these men were big grain dealers and they used their advantages to the detriment of Reynolds. This brought him again into the river transportation business with the screw-propelled packet John C. Gault.

Reynolds this time made up his mind to stay in the business. He made an agreement with the Chicago and North Western railroad to handle all the river freight out of their terminal at Fulton, Illinois. By 1868 the Chicago, Fulton and River Line, as Reynolds called his new company, was operating four packets: the John C. Gault, the Ida Fulton, the Diamond Jo (which Reynolds had repurchased), and the Lady Pike. Upper Mississippi River traffic was now at the height of its prosperity, and Joseph Reynolds kept pace with this expansion by buying or building many new steamboats. He changed the name of his company to the Diamond Jo Line Steamers. In 1874 the general offices were removed from Fulton, Illinois, to Dubuque. All this time Reynolds continued living quietly and inexpensively in McGregor.

By this time the railroads had driven the stagecoach lines off the roads and were cutting severely into the wheat shipping business of the steamboats. But Diamond Jo Reynolds still managed to keep one move ahead of his adversaries. Foreseeing a time when the railroads would monopolize most of the freight business, he turned to passenger traffic. In 1880 Reynolds launched the luxury passenger packet Lady Morton, and from this time on the name of his company was famous for the luxury and the comfort it furnished.

But a time came when even the ingenuity of Joseph Reynolds could no longer stave off the inevitable collapse of river traffic. The luxury packets had delayed the end but they could not keep the public from turning to railroad transportation, which was uniform and reliable throughout the year. By 1890 the Diamond Jo Line had to pass its dividend. Reynolds died the following year. He had diversified his interests and was not financially dependent on river traffic, but he had grown old with the packets and now both were going or gone.

Passenger traffic on the upper Mississippi lingered until 1911, when the last steamboat operating out of Dubuque was sold and taken to other waters. From this date until 1925 the river was almost unused save by fishermen. In this

latter year the Federal Government brought the beginning of a revival of river transportation by creating a deep channel. Dubuque in 1928 built a modern freight terminal, which was leased to the Upper Mississippi Barge Line.

By 1941 the traffic tonnage on the upper river had increased to substantial figures. For the first nine months of 1941, 1,973,378 tons had been carried on the river by the various barges and by specially built tankers. This contrasted with 1,510,776 tons for the same period of 1940. The gain alone was greater than the entire tonnage had been a few seasons back. Estimated tonnage for the upper Mississippi for the year 1941 was 2,500,000.

A typical oil tanker, built for carrying oil from the oil fields in Louisiana to cities on the upper Mississippi and launched in 1941, was 235 feet long, had a 35-foot beam, and was 14 feet in depth. Its carrying capacity was 9,000 barrels. This tanker, powered by two 350-horsepower Diesel engines and making nine miles per hour, cost $2,000,000.

In the 1850's, when railroads were beginning to open up vast tracts of western Iowa farm land, final settlement of the litigation of the Dubuque land claims furnished additional incentive to railroad building. The Dubuque title suits were finally settled in 1853 by a decision of the United States Supreme Court. The test case was Chouteau vs. Molony. In the same year the United States Land Office in Dubuque sent to the federal depository in St. Louis the total of $850,000 received for the sale of public land. In addition to these reasons for railroad building, business men in Dubuque were now beginning to accumulate capital. Some of them in 1853 formed the Dubuque and Pacific Railroad Company. Over on the east side of the Mississippi River the Illinois Central was already being built across the prairies, but it would go no farther than the Mississippi.

Platt Smith, the man who drew up articles of incorporation of the new company, subsequently played an important part in getting the railroad built into western Iowa. When Smith came to Dubuque in the middle 1840's he had almost no education. He could read the newspapers and his Bible and could scrawl his signature, and that was all. He worked for long hours in a Dubuque store every day except Sunday, and at night he studied. Soon something happened that gave Platt Smith a chance to show his resourcefulness.

A Dubuque County man had taken up a claim under the preemption plan when an Eastern speculator saw the land, decided to have it, and got into an argument with the preemptor. During the disagreement the Eastern man not only attacked the preemptor but tried to pull down his cabin.

Such was the status of the case when the cabin owner came to ask Platt Smith to represent him at the trial that was soon to take place. Smith agreed. When the case was called he entered the little courtroom carrying his Bible. The plaintiff admitted that he had tried to wreck the cabin. Thereupon Platt Smith read from the story of King Solomon, when he was called upon to decide between two women who claimed the same baby. Solomon proposed to cut the baby in two and to give half to each woman. One of the "mothers" agreed but the other said she would rather lose the baby than see it killed. Solomon gave this latter woman the baby because she had showed most indication of really being its mother.

Smith laid down his Bible and briefly showed the connection between his client's attitude and that of the real mother. The jury brought in a verdict for the Dubuque man.

That night the unsuccessful suitor came to Platt Smith's room and told him he ought to study law, and that if the young clerk would agree to do so, he himself would send to Cincinnati for the necessary law texts. So Platt Smith studied law, passed the bar examination, and became the leading criminal attorney in the mining country. Later he went into civil practice and still later he became interested in railroads. For many years after 1853, when he helped start the Dubuque and Pacific Railroad Company, he spent most of his time in planning, organizing, and managing railroads and railroad construction companies.

Under his leadership the new road got off to a vigorous start. September 1, 1855, a contract was let for constructing the 30 miles of track from Dubuque to Dyersville. The R. B. Mason company took this contract, by the terms of which they were not only to build the roadbed and lay the rails but were to furnish part of the rolling stock and equipment. Work was commenced October first and by May 11, 1857, this portion of the road was in operation. In the meantime an act of Congress, passed in May 1856, granted to the Dubuque and Pacific company 1,251,040 acres of Government-owned land, the proceeds from which, when the land was sold, were to be applied to building the railroad.

Land granted in this way to railroads was often used as a basis for borrowing money in Europe. Up to this time English, French, and Dutch investors had been willing to advance money for this kind of construction. But suddenly in 1857 a money panic swept not only over this country but over Europe as well. The company agents who had gone to London and to Paris were unable to obtain bids on their new bonds. The failure of the European market for a time seemed disastrous. There was a floating debt of $700,000, and a mortgage had been executed to cover $12,000,000 worth of construction bonds.

At this juncture, largely due to the energy of Platt Smith, a new way of financing construction was worked out. This was to go to all the men and women along the proposed line of the new road and to raise funds for railroad building from them. As this money did not come in in large sums, as had that from the sale of bonds in Europe, the men in charge of building felt now that they must get the utmost value from every dollar spent. There was no more free-handed spending on the Dubuque and Pacific.

But even so, financing a railroad was difficult. The ownership of the Dubuque and Pacific Railroad was transferred August 21, 1860, to a new and stronger company, the Dubuque and Sioux City. Under the new management, construction was completed to Cedar Falls in 1861. Then, for two years, due to the financial dislocation of the Civil War, construction was stopped. In 1863 work was resumed, this time on the second division of the railroad. By 1866 the Dubuque and Sioux City Railroad had reached Iowa Falls, 144 miles from its starting point on the Mississippi River. The following year this completed portion of the new railroad was leased for 20 years to the Illinois Central. A portion of the receipts was to be paid to stockholders of the Dubuque and Sioux City.

The problem of uniting the two roads now arose. There was a railroad bridge farther downriver, and litigation brought by steamboat companies, striving to keep the river free from bridge piers, had been settled in favor of the railroads. In 1867 a bridge company entirely independent of the railroad company was organized, with several Dubuque men among its directors. Other owners of stock lived in New York and in Boston. The company applied to the board of supervisors of Dubuque County for space upon which to build the western end of the bridge, and to the council for a right-of-way into the city.

Argument as to the desirability of having a wagon bridge built over the railroad portion of the proposed river bridge delayed proceedings. Eventually all difficulties were settled, and early in 1868 a force of 20 men began excavating for the first abutment of the new bridge. At the same time, piles were being driven for the approach on the east side of the river. As the structure of the new bridge -- designed to carry the heaviest freight trains -- began to rise, it looked to the average citizen very spidery and insecure. The bridge was finished and on December 29, 1868, the final test showed that it was sturdy and safe. The completed bridge was operated in part by the Illinois Central, according to the terms of a contract that provided the railroad should pay 25 cents toll for each passenger and a fixed rate for each 100 pounds of freight. Eventually other railroad companies made similar arrangements.

From almost the beginning of railroad building in this part of the country, the citizens of the city and of the county of Dubuque subscribed liberally to the cost of railroad construction. The first such subscription was in 1853, when it was proposed that the city should subscribe $100,000 with which to purchase stock in the Dubuque and Pacific. A special election resulted in a vote of 466 in favor and 79 opposed. Two years later an additional $100,000 was subscribed by the city of Dubuque. Thereafter the idea of Dubuque, city and county, backing railroad building became so firmly established that within a few years the community debt incurred for this purpose was $1,650,000. Other cities had pledged their credit in the same way. Davenport was in financial trouble over its railroad debt. Sometimes local courts decided that their communities had not had the right to incur the debt and that therefore it could not be paid. But the highest courts in the land held otherwise. The money that had been borrowed and spent must be repaid.

Eventually a law was passed in Iowa authorizing local administrative bodies to compromise any local debt where the creditor would agree to have the debt scaled down. Under the terms of this law much of the Dubuque county and city debt was settled.

Early in the war the Mississippi River was blocked to packets. Soon after Grant took Vicksburg the river was again open to navigation, but it ran north and south and the chief need for freight- and passenger-carrying was from west to east. With the opening of hostilities, soldiers and supplies had to be shipped across the northwestern states, from the Mid-west to the Atlantic seaboard.

After the war, river transportation again made important gains, but simultaneously the railroads were reorganizing for permanent business. Short lines that had been begun and left unfinished were bought or leased and used as links of longer railroads, many of which were now soundly financed. The leasing of the Dubuque and Sioux City by the Illinois Central was an illustration of this trend. Other little railroads were taken into larger systems with the result that in 1942, three railroads, in addition to the Illinois Central, had been built and consolidated to serve Dubuque. These were the Chicago, Milwaukee, St. Paul and Pacific, the Chicago Great Western, and the Chicago, Burlington and Quincy. The city in 1942 was served also by 30 inter-city truck lines and by seven inter-city bus lines.

CHAPTER 11

INTO THE CIVIL WAR

By 1850 the adverse effects of the gold rush had abated. Many Dubuquers who had made the long overland journey to California were now returning to their homes. A few of them had found gold in paying quantities, but most of the gold seekers had little except experience to show for their outlay in time and money. However, their return to the homes and shops of Dubuque brought, in 1851, a noticeable quickening in commercial and industrial activity. These improved business conditions were maintained until 1857.

The business portion of the town of Dubuque now extended from Seventh Street south along Main. Small, cheaply constructed offices were built down on the riverbank, which was called the levee. River traffic, with packets carrying both freight and new settlers arriving daily, was beginning to boom. It was during this period that migration to what was still considered the frontier reached its greatest velocity and volume.

Buildings to accommodate these new arrivals could not be erected fast enough. Many families had to live in tents or in abandoned miners' shacks during their first summer. Twice -- in 1852 and in 1854 -- the city limits were extended. Main Street was macadamized and in 1855 for the first time gas was used for lighting the streets and homes of Dubuque.

By the middle of this decade of expansion there arose a general complaint about the difficulty of reaching boats in the main channel of the river over marshy bottomland covered with cattails. Various ideas were suggested and some of them were tried. One was the dredging of a canal that should cut a steamboat channel above the city, curving inward to solid land on the levee and thence curving back below town to the channel. Some work was done in this direction, but the companies that attempted it failed for want of funds.

When it became clear that this idea was not practical, work was begun on extending Dubuque streets to the working edge of the river by filling in the sloughs. By the end of the decade Jones Street, Third Street, and Seventh Street were extended to the islands. This work was not accomplished without difficulty. Various companies were formed, the city credit was borrowed and at times strained, and bankruptcies and suits for foreclosure were frequent. But the result was that at the end of the decade, drays and carriages could reach the immediate neighborhood of loading and unloading

steamboats without the danger of being engulfed in riverside mud.

Another measure taken to meet expanding needs in Dubuque was the erection of two new hotels. The Julien Hotel, built in 1854, replaced the Wapples House. The Lorimer House was built in 1856.

Other types of building followed. The Masonic Hall, which housed the Julien Theater, was built in 1856. In 1857 plans were made for building a new city hall. The city administrative offices had been moved repeatedly, but now John Francis Rague, a famous architect of early Dubuque years, was authorized to draw up plans for a permanent structure. The building was dedicated in 1858. One story is that it was designed along the lines of the Fulton Market House in New York. Another is that it was intended to resemble Independence Hall, in Philadelphia. The three-story building cost $50,000. In the basement was a station house, while on the first floor was a market, with stalls for butchers and space for garden and grocery products. On the second floor were the city offices. The third floor was used as a public hall.

In 1858 a new jail, also designed by Rague, was built. The material for this jail, obtained across the river in what is now East Dubuque, was blue limestone. The cost was $60,000.

One result of the capital accumulating in Dubuque was that new and larger business organizations were formed. In 1852 came the Iowa Iron Works, with Rouse, Dean & Company as owners. In 1855 the Dubuque Lard-Oil Soap & Candle factory began business in Dubuque. Lard-oil was used in lanterns and even in lamps, as well as in the manufacture of soap. Candles were still standard lighting in many homes. This Dubuque company was soon turning out 10,000 boxes of soap annually, together with "summer pressed and molded" candles and from 300 to 500 barrels of winter strained lard-oil.

Before 1856 only sawmills with straight-bladed saws were in operation. In 1856 L. N. and R. J. Gibbs erected at the foot of Southern Avenue the first Dubuque mill to employ a circular saw. A "gang mill" was erected at about the same time by E. R. Lumbert & Co., at the mouth of Catfish Creek. This gang sawmill used a series of straight saws, attached above and below to frames called "gates." All such saws, however, were soon replaced by the more efficient circular saw.

Toward the end of the decade the output of Dubuque factories was far more varied and extensive than it had been at the beginning. These products included steam shovels, mill

castings, iron columns, threshing machines, sash, door, and window blinds, and boilers, tanks, and smokestacks. Then, in 1858, came a violent financial upset that froze business. In a year or two there was a measure of recovery, but the Civil War was just ahead. Commerce and industry had to wait until that conflict was ended before they could resume their onward march.

The earliest settlers in Dubuque County had come chiefly from the South. Later there was heavy immigration from New York and Pennsylvania and from the New England States, so that opinion on the question of slavery was sharply divided in Dubuque County. Soon the division was wide and deep and the feeling increasingly bitter.

The man who wrote and spoke most energetically for the South was a newspaper editor, Dennis A. Mahony. Mr. Mahony, a native of Cork, Ireland, at the age of ten had been brought by his parents to the United States. He attended school in Philadelphia and afterward studied law there. In 1843 he came to Dubuque, where he continued his law studies. During 1844 and 1845 Dennis Mahony taught school in Dubuque County and in the latter year opened an academy in Jackson County.

In Jackson County Mr. Mahony held his first public office, that of postmaster. He was also a justice of the peace. In 1847 he was admitted to the bar, and in 1848 he was elected to the House in the Iowa Legislature.

In 1849 Mahony returned to Dubuque to work on the Miners' Express. In 1852, with some associates, he established the Dubuque Herald. He sold his interest three years later but in 1860 repurchased the paper. By this time Dennis Mahony had permanently aligned himself with the Southern faction of the Democratic party.

In Dubuque there were many families of Southern extraction who rallied behind Mahony's leadership, but there was also a large number of men and women staunchly loyal to the Union. April 15, 1861, three days after Fort Sumter had been fired upon, these men held a public meeting in Dubuque. Among them were L. H. Langworthy, O. P. Shiras, D. N. Cooley, D. S. Wilson, S. P. Adams, and W. B. Allison. They demanded that the war be prosecuted boldly and with no thought of compromise.

During this first year of the war Mahony grew increasingly bold in his accusations against Lincoln and the War Cabinet. A time came when influential men in many parts of the country demanded that his libelous writings be suppressed. Mahony snarled back at them. Something took place in the East that should have warned him: George Wallace Jones, who knew Jefferson Davis intimately, was suspected

of having given the Southern leader valuable information and was arrested and lodged in a federal prison. Mahony wrote with mild disapproval of this arrest, but he had quarreled with Jones and did little to defend him.

On the morning of August 14, 1862, however, Dennis Mahony was taken into custody and moved, first to Davenport, and then to Chicago. There he saw that the streets and railroad stations were filled with soldiers. On the train that bore him east, many of the soldiers who filled the seats and crowded the aisles paused to look smilingly down at the angry Dubuque editor.

Mahony was lodged in Old Capitol Prison in Washington City. Although he was one of a large number of Southern sympathizers, he found that this common bond did not help him. The real Southerners thought nothing of the help he insisted he had given them and refused to talk with him. Mahony, in a book he later wrote on his prison experiences, expressed his bitter resentment at this insolence. But soon he had other and more exciting matters to think about.

The sullen roar of big guns filtered into the prison. In some way the Southerners learned that the Northern forces had suffered serious defeats and were retreating. This retreat out of the South had now reached a point where the sound of conflict could be heard in Old Capitol Prison. Dennis Mahony was torn between a genuine love of his country and his seething hatred of Lincoln and of the Northern cause. He alternately hoped that the war would end quickly, without disaster to the North, and that his gallant friends from the South would come marching into Washington and set him free.

Then the sounds of firing grew faint and died out. The Southern forces had been turned back. Mahony realized that he was not going to be set free by the rebels and that he must make peace with the Government he had defied. He did this in November 1862 by swearing allegiance to the Constitution and to the Federal Government.

After his return to Dubuque, Dennis Mahony wrote more carefully until the impression made upon him by prison life had faded. Gradually he again became abusive. At no time did he command the approval and confidence of more than a minority of his fellow citizens. Dubuque had already taken up the fight for the Union.

Just ten days after news of the firing of Southern cannon on Fort Sumter had reached the city, two local companies, the Government Greys and the Jackson Guards, left to join a regiment forming at Davenport. The Greys, headed by the Germania band, marched from the armory to Sixth Street. There the Guards joined them and the united companies marched

on, to parade through town and down to a waiting steamer tied up at the levee.

At the end of their three-month period of enlistment, 28 members of the Greys received commissions and reenlisted. In 1863 another company of the same name was organized, and again in 1885, long after the close of the war, this historic company was reorganized.

At the beginning of the war the two Dubuque companies were without equipment and uniforms. To remedy this lack a Ladies' Volunteer Labor Society was formed and within a few weeks uniforms were ready. Throughout the duration of the war, civilian societies of various kinds were active.

During the second year of the war, enlistments in the North fell off sharply because many Northerners believed that the war was won and saw no reason for enlisting. So difficult was it to replace the men who had finished their periods of service that the War Department began to hint at the probability of a draft. In Dubuque County the board of supervisors voted to pay each volunteer a bounty of $50.

In the meantime the optimists who had believed that the war was nearly over were undeceived. The blockade that eventually did so much to overcome Southern resistance was not yet effective, various European powers were flirting with the idea of recognizing the Southern government as an actual government, and the Southern armies were proving active and resourceful.

In 1863 the North was threatened by invasion. At this time the "fifth columnists" of those days, of whom Dennis Mahony was one, planned to rouse Southern spirit in the North. A friend of Mahony's, Fernando Wood of New York, took the leading part in this effort. At the time when General Lee was striking north into Pennsylvania and when Morgan's raiders were crossing the Ohio River into Northern territory, Wood in New York and Mahony in Dubuque attacked the Government of the United States with every argument and with every insult their ingenious minds could conceive. Now indeed the President was hard put to it to keep up public morale. Toward this necessary end a Conscription Act, under whose terms every able-bodied man between the ages of 20 and 45 must register with a local draft board, was passed. From this enrollment were chosen, by lottery, the men who were to enter the army.

Throughout the course of the Civil War, Dubuque County strove to avoid this kind of compulsion. Whenever a draft was threatened, the supervisors and other local agencies worked feverishly to make it unnecessary. The county offered bounties ranging up to $400 for volunteers, and the town-

ships increased this until in some cases $800 was paid to a volunteer soldier. Because of this activity on the part of local agencies the draft never directly touched the town of Dubuque. In parts of Dubuque County where township officials refused to cooperate with the supervisors, men were drafted.

The news of Lee's surrender reached Dubuque Sunday evening, April 9, 1865, only a few days short of four years from the time when the first gun had been fired. Despite the lateness of the hour, bells were rung, bonfires were started, and excited men and women and children paraded the streets, singing patriotic songs. Again the Germania band, which had paraded before the Government Greys when the latter marched away to war, led a procession down Main Street.

The celebration was continued on the following day. Loyal citizens rejoiced that the cause they considered just had been established, but Dennis Mahony, apparently misinformed as to who had won the war, came out with editorials demanding that the slaves should be returned at once to their "owners." News of the murder of Abraham Lincoln shocked and momentarily silenced him, but he soon resumed his clamor for the restitution of slavery. Mahony was bitter to the last.

After recovering from the brief recession that preceded the Civil War, business in Dubuque remained good. Locally there was very little unhealthy speculation. Although there were probably no war millionaires in Dubuque, a steady demand was established for all the mill and factory products that could be turned out. Lead mining increased in volume during the war years. More than 1,000,000 pounds of mineral were shipped annually. The steamboat owners complained of a shortage of deckhands, and merchants found it difficult to hire and keep clerks. Out on the farms, where often the women of the family were left to do the farm work, there arose a demand for labor-saving machinery. Many varieties of planting and harvesting machines were invented and put on the market. All foodstuffs were high, and Dubuque farms could sell everything they could raise.

Up to this time Dubuque had been a frontier town and its citizens were considered pioneers, but after the war the frontier phase of Dubuque's growth was felt to be ended. One indication of this was the formation in 1865 of the Dubuque Early Settlers' Association. Only men and women who had come to Dubuque during the first decade were eligible for membership. Edward Langworthy was president. Other members were P. A. Lorimer, John Simplot, George W. Jones, S. M. Langworthy, Richard Bonson, S. M. Lorimier, T. S. Wilson, Peter Waples, and John King. The formation of a society that was interested in Dubuque's past rather than in its present or future showed that an era was finished.

CHAPTER 12

YEARS OF EXPANSION

Industry during the war had brought large quantities of new money into the city and county of Dubuque. In 1864, 250,000 bushels of wheat, 50,000 bushels of oats, and 25,000 dressed hogs reached the city in lumber wagons. Hogs, usually butchered and dressed on the farms after the weather turned cold, were hauled in and racked up like cordwood. Dubuque at this time was an important pork packing center and remained so for many years after the war.

In 1867 Dubuque business establishments were entering an upward spiral of prosperity that was interrupted only for brief periods during the remainder of the century.

In 1867, 4,246,561 bushels of wheat, 826,482 bushels of oats, and 86,000 bushels of corn were handled by local wholesale dealers. Corn was beginning to be an important farm product. Much Iowa land was still regularly sown to wheat under the mistaken belief that the Iowa climate was too cold for corn, but from this time on the crop that eventually became the most important in Iowa gained steadily in total production.

In 1867 there were also shipped from Dubuque 18,033,668 feet of lumber. Most of this vast quantity was sent west to furnish material for red barns and white farmhouses, as well as for cottages along a hundred new Main Streets. The Dubuque lumber dealers in 1867 were: Knapp, Stout & Co., E. R. Lumbert & Co., George Edwards, Pelan & Randall, Dubuque Lumber Company, Mitchell & Kiene, J. M. Robinson, Johnson & Bros., Ingram, Kennedy & Co., Clark & Scott, Gibbs & Parmenter, Solomon Turck, W. H. & E. T. Allen, Scott & Co., and T. O. Sullivan.

The wagon factory owned by A. A. Cooper was destroyed by fire in 1867. Cooper had come to Dubuque in 1846, had worked for four years as an apprentice in the Newman & Duffee wagon factory, and then had bought out the interest of Duffee. In 1862 he bought out the other original partner and moved to a new location. The fire in 1867 cost him $30,000, but soon a new factory was in operation. From this time on the Cooper wagon was sold over a constantly widening area. Cooper would have nothing to do with kiln-dried lumber for his product. In the kilns, lumber was dried for use in about three weeks. Cooper stacked his green lumber in three large lumberyards and let it season for three years. Wagons with this kind of patience built into them were just what the new West needed, and before long the Cooper wagon factory was turning out emigrant wagons, wagons for western Indian trad-

ers, farm wagons, buggies, bobsleds, and cutters. Agencies were established in Salt Lake City, Portland, Kansas City, Denver, and Dallas. By 1900 Cooper was making 1,000 wagons a month.

By 1870 all manufactories were forging ahead in Dubuque. Sales of sash, doors, and blinds in that year were $518,000; brewery products, $201,600; wagons, etc., $285,618; engines, $220,000. The 13 Dubuque lumber companies in 1870 sold 60,564,056 feet of lumber. Pork packing during the season of 1870-1871 was as follows: Ryan Packing Company, 30,000 dressed hogs; Strobel Company, 2,800; Walter & Company, 2,700; Zumhoff Company, 2,334; Brinkman Company, 2,015; Rath Packing Company, 2,000; C. Schloth Company, 1,500; F. Schloth, 1,000; altogether, 44,349.

During the remainder of the 1870's and 1880's, Dubuque continued to develop its manufacturing and wholesale business. A manufacturer's association was formed in 1873, and in 1883 there were enough traveling salesmen working out of the city to form the Dubuque Traveling Men's Association. A list of the articles made in Dubuque in 1889 shows the following items:

Ink, files, hats, shot, sash, lime, malt, rugs, beds, kegs, soap, coke, guns, flour, cider, axles, drays, shoes, boats, beer, doors, spices, plows, springs, stoves, chains, cheese, coffins, furniture of all kinds, brooms, lumber, mittens and gloves, bluing, candy, baskets, vinegar, jewelry, overalls, tinware, pumps, coal gas, sleighs, banners, barrels, cradles, roofing, awnings, carpets, statuary, crackers, uniforms, carriages, mucilage, ginger ale, stationery, log trucks and road carts, linseed oil, knit goods, underwear, windmills, showcases, monuments, straw paper, stove polish, pipes, harness, paper boxes, steam boilers, tools, heaters, ice cream freezers, furnaces, medicines, baking powder, wine, hitching posts, artificial stone, sporting goods, automatic engines, smoking and chewing tobacco, and cornices.

But by 1890 there were signs of a coming change in the commercial importance of cities like Dubuque. A vast centralizing process was taking place with the formation of what were called trusts. Little manufactories, mills, and other local enterprises that were doing well on a small scale were bought up or driven out of business. Sometimes a local branch of a big company was established in a town where the independent concern had been, but more often the plant was closed and the business it had transacted was moved to a centrally located manufacturing city. There were some exceptions -- plants that remained in Dubuque ownership and adapted themselves to modern conditions. Some of these, established in the eighties and nineties, were still doing a prosperous business in 1942. While these changes were tak-

ing place in the business establishments of Dubuque, the city government was also changing, gradually but surely, to meet the needs of modern life.

In 1867 the city council had granted a right-of-way to a group of Dubuque men who proposed to establish streetcar service. J. K. Graves was president of the new company, while such other representative citizens as Platt Smith and H. L. Stout were on the board of directors.

The Dubuque Street Railway Company began business with a capital stock of $75,000. Contracts for the construction of the roadbed and buildings were let to Charles Hathaway, a Philadelphia contractor. The route for this first streetcar line began at the ferry landing, on the levee below Jones Street, and ran to Main, up Main to Thirteenth, east to Clay, and north on Clay Street and Couler Avenue to the stables. These stables housed 15 horses.

Regular service began at noon, May 23, 1868. Each streetcar was drawn by one horse or mule. Because many of the horses were western branded stock with a reputation for kicking and running away, some prospective customers waited to see how the experiment would work. There was also the handicap that local teamsters and draymen had been accustomed for years to set their drays and wagons at any angle along the curb for unloading or taking on freight. Now these vehicles frequently obstructed the streetcar track, and the owners were slow to learn that they had to adapt themselves to the new regime. Heavy snow, when winter came, hampered traffic. And at one time service was disrupted by the prevalence of a disease among the horses known as "epizootic", which was prevalent throughout the Middle West at about the time the streetcar company was making a place for itself. For more than a week on one occasion not a car moved in Dubuque. During this epidemic, drays and beer wagons lumbered down Dubuque's Main Street -- drawn by yokes of oxen.

Despite all these obstacles the new form of transportation established itself in Dubuque. The company made money, improved its service, and expanded its plant. In 1872, stables for 50 horses, with a second floor for hay and grain, were built.

During the years 1875 and 1876 the Baldwin Locomotive Works in Pennsylvania had been experimenting with a new type of streetcar. This vehicle was to be propelled by steam power and, where desired, was to draw trailer cars after it. In 1877 the Hill and West Dubuque Railway, with J. K. Graves again as president, was formed to utilize steam power on the steep grades of many of Dubuque's residential streets. Tracks were laid to the hill district by way of Eighth, Hill, West Third, and Alpine Streets. Later the line was extended

to Julien Avenue and Delhi Street. Trial runs were made July 12 and regular service was begun July 14, 1877.

For a time the city assumed responsibility for all accidents and other damages done by the engine or cars of the steam streetcar line. In 1883 the company assumed responsibility for its own damages, and in November of that year one of its engines blew up with such terrific force that the smokestack was later found in a ravine many blocks from the scene of the accident. No damage suits were recorded, however. In 1890 the system was electrified and soon the high whine of the little wheel at the upper end of the trolley pole, sliding along the power wire, became a familiar sound in Dubuque. During the following seven years, two other companies operated street railways in Dubuque. The Dubuque Electric Railway, Light & Power Company was controlled by two Davenport men. It built ten miles of track in downtown business and residential districts. The Dubuque Street Railway Company experimented with storage battery cars. In 1897 a merger that united all streetcar service in Dubuque under one ownership was completed. The company was known as the Home Electric Company until 1899, when it became the Union Electric Company.

The change from streetcars to busses came nearly a quarter-century later. In 1925 the Dubuque Electric Company, a unit of the Interstate Power Company, was authorized to operate passenger-carrying busses on streets not served by streetcars. The route was West Fourteenth, Grandview, and South Grandview, with 20-minute service from six in the morning until midnight.

In 1928 the city council authorized the transportation company to replace the Linwood streetcars with busses. This was the beginning of the end for the older method of transportation. In 1941 Dubuque bus patrons were given the benefit of a five-cent fare.

Gas lighting systems were established in Dubuque just previous to the Civil War. In 1883 electric lights were made available for private use. In these early years of electrical lighting there was strenuous warfare between the Edison lighting and the system developed by the Westinghouse company. The Edison system was operated on direct current. Mr. Edison's publicity man told the public that the alternating current used by Westinghouse was dangerous to human life. About the time the fight was at its height, New York State changed from hanging to electrocution as a means of capital punishment, and alternating current happened to be used. The Edison forces seized upon this fact as proof of their claim. Although both Edison and Westinghouse tried to get the business of lighting Dubuque streets and homes, alternating current -- the Westinghouse system -- was finally de-

cided upon. In 1890 the old gas lamps on 50 street intersections were replaced by electric lights. Street lighting in the early days was conducted on what was called the Philadelphia Moonlight Schedule, which meant that on moonlit nights the street lamps were not turned on.

But street lights and streetcars were only two of the improvements in service the public learned to expect. Among other things, Dubuque citizens were getting tired of pumping water out of wells or cisterns. In the summer these family water systems went dry, and in winter the pumps froze and had to be thawed out with boiling water. One of the first attempts to furnish the city with a dependable supply of water was connected with the problem of "unwatering" lead mines. In 1864 a syndicate was formed to finance the drilling of a tunnel into the bluffs, low enough down to drain at least some of the mines that had filled in with seepage water. The tunnel was dug and water began to flow. The only trouble was that it kept on flowing -- month after month and eventually year after year. Although measurements showed that 400,000 gallons of clear cold water were flowing daily out of the mouth of the drainage tunnel, the effect on the mines was negligible.

When it was discovered in 1870 that the flow had not diminished, a company was formed to utilize this water for the city. Soon this one tunnel was made to supply most of that portion of Dubuque that was below the water level. In 1942 the water level reservoir was still a part of the Dubuque water system.

In 1880 the first pump installed by the Dubuque Waterworks Company was put into operation in the basement of the Lorimer Hotel, which then stood on the corner of Eighth and Bluff Streets. In 1888 the company drilled an artesian well at the foot of Eighth Street and built a pumping station to drive water to a 400,000-gallon standpipe erected on Delhi Street. In this way, residents of the hill districts were provided with water. But though the water system was being steadily improved, many local patrons complained of the service. In 1900 the voters of Dubuque accepted an offer by the company to sell, and the water system became a public utility.

Improved water service for Dubuque helped curb the big fires that occurred frequently, but because of the fire menace that resulted from large accumulations of dry lumber in the mill and lumberyards, other things had to be done. In 1842 the city council had adopted a resolution naming the members of a fire company and defining their duties. A crude type of fire engine was purchased. It consisted of a box four by seven feet with a two-cylinder hand pump attached. This machine held a barrel of water, and its reservoir was

kept filled by a bucket brigade. The 15-foot hose threw a half-inch stream of water to the eaves of a three-story building.

In 1850 additional fire-fighting equipment was purchased. In 1869 the city abolished independent fire companies and took full charge of the newly created fire department. The chief was placed on the city payroll at a salary of $75 a month. In 1884 the entire department was placed on a full-time basis. Eighteen men, whose salaries ranged from $40 to $75 a month, were assisted by 11 "minute men" who responded only to second alarms. Gradually steamers, hose wagons, and chemical engines were added to the city's fire-fighting equipment. Combination hose wagons and chemical engines were installed in fire houses in the residential sections of the city.

At 5:30 on the afternoon of June 9, 1894, the gong on the wall of the central fire station rang an alarm for a fire in or near the lumber district. Before the gong had stopped ringing, the big front doors of the stalls where the fire horses were kept swung open and the horses, trained in every detail of their duties, trotted to their places under the suspended harness of the trucks and engines. Men came sliding down the brass pole that led from the sleeping quarters on the second floor. In a matter of moments the front door flew open, the stoker stooped and applied a match to the oily kindling beneath the engine boiler, and away galloped the horses, drawing Dubuque's newest equipment through streets lined by excited spectators.

As the engines and trucks turned east on Eighth Street they got their first glimpse of the billowing smoke and of the red, quivering flames of the fire. Within ten minutes of the first alarm, half a dozen great piles of dry lumber were burning. A wind from the south drove the flame deeper into the lumber district. Other fires were started at a distance of 100 feet by heat and flying sparks. A mill was burned, and all hope of holding the fire was abandoned.

At 7:30 that evening, calls for help were sent to La Crosse, Wisconsin, to Clinton, Iowa, and to other nearby cities. Residents of Galena could see the fire reflected in the night sky. Two companies of firemen from East Dubuque came thundering in their trucks over the high bridge.

As the fire raced on, it took first the Lesure Mill, then the lumberyards of Knapp, Stout & Company, Pier's coal yards, the Glab pickling works, and the Dubuque Paper Mill. The Standard Lumber Company's yard was saved by the 150-foot-wide slough leading out of Lake Peosta.

The city water company had an artesian well and pumping

station just north of Eighth Street and east of the railroad tracks. This station was directly in the line of the fire. It was supposed to be of fireproof construction, however, and the engineer and his assistants shut themselves into the little brick building and kept the pump running. When the heat became intense they sprayed the inner wall of the pump-house with water. It was not until late next day that they were released -- scalded, dirty, and exhausted, but triumphant. The fire had lasted from Saturday evening until Monday evening. When it was finally subdued the stone curbing along Seventh Street had been burned to quicklime, 60,000,000 feet of lumber had been destroyed, and the total property loss was $500,000.

In 1910 and 1911 lumberyard fires in Dubuque brought losses of a quarter-million dollars. Thereupon Chief Joseph Reinfried told the city government that if this kind of thing was to be avoided in the future, more and better equipment must be given the firemen. In 1912 Dubuque purchased its first motorized fire truck and a five-passenger automobile for the chief. From this time on, motorization of the department continued until, in 1918, the last run with horse-drawn apparatus was made.

Chief Reinfried died in 1918, to be succeeded by Captain David Ahearn, who retired on a pension in 1920. At this time considerable adverse criticism was being directed at the Dubuque department by the National Board of Fire Underwriters. Dubuque equipment was characterized as antiquated in kind as well as insufficient in quantity. City Manager Carr countered by asking the board to name a chief who could put the fire department on its feet. Joseph W. Fisher was suggested, and Carr named him to the post of chief.

Under Fisher's leadership, more men were added to the department, men rendered unfit for service because of old age were retired, and the department was given greater authority in dealing with fires. Water mains were enlarged, with provision made for a uniformly high pressure system. The fire alarm system was modernized. As a result of these changes the United States Chamber of Commerce, in 1923, presented Dubuque with a plaque for the greatest accomplishment in fire prevention in cities between 20,000 and 50,000 population. Other awards were made in later years. From the time of this drastic reorganization to 1942 the occurrence of big fires in Dubuque was greatly reduced.

In 1929 Chief Fisher resigned, to be succeeded by Captain William Ryan, who had risen from the ranks.

There were 200 factories in Dubuque in 1900, but the trend toward larger and fewer industrial units continued until, by 1942, there were only 90. But the average pay per

hour had increased so much that the payrolls were larger. Factory methods were changing, production increased, and workers received pay as skilled hands.

For many years the largest single industry in Dubuque was the Milwaukee shops, maintained for car repairs and replacements by the Milwaukee Railroad. After their establishment in 1871 the shops grew steadily until, in 1918, 2,000 men were regularly employed by them. The railroad repair shops, however, were affected by changing business conditions and soon after reaching this high point were closed.

When the last of the log rafts came down the Mississippi, many people believed that the end of woodworking in Dubuque had come. The sawmills closed for lack of logs, but the processing plants continued to do business and later began to grow. They had a new source of wood in the vast stand of fir and pine on the Pacific Coast. Three great railroads were built into the heart of the coniferous forests of Washington, Oregon, Idaho, and Montana. Here there was a fine stand of Ponderosa pine, usually classed among the yellow pines but as good for milling purposes as the white pine of Minnesota.

To keep down shipping costs from the West Coast, local woodworking factories established cutting plants close to the source of the material. Here the sawlogs were cut to various standard sizes and the waste wood was discarded. Later a different method came into vogue and the roughly sawed lumber was kiln-dried by the logging companies, then shipped to Dubuque and sawed to dimension. The waste from this final cutting was used for fueling the great furnaces beneath the boilers in the power plants. The drying saved freight on hundreds of tons of water annually.

To balance these new and efficient production measures, an extensive system of retail and wholesale branches was established, chiefly in the East. In this way the great woodworking plants of Dubuque kept up with changing times.

Changes were made in other industries as well --- in metalworking plants and foundries and by such garment-manufacturing companies as H. P. Glover's, founded in Civil War days. By 1942 the Glover plant had extended its marketing to cover Alaska and the Philippines. The cumulative result of all these influences was that Dubuque in 1942 was still a manufacturing city, although it no longer held first place among the cities of Iowa.

During the early decades of Dubuque County settlement, farming and lead mining followed parallel courses. Both were rooted in the earth and both started as opportunities for poor men. But eventually both became occupations that re-

quired considerable investments of capital. Still later the parallel between them ceased, for the easily mined lead was exhausted and the mines filled with seepage water, while farm land became more and more productive.

This difference had become noticeable by 1900. The brief periods of mining excitement and activity soon tapered off as it became clear that other parts of the country could produce lead more economically than could the Dubuque area. Lead mining practically ceased, while farming by adopting the new methods of scientific agriculture was beginning to be a big industry. Farm machinery, which had made its first strong forward thrust with the departure of men from the land during the Civil War, was improved year by year until the farm became more and more a mechanized plant. In 1918 the Farm Bureau was established in Dubuque County. Through this office the farmers learned to use methods worked out at Ames at the State College of Agriculture and Mechanic Arts and by other experts as well.

To the Dubuque city government new departments were added. In 1942 these included: Building Commission, City Auditor, City Clerk, City Treasurer, Department of Parks, Department of Sanitation, Electrical Inspector, Fire Department, Street Commission, Milk Inspector, Restaurant Inspector, Recreation Department, and Water Department. There were also the following public service groups that acted without pay: Civil Service Board, Park Board, Dock Commission, Planning and Zoning Commission, and the Board of Review. Modernization of the fire department had brought in reduced insurance rates. Improvements had been made in the water department and in the city court.

Dubuque in 1942 had 38 schools, 38 churches, 10,000 homes (66% occupied by owners), 16 parks, 89 factories, and 599 retail stores. The death rate was 15.8 for each thousand inhabitants, and the birth rate per thousand was 22.32.

CHAPTER 13

EDUCATION IN DUBUQUE COUNTY

Because in 1833 there was no state government in what is now the State of Iowa, there could be no public school system. But many Dubuque pioneers were people of education and were unwilling to see their children grow up in a schoolless land. A school was organized in the first year of legal settlement, and George Cubbage -- the Cubbage whose baldness had saved him from scalping in the Black Hawk War -- became Dubuque's first school teacher.

Cubbage soon went into business and politics, and other teachers opened private schools in the new settlement. In 1834 Barrett Whittemore ran the log schoolhouse. In 1835 Mrs. Caroline Dexter taught reading, writing, arithmetic, and needlework. Mrs. Louise King, who had formerly taught in a private school in Baltimore, came to Dubuque in 1837 and opened what she called the "Dubuque Academy." In her announcement to the public, Mrs. King stated that she offered a "good education to young people of either sex and instruction in needlework and on the piano for ladies."

In 1838 a group of Dubuque's leading citizens composed of P. A. Lorimer, Ezekiel Lockwood, Joseph Fales, Patrick Quigley, Benjamin Rupert, Thomas Wilson, and Lucius Langworthy incorporated the "Dubuque Seminary." Alonzo Phelps was hired to teach "all branches of a liberal education." In 1839 Mrs. O'Reilly opened a girls' school and in 1840 T. B. Burr, an Eastern college man, opened a school in the basement of the Presbyterian Church.

The first school law for the Territory of Iowa was passed in 1839. The following year additional legislation was passed, but not until 1844 did Iowa Territory have a public education law with the necessary enabling act -- authorization to raise money for school purposes by taxation. Other clauses of the school act of 1844 made Dubuque a single school district and directed that school district officers should be elected.

Citizens of Dubuque took advantage of the new law at once. Warner Lewis was elected president of the district board, J. E. Normal was elected secretary, and William A. Carter and Timothy Mason were elected additional board members. A tax was levied but did not raise enough money for buying a school site and erecting a building on it. The board therefore arranged with the Dubuque private schools to take all pupils who applied. Their tuition was paid out of the education fund. At the close of the year the money remaining was invested in land for a future building.

In 1849, at a mass meeting of Dubuque citizens, it was decided to levy a tax of two and one-half mills on the dollar for the purpose of erecting school buildings. This tax brought $1,396.59.

In 1850 two small school buildings were put up on the land bought from proceeds of the school tax of 1844. These buildings were to cost $500 each. But when the school directors failed to pay the contractors, the latter took possession of the buildings and sold them under the lien law.

The early enthusiasm for education seemed to have vanished. From 1850 to 1856 no local taxes for school purposes were levied. Commenting on this, the State Superintendent of Education said, "In March 1849, Dubuque had a population of about 3,500 and the assessed value of its real estate and capital invested in merchandise was about $500,000, and yet it is destitute of even one public schoolhouse." In 1855 the Express and Herald said, "The condition of public schools of our city is a subject to which strangers turn with astonishment and citizens of Dubuque with shame."

Early in 1856 the city council appointed one board member from each of the five wards. This first school board consisted of D. A. Mahony, James A. Reid, James Burt, James R. Goodrich, and R. C. Waples.

This board held office but a short time. When it sought to draw upon the city school fund it was informed that the money had been used for other purposes. The board thereupon resigned in a body. The council appointed a new board to hold office until the spring election. This group voted to open schools in the first ward, in West Dubuque, and in rooms rented on Dodge Street, and advocated erecting school buildings to cost $10,000. A new board was elected the following month and soon the city council levied a tax to raise $8,810 for teachers and $17,620, in addition to a regular appropriation of $30,000, for buildings. Plans for three-story, twelve-room buildings in the first and third wards were drawn by J. F. Rague, the architect of Old Stone Capitol at Iowa City, and contracts were let to Berry, Player, and Longhurst. In 1857 and 1858 these two buildings and a third of the same size for 12 teachers and 600 pupils each were ready for business. In 1858 a high school was opened in the upper room of one of the ward school buildings. In 1859 the high school was moved to a building formerly used by a private school, on Seventeenth and Iowa Streets. In the same year the pinch of the brief depression that preceded the Civil War was felt in Dubuque, and the high school was closed, the building reverting to the former owners.

In the first year of its existence the Dubuque High School offered a three-year course, with three terms in each

year. Subjects for the first year were: Higher arithmetic, analytical grammar, word analysis, English history, Latin, German, algebra, bookkeeping, Constitution of the United States, geometry, and a "review of all" at the end of the year.

Second-year subjects were: Geometry, natural philosophy, physical geography, general history, physiology, Latin (grammar and Caesar), German, bookkeeping (double entry), botany, Virgil, Greek (optional), and again a "review of all."

For the third year: Higher algebra, mensuration, plane trigonometry, astronomy, chemistry, critical readings, Virgil, Greek and French (both optional), spherical trigonometry, moral philosophy, Cicero's orations, agricultural chemistry, intellectual philosophy, and the anabasis (elective).

Compositions, declamations, penmanship, vocal music, etc., were tucked in on Friday afternoons and at other convenient times. Candidates for admission to high school were required to pass an examination of ten questions each in definitions, geography, mental arithmetic, principles of arithmetic, written arithmetic, English grammar, United States history, and general history.

In those years, and for many years afterward, examinations were given by a committee of citizens who called in state at each room, lined the pupils up along the walls, and fired at them all kinds of questions -- including tricky ones. Some of the older citizens of Dubuque County remember in 1942 the days of the old visiting examination committee, and still believe that many of the examiners were more anxious to show off their own learning and to raise a laugh at the expense of a perspiring pupil than they were to find out whether the pupil was ready to advance in his studies.

Although for a brief period after the opening of the Civil War all the schools in Dubuque were closed, the grade schools soon resumed work. Although much of the time the teachers were paid only in script, worth whatever it would buy in the local markets, it is not recorded that a single teacher quit his or her job because of it.

In 1865 the Dubuque school board purchased Turner Hall, on the northeast corner of Twelfth and Clay Streets, bought up the lease of a theatrical manager who was using part of the building, and proposed to use it as a high school. Controversy at once arose, particularly on the part of Dubuque County people outside the city of Dubuque. It was proposed to make this high school available to all the pupils in the county, and some of the country parents said they were unwilling to have their children exposed to the temptations

and dangers of a thriving metropolis like Dubuque. The high school was reopened in this building in 1866, however, and the name of Turner Hall was changed to the High School Building. High school pupils from all over Dubuque County attended school here until 1895. In that year they were transferred to the building on Fifteenth and Locust Streets, built exclusively for high school purposes.

By 1917 the number of high school pupils in Dubuque had so increased that part of them had to be moved back to the school building that had originally been Turner Hall. Thereupon a movement was begun for a new high school building. Bonds in the sum of $465,000 were voted but, before construction could be begun, building costs had risen and an additional sum of $250,000 had to be voted. Another delay followed. In 1920, at a special election, Dubuque voters authorized the building of one senior high school and two junior high school buildings. On the same day it was announced that the new senior high school would be located on a ten-acre tract at the head of West Locust Street. On February 20, 1923, Senior High School was occupied for the first time by 700 pupils and the teachers. The building was of Gothic design and fireproof. The exterior was of native stone with a trim of Bedford limestone. The stairs were located in fireproof stone walls so that no fire escapes were needed. A modern ventilation system provided for a change of air every six minutes.

Grade schools, in the meantime, were being opened in many parts of town. In 1856 the school building later known as Fulton School was built at Central and Twenty-fifth Streets. In 1857 Lincoln School was built at West Fifth and Nevada. Though it was not so named at that time, Bryant School was opened in 1870 and Marshall in 1883. Other buildings were erected in various parts of Dubuque. By 1939, four of these had become so antiquated that advantage was taken of the Federal Government's offer to help finance construction of new buildings under PWA grants. The four selected for replacement were Fulton, Lincoln, Bryant, and Marshall. Construction was begun in 1939, and in October 1940 all four buildings were dedicated.

The first special school in Dubuque was opened in the Jackson School building in 1916, with one classroom and an industrial room. The pupils in this school were those who for various reasons -- illness, irregular attendance, or transfer from one system to another -- were unable to do satisfactory work in the grades. In the beginning there were only ten pupils, but soon classes of a similar nature were opened at Audubon, Irving, Lincoln, Fulton, Prescott, and Franklin Schools. When the Central School building was remodeled for administrative purposes in 1931, all of these special classes were brought together and five rooms on the

second floor of the building were used. In 1933 the enrollment had risen to 82, in grades from kindergarten through sixth.

A Dubuque Public Evening School was opened in the Senior High building and soon became so popular with adult citizens of Dubuque that an extensive curriculum was arranged. Among the subjects taught were: Pre-medical, dental, or nursing anatomy, arithmetic and algebra, elementary and advanced bookkeeping, business and commercial law, citizenship and Americanization, cooking, commercial art, sign writing and lettering, creative writing, industrial chemistry, social, tap,and classical dancing, dramatics, industrial drawing, advanced English, English for the foreign born, first aid, foods and nutrition, freehand drawing and sketching, French, German, home hygiene, instrumental music, journalism, knitting, Latin, machine shop practice, marbling and woodgraining for painters, mathematics and strength of materials, mental hygiene, modern trends in history and economics, oil painting, photography, piano, public speaking, radio, electrical theory, sewing, shorthand, slide rule, elementary Spanish, spelling and penmanship, theory and operation of the Diesel engine, elementary and advanced typing, and woodworking.

A teacher was supplied for any other subject on the request of 15 or more students. Classes opened in October and closed in March. No high school or college credits were given, but a certificate was awarded for satisfactory work.

Paralleling the creation of Dubuque's public school system, schools for children of Catholic families were established in the city of Dubuque and throughout the county. In 1836 Father Mazzuchelli had a school organized, with lay teachers, in the basement of St. Raphael's Church. In 1841 J. J. Norman advertised a "Dubuque English, Classical, and Mathematical Academy" to be held in the home of Bishop Loras.

The year 1843 marks the beginning of an important period in Dubuque parochial school history. In that year the Sisters of Charity of the Blessed Virgin Mary, the first order of nuns to come to Dubuque, opened an elementary school for girls. So successful was this venture that soon a boarding school was opened by the Sisters at St. Joseph's Prairie, eight miles west of Dubuque. From this school grew St. Joseph's Academy and Clarke College.

Following the death of Bishop Loras, no great progress in the development of parochial schools was made until Bishop Hennessey, in the 1870's, set a goal of one parochial school for each parish in his diocese. Bishop Hennessey was also instrumental in bringing to Dubuque the Sisters of the Visitation, the Sisters of the Presentation, the Sisters of

St. Francis of the Holy Family, and the Sisters of the Holy Ghost.

From these beginnings grew the parochial system which in 1922 was organized under a diocesan superintendent. In 1942 there were ten Catholic elementary schools in Dubuque. They were: Holy Ghost, Holy Trinity, Nativity, Sacred Heart, St. Anthony's, St. Columbkille, St. Mary's, St. Patrick's, St. Raphael's, and Visitation.

During the period when the Iowa public school system was being organized, Horace Mann of Antioch College, Ohio, was employed to look over the ground and to make recommendations for any changes needed in the laws. Mann was a famous educator. He spent much time and energy in this new task and one result of his findings was an act, passed in 1858, which among other things created the office of County Superintendent of Schools.

Among the County Superintendent's duties were conducting teachers' institutes, visiting each public school in the county at least once each school year, examining applicants for teachers' positions, and the administration of various other executive and judicial functions. In 1858 the first convention of county superintendents was held. Although the original law creating this office was changed from time to time, the duties performed by the county superintendent remained substantially the same through succeeding generations.

One of the first institutions for higher education in the Iowa territory was St. Raphael's Seminary, organized for the training of priests by Bishop Loras in 1839. The first building occupied by the seminary was erected on the property directly south of the Cathedral, by the Reverend Samuel Mazzuchelli. The ground was donated by a devout Catholic, Patrick Quigley. Part of the money to pay for labor and for materials came from foreign mission aid societies, particularly the one in Lyons, France.

In 1850 the seminary was moved to a three-story building at Table Mound, where in 1851 the name was changed to Mt. Bernard's College. In 1860 the college was closed. In 1873 Bishop Hennessey, realizing the value of a diocesan college, opened St. Joseph's College in a building on Fourteenth Street in Dubuque. In 1909 a new chapel and an auditorium were added to St. Joseph's Hall and a gymnasium was built on Henion Street.

The year 1912, following the arrival of the Most Reverend James J. Keane as Archbishop of Dubuque, marked the beginning of a new era in the history of the college. The ground lying between Cox and Alta Vista Streets on West Fourteenth Street was purchased, and in 1914 Loras Hall, the

new class and residence building, was completed. At the same time a service building, St. Francis Hall, and a power plant were erected on Cox Street.

In 1916 the building on Alta Vista Street occupied by the Good Shepherd Sisters was purchased and remodeled for the use of the science department. In the same year Archbishop Keane purchased the grove known to Dubuquers as "Keane Oaks" and added it to the college grounds.

In 1917 the institution was admitted to membership in the North Central Association and a summer school was made an integral part of the college work. During the war, building stopped. In 1917 the college opened a Student Training Corps. In 1920 the name of the school was changed to Dubuque College. Still later the name was changed to Columbia, and later still the college took the name of the first Dubuque bishop, becoming Loras College.

In 1924 a gymnasium costing $150,000 was erected. In 1926 an infirmary was built just north of St. Francis Hall.

Clarke College was established in 1881. At that time the course was for students of grammar school and high school grades but in 1901 a college department, affiliated with the Catholic University of America and with the North Central Association, was opened. At this time the name of the school was Mount St. Joseph's College, but in 1928 it was changed to Clarke College in honor of Mother Mary Frances Clarke, founder of the order of Sisters of Charity of the Blessed Virgin Mary. A well-selected library was provided and such buildings as administration, lecture and class halls, chapel, science hall, conservatory of music and arts, auditorium, natatorium, and a recreation hall were added to the college plant. A standard course in liberal arts and special courses in home economics, general science, arts, journalism, social work, library science, secretarial work, music, physical education, speech, and commerce were offered.

In 1853 a Lutheran theological seminary was founded in Dubuque by two Lutheran pastors, Reverends George Grossmann and John Deindoerfer. It was named Wartburg Seminary after Wartburg Castle in Thuringia, Germany, where Dr. Martin Luther translated the New Testament from the Greek into the German.

After four years the seminary was moved to St. Sebald, near Strawberry Point, Clayton County, Iowa. In 1874 it was again moved, this time to Mendota, Illinois. But in 1889 the school returned to Dubuque. In 1916 the present group of buildings was dedicated. The seminary is constructed of Galena limestone, quarried on the seminary grounds, and occupies a commanding position on the brow of a lofty ridge in

the southwestern part of the city. It is one of the architectural gems of Dubuque and at the same time most ideally arranged for the purposes of theological preparation.

Since its foundation, Wartburg Theological Seminary has trained many hundreds of young men for the Lutheran ministry. Students come from all parts of the country, and the graduates of the seminary are serving in many states of the Union, in several provinces of Canada, and in a number of mission fields in Asia and Africa.

Each summer, for a period of ten days, a pastors' institute is conducted which attracts participants from all parts of the country.

One of the seminary's treasures is the "rare books" room, containing a collection of several thousand volumes of books and pamphlets dating back to the sixteenth and even to the fifteenth century. Another interesting feature is the New Guinea museum, a valuable collection of ethnological specimens from northeastern New Guinea.

The University of Dubuque was established by Adrian Van Vliet in 1852. For the first half century in its existence the institution was primarily concerned with training a ministry for the rural churches of the agricultural Middlewest. In 1902, with the coming to its presidency of Dr. Cornelius M. Steffens, a new era in the life of the institution opened. A sightly campus of 36 acres was acquired in the residential section of the city, and soon there developed a fully accredited institution consisting of an academy, a college of liberal arts, and a theological seminary. In 1907 the institution moved from its downtown location at Seventeenth and Iowa Streets to a new commodious and sightly building fronting on what is now University Avenue.

In the 19 years following, the campus was improved by the addition of a number of college buildings and the acquisition of faculty residences for a goodly part of the staff. In 1926 the academy was discontinued.

The University of Dubuque is in 1942 a coeducational institution with an enrollment of 480 students housed in a physical plant costing well over a half-million dollars. There are 37 faculty members, who have been trained in the finest universities of this country and Europe. The University has an endowment of a little over $700,000 and is fully accredited by the North Central Association of Colleges and Secondary Schools.

CHAPTER 14

RECREATION IN DUBUQUE COUNTY

From the beginning of white settlement in Dubuque County, wholesome recreation was available to dwellers in towns and on the farms.

In town, during the pioneer period, entertainment varied according to the social rank of the family involved. The more socially ambitious pioneers associated with such men as Lieutenant Jefferson Davis, who in the 1830's was stationed at Fort Crawford, but who regularly exchanged visits with members of Dubuque's smart set. George Wallace Jones was another pioneer aristocrat. His father was prominent in Middle Western politics, and as a boy Jones associated with sons of the most prominent Middle Western and Southern families.

For the entertainment of men and women of this class, balls were often given, either in the homes of wealthy families or at Fort Crawford. These were impressive affairs, with stately introductions, manners after the model of the French court, and often with a grand military procession marching and counter-marching before Colonel and Mrs. Zachary Taylor. Colonel Taylor at this time was the ranking officer of the fort.

The young officers wore brilliant dress uniforms, the ladies their latest Parisian creations -- which had made the long journey across the Atlantic, had perhaps been landed at Philadelphia, and in time had found their way down the Ohio and up the Mississippi to Dubuque or to Fort Crawford.

The dances were the minuet, Virginia reel, the cotillion -- danced to music furnished by the military band. At midnight the high, sweet notes of a bugle summoned the guests to refreshments. An hour or two later a blast from the whistle of the steamer moored at the levee told them the time for departure had come.

For the older people and for the children, who didn't take part in these balls, simpler amusements were popular. During the long winters, when the Mississippi was closed to navigation and when days were short and nights long, there were play parties for the youngsters and comfortable dinners for their elders. Candy-pulls and bobsled parties were open to children and to adults.

For the stay-at-homes, also, there were theatrical entertainments, both amateur and professional. In 1838, in a second-story room in one of the local inns, the Iowa Thespian

Association gave Iowa's first theatrical entertainment. The stage was lighted by a wide fireplace and by a row of footlight candles, which had to be snuffed during the play. The plays given were England's Iron Days and Pizarro. Thomas C. Fassett, A. J. Anderson, and George Nightingale were among the members of the cast.

The following year, 1839, the McKenzie-Jefferson Company came to Dubuque with Joseph Jefferson and his son, young Joseph, who as a member of that troupe was soon to become famous for his portrayal of Rip Van Winkle.

This was the first visit of metropolitan actors to the lead mines. At one point of its westward journey, which was made by flatboat, lumber wagon, etc., the troupe was detained by a misunderstanding about its board bill, and the lawyer who defended the actors was young Abraham Lincoln.

After this, theatrical entertainment came regularly to Dubuque. In 1856 the Julien Theater was built at a cost of $17,000. The lights were so poor that the faces of the actors were almost invisible. The straight-backed wooden chairs were uncomfortable. And in winter the theater was so cold that men and boys wore their overcoats and caps.

The People's Theater was built in 1857 but was destroyed by fire in 1859, so that again the Julien was the only show house available to wandering players who came as far west as Dubuque. Often a stock company leased the theater, and visiting stars from the East played with these repertoire actors. Throughout each performance, specialty numbers were introduced -- comic or pathetic songs, clog dancing. Often a benefit performance was put on for the visitor, from the proceeds of which he received a small share while the remainder went to the owner or lessee of the theater. Many famous actors and actresses came to Dubuque during the period centering about the Civil War. The Jeffersons, James E. Murdock, James K. Hackett, and Matilda Herron were local favorites. Among the plays were Camille, East Lynn, The Octoroon, The Ticket of Leave Man, and A Daughter of the Regiment. In 1863 General Tom Thumb, the midget, and three diminutive members of his company came to town. The combined weight of the four actors was 100 pounds.

In the middle 1870's local capitalists built the first Dubuque Opera House. During the following 16 years, such famous players as Edwin Booth, Richard Mansfield, Modjeska, and Minnie Maddern Fiske appeared there.

The Grand Opera House was built in 1890, but about this time something happened that profoundly affected the local show business. This was the arrival of the first phonograph in Dubuque. It was a crude thing, but it held promise of

good sound reproduction. From there it was only a step to the mechanical reproduction of things seen -- and to the moving picture.

The change from the era of personal appearances -- of actors and musicians of the first rank performing behind Dubuque footlights -- did not come all at once. Even after 1900, some of the best-known actors in the theatrical profession came to Dubuque. In 1910 DeWolf Hopper and Louis Mann and George Arliss came here, as did David Warfield and Billie Burke. In 1911 Lillian Russell played here. In 1913 Otis Skinner brought Kismet and Maude Adams brought Peter Pan to local theaters. Uncle Tom's Cabin made annual appearances in Dubuque for many years.

In 1915 John Mulgrew's Bringing Up Father made its premiere at the Grand. Two musical numbers, Back in Old Dubuque and Husking Time in Iowa, gave the show a local flavor. In 1920 A. H. Woods sent his sensational farce, Parlor, Bedroom and Bath, to the Pacific Coast, and on the way it stopped overnight in Dubuque. But by this time the motion picture was growing rapidly. The Family Theater, Dreamland, Star, Little Star, and the Strand offered movies.

In 1837, the year before the first theatrical show was given in Dubuque, a literary society was formed here. From that time to the end of the century, literary societies, debating clubs, lyceums, library societies, and other organizations, designed to educate as well as to entertain, found steady favor. For many years there was hardly a Dubuque neighborhood that did not have some sort of cultural club. Businessmen met at noon to discuss books as they ate their lunch. Lecturers from the cultured East addressed large audiences.

One of these clubs with a purpose was the Young Men's Literary Association, the forerunner of the Carnegie-Stout Public Library. The association purchased books, maintained reading rooms, and encouraged intellectual living. When, in 1901, the library building was erected, many of the books on the shelves still carried tickets pasted in during the days of the Young Men's Literary Association. The impetus thus given to reading in Dubuque was so well maintained that in 1941 the Dubuque library, though serving an Iowa city seventh in population, ranked third in the number of books circulated.

Entertainment for its own sake on the pioneer farms was scarce. The first, as soon as logs were cut and notched for a cabin, for which all the neighbors for miles around assembled, was a "house-raising bee." While the men worked with peavies and teams of horses or yokes of oxen, the women pre-

pared a pioneer meal. The meat would be barbecued, and there was plenty of it. There would be such other things as the pioneer neighbors could bring -- roasting ears and potatoes, wild honey, plum and berry preserves, and brown bread.

Then, after the women of the family had time to move in and "straighten up", a house-warming was given. Everyone was invited, and again there was plenty to eat and drink. The meal disposed of, a fiddler mounted to a homemade chair placed upon a plank table and with his violin tucked under his chin began the strains of "Money Musk" or of some other "dance tune." As he plied his bow he intoned the figures of the dance. Sometimes when the youngsters wanted to have a dance but could not afford to hire a fiddler, they appointed a committee to "lilt" while the remainder danced. Lilting was a rhythmic kind of humming.

There were other country recreations -- husking bees, quilting parties, and bobsled and sleigh-ride parties. Sometimes all of the men in a neighborhood gathered for a "circular wolf hunt", which was the name given to a roundup about some stretch of wooded hills known to harbor timber wolves. Clubs, rather than rifles, had to be used, because of the danger of hitting someone on the opposite side of the contracting ring of hunters. "Varmint hounds", gaunt and ferocious, helped corner and kill the wolves.

There were other sports for the men of the family, on those occasions when they had to "go to mill." Often the grist mill where the family supply of wheat was ground was situated on a creek so small that the head of water behind the dam was quickly exhausted. Then the gate in the race had to be shut and everyone waited. During these times of waiting the congregated pioneer farmers swapped stories, talked politics and religion, or tested their muscles against those of the local catch-as-catch-can wrestling champion. Abraham Lincoln, over in Illinois, was famous for his prowess both at story-telling and at wrestling, at these backwoods gatherings.

Horse racing was popular, both in the town of Dubuque and in the surrounding country. Horses raced along country roads, or on the frozen river in the wintertime. In early days there was a famous racetrack at Peru. County fairs featured horse racing. Many a Dubuque County farm boy had a pony that he was willing to back against anything in his part of the State.

Baseball got its big start in Dubuque and elsewhere during the Civil War. From war times on to the 1900's this game gained in popular esteem. Dubuque men and boys, in the city, in country towns, on the playgrounds of country schools, played ball during the noon hour and after school

or after business. In the 1870's the Lone Stars, the Live Oaks, the Actives, and the Celtics were fighting it out on Dubuque sandlots in lively innings to the tune of bent noses and broken fingers. In 1878 Charles Comiskey was catcher for Dubuque, having signed on at $50.00 per month.

In the Gay Nineties, bicycling was popular in Dubuque County. Long lines of "safety" bicycles, each machine shining with nickel-plating and with a gleaming bicycle lamp bolted to the front pillar, filed up and down Main Street or along country roads. The Dubuque County hills gave the wheelmen real exercise.

CHAPTER 15

RELIGION

As soon as the county was opened to settlement, leading citizens of early Dubuque opened both schools and churches. Protestant and Catholic services developed side by side. The first Protestant minister to be regularly stationed in Dubuque County was the Reverend Barton Randle, who was sent to the mines by a conference of the Galena Mission District of the Methodist Episcopal Church. He arrived November 6, 1833, and that night preached at the Bell Tavern, kept by J. M. Harrison. In the same year the Reverend Father McMahon celebrated the first Mass for Catholics at Patrick Quigley's cabin.

The Methodist services were so well attended that a church society was organized in Dubuque May 18, 1834, and in July a log church building was erected. It stood in what later became Washington Square. This small building -- it was 20 by 26 feet -- cost $225, and to the building fund all sorts and conditions of men subscribed. One of Dubuque's leading gamblers contributed ten dollars. The little church was used also for holding court, as a town hall and schoolhouse, and other denominations were allowed to hold services in it when it was not in use by the Methodists. The trustees of this first church were Woodbury Massey, John Johnson, William Hillery, and Marcus Atchison.

When in 1834 Reverend Randle decided to leave Dubuque, he was paid $100 for his services, and again many different types of Dubuque citizens contributed to the fund. Following Randle came various preachers, one of whom was a woman -- Mrs. Elizabeth Atkinson. Then came a "circuit rider", the Reverend N. S. Bastion. Mr. Bastion had to travel 400 miles to cover his territory. In 1836 Bastion was given an associate pastor. In 1837 the Methodist Church of Dubuque had a branch at Rockdale, with Richard Waller as class leader, and Thomas Cook and Robert Waller as class stewards.

A second Protestant denomination, the Congregationalists, held services in Dubuque in 1833. The Reverend Aratus Kent of Galena preached at the house of Mrs. Willoughby, located on the site of the corner of Third and Locust Streets. In 1835 the Reverend Cyrus L. Watson moved to Dubuque and in 1836, due to his efforts, a church building -- later to be called the "Old Stone Church" -- was begun. Money was scarce and building proceeded slowly. Until 1840 only the church basement was open for services.

In 1839 the Reverend J. A. Clark organized the first Presbyterian society in the Black Hawk Purchase country. The

Reverend Z. K. Hawley became the first pastor. He served until 1841.

History of the Catholic Church in early Dubuque in the years from 1834 to 1837 is obscured by the loss of most of the church records, which had been stored in the church at Galena, Illinois, that was destroyed by fire. In 1834 the duties of pastor in Dubuque were performed by the Reverend Father Fitz Maurice. Then came an event that profoundly effected not only the lives of Catholic citizens of the new country but that influenced the thoughts and actions of many others. This was the arrival July 4, 1835, of the Reverend Samuel Charles Mazzuchelli. Father Mazzuchelli, a Dominican priest, came of a wealthy Italian family but had left his home to become a missionary in the wilderness of frontier America.

Because Father Mazzuchelli was a student of architecture, one of the first things he did when he came into a new community was to provide a suitable place of worship. The Feast of the Assumption of the Blessed Virgin was celebrated in Dubuque by the laying of the corner-stone for his church there, the nucleus of Saint Raphael's Cathedral. Father Mazzuchelli continued to work and to preach in Dubuque but managed also to erect new buildings for Catholic congregations throughout eastern Iowa, western Wisconsin, and western Illinois.

In 1837 the Catholic diocese of Dubuque was formed, with the Reverend Mathias Loras as the first bishop. Bishop Loras was in his forth-fifth year when he assumed his new duties. He had been in the ministry 20 years, with eight years of that time spent in the American mission. Thus he came to the frontier diocese prepared for hardship.

The new diocese extended from the Mississippi to the Missouri Rivers, and from Missouri on the south to Canada on the north. Soon after his appointment the new bishop returned to his native France on a money-raising tour. From various European Catholic societies he obtained considerable sums for church building and for organizing Catholic schools. On his return to Dubuque he built a house under the supervision of Father Mazzuchelli.

In 1849 Bishop Loras again crossed to Europe. It was during this trip that he visited Mount Melleray Abbey in Ireland and was so impressed by the work being done there that he offered to donate a large tract of farm land near Dubuque for the establishment of a similar institution. As a result of this proposal, 22 monks came to Dubuque, where on July 16, 1849, the foundation of New Melleray was begun.

Father James O'Gorman was appointed the first Father

Superior of New Melleray. When Father Francis Walsh arrived from Mount Melleray Abbey in 1850 he became Father Superior. The third to hold this office was Father Clement Smyth, elected in 1852. He ruled as Superior until, in 1857, he was appointed Bishop of Dubuque.

Bishop Loras, to whom credit for securing this institution for Dubuque County and for Iowa is due, had in the meanwhile (in 1845) planned to build a new Cathedral on the site of the corner of Main Street and Eighth. The corner-stone was laid in 1849, but work was soon suspended and was later abandoned. The old place of worship was becoming crowded, however, and in 1857, work on the present St. Raphael's Cathedral was begun. The building was partly completed in 1857. On Christmas Day of that year Bishop Loras offered the first Mass in the new Cathedral. Two months later, this zealous citizen of Dubuque died.

The Right Reverend Clement Smyth became the second Bishop of Dubuque. During his tenure the first school for higher education for Catholic boys, conducted by the Christian Brothers, was established. At the time of Bishop Smyth's death in 1865, there were in his diocese 46 priests, 80 churches, and 20 out-missions.

In July 1866 Bishop Smyth's successor was appointed. He was the Reverend John Hennessey, pastor of the Catholic Church at St. Joseph, Missouri, and at one time professor of theology at Carondelet, Missouri. The ceremony of consecration was attended by many out-of-town churchmen, including Archbishop Kendrick and Bishops Duggan of Chicago, Henri of Milwaukee, and O'Gorman of Omaha.

Under Bishop Hennessey, in 1871, six Sisters of the Visitation came to Dubuque and opened a school at Bluff and Third Streets. This school was removed later to a building on Julien Avenue, the former home of General Jones. Church building throughout Dubuque County went forward vigorously, with a building of brick and native stone at Centralia, a frame church at Pleasant Grove, a church and rectory in Liberty Township, a brick church building at Worthington, St. Patrick's Church in Dubuque (with part of the massive foundation stones brought from Dalkey, Dublin County, Ireland), and St. Francis' at Balltown. Bishop Hennessey also pushed the building of Catholic schools throughout his diocese, and was considered the leading advocate of the parochial school system in the United States.

In December 1892 the Archdiocese of Dubuque, embracing Iowa, Nebraska, and Wyoming, was created. Bishop Hennessey was elected Archbishop and the pallium was brought from Rome. The pallium, made in Rome by the Sisters of St. Agnes, is a white woolen band about two inches wide. It is worn around the shoulders and crossed over the breast.

The investiture of Archbishop Hennessey with the pallium, the most notable event in Catholic history to occur west of the Mississippi River up to this time, took place on September 17, 1893. Among the dignitaries of the Church present were Monsignor Satolli, apostolic delegate, and Cardinal Gibbons. A cablegram received from Pope Leo XIII read:

"Cardinal Gibbons, Dubuque, Iowa.

"The holy father most lovingly sends his apostolic benediction to the first archbishop of Dubuque."

Under the direction and inspiration of Archbishop Hennessey, church and parochial school building continued in Dubuque County. The Archbishop died March 4, 1900. He left an estate valued at nearly three-quarters of a million dollars, most of which went to various Catholic institutions.

Bishop John J. Keane, former rector of the Catholic University of America, was appointed to the vacant See in 1900 and was installed in office and invested with the pallium in 1901. During his tenure of this high office, the faculty of St. Joseph's College was doubled and some new buildings were added. Archbishop Keane established a missionary band of diocesan priests, welcomed the Sisters of the Good Shepherd, the Sisters of the Order of St. Dominic, and the Brothers of Mary. In 1911, because of ill health, he was forced to resign.

Bishop James J. Keane of Cheyenne was appointed his successor. In 1930 Archbishop Keane was succeeded by the Most Reverend Francis J. L. Beckman.

In the meantime many church buildings were being erected in Dubuque. St. Mary's German Catholic Church was dedicated in 1867. The corner-stone of St. Patrick's, Dubuque, was laid in 1877 and the church was dedicated by Bishop Hennessey in 1878. Remodeling of the Cathedral was completed in 1886 and the building was rededicated in 1888. The corner-stone of St. Anthony's in West Dubuque was laid in 1900. Nativity Church, built on Alta Vista near University in 1923, was in 1942 the youngest among the many Catholic churches of Dubuque.

Among Protestants, the Old School Presbyterians erected a church building at Main and Twelfth Streets in 1850. The New School Presbyterians built in 1856 at Ninth and Locust Streets. The German Congregational Church was organized in 1867 and erected a building the same year.

As early as 1838 the Episcopalians of Dubuque induced the Reverend Richard F. Cadle, chaplain at the military post at Prairie du Chien, to visit Dubuque. Mr. Cadle held ser-

vices at the mines and later helped persuade the General Episcopal Convention to attach the land of the Black Hawk Purchase to the diocese of Bishop Kemper. Bishop Kemper soon came to Dubuque, where he assisted in organizing St. John's Church. E. M. Bissell and Richard Plumbe were the first wardens. W. M. Miller and George Nightingale were vestrymen. In 1845 the first church building for this organization was erected at Fourteenth and Main Streets. In 1887 or 1888 the present church building at Fourteenth and Main Streets was dedicated. In 1926 it was remodeled and an altar was purchased.

St. Luke's Methodist Church traces its history back to 1833, when the Reverend Aratus Kent preached at the mines. Various church buildings housed the growing congregation until in 1896 a new church home was built at Main and Twelfth Streets.

The first permanent Lutheran Church in Dubuque was built at Thirteenth and White Streets in 1853. This church was operated by Pastor Grossmann in connection with the Lutheran Theological Seminary. Other buildings were later erected on the same site.

St. Mark's Lutheran Church was organized in 1906, and for the next five years church meetings were held at Temple Hall. In 1911, property at Twelfth and Locust was purchased and a church building erected there. St. Matthew's Evangelical Lutheran Church was organized in 1907, and a building was erected at Eighteenth and White Streets. St. Paul's Lutheran Church first occupied a lot at 2026 Jackson Street. In 1878 a lot at 2011 Jackson was purchased, and in 1890 a new building for church use was dedicated. Many improvements were subsequently made.

A Jewish Synagogue was built at Seventeenth and Maple Streets in 1905. In 1939, at a location on West Locust Street, a new and modern church building was dedicated.

In 1911 a Christian Science Church building at Ninth and Bluff Streets was completed.

CONCLUSION

By the year 1900 Dubuque had developed its physical resources and had consolidated the gains made during the pioneer period. Such changes as were subsequently made along these already established lines were changes of degree rather than of kind. But there were other changes which introduced almost a new note in the life of the community. These were the changes that introduced services and opportunities possible only in an advanced phase of civilization.

The Carnegie-Stout Free Library of Dubuque is a typical illustration of this kind of service. There was a lending library in Dubuque as early as 1857, but it was not free and was limited to 150 volumes. J. S. Blatchley, a pioneer lawyer, organized and maintained this little collection of books. A group called the Young Men's Library Association had been organized the year before, but had not succeeded in arousing sufficient popular support to enable it to function. In 1859 the association tried again, and this time, thanks to Mr. Blatchley's beginning, it succeeded. Two hundred fifty additional books were purchased, making 400 in all. These were arranged in the rear of the Gilbert Book Store and were available to members of the association.

There was a falling off of interest in reading during the Civil War, but in 1865 the young men's association hired a librarian and moved into the Julien Theater building. For the next 37 years, until 1902, the association maintained a reading service. But it was not free.

In 1900 a committee of prominent Dubuque citizens was appointed to work out a plan for a free public library. This was the period when Andrew Carnegie was distributing millions for the building of public libraries -- and Mr. Carnegie had once visited Dubuque to bid on the steel needed for the railroad bridge across the Mississippi. Not only that -- Mr. Jacob Rich and Senator W. B. Allison both knew Mr. Carnegie. These two Dubuquers were sent to interview Carnegie in New York. They came back with his promise to donate $60,000 to the new enterprise.

There were two additional gifts. Frank Stout donated a building site valued at $20,000. The Young Men's Library Association donated $20,000 worth of books.

As finally built, the library was of Roman-Corinthian architecture. It was faced along the front with bright Bedford stone. Broad front steps led up to a six-columned portico. The inner vestibule walls were faced with Italian marble and the vestibule was laid -- like the corridor leading to the desk -- with marble floors. The corridor was

flanked by general reading rooms. The rotunda was 38 by 22 feet, with a light well 13 feet in diameter. There were a stock room, work rooms, reference room, newspaper room, and an art room. The Allison room, in which the private library of Senator W. B. Allison was arranged, was opened in 1919.

Almost before Dubuque citizens became accustomed to the luxury of a modern library, another innovation was proposed. In 1907 Mr. Charles M. Robinson, a well-known Eastern park specialist, visited Dubuque. After inspecting the various scenic points in the city he said, "I have never seen a place where the Almighty has done more and mankind less than Dubuque." Judge O. P. Shiras took this comment to heart and at once began looking about for a suitable site for a really scenic public playground and park. Assisted by the Civic division of the Dubuque Women's Club, he secured a 100-acre tract at Eagle Point. The land was paid for partly by the city and partly by private subscription.

This purchase was made in 1908. Two years later, in the summer of 1910, a pavilion building was completed and the park was formally opened. A reservoir and windmill were built and some shrubbery was planted. In 1912, streetcar service into the park was established.

In 1935, under a WPA appropriation of $200,000, extensive additions to the equipment of the park were begun. Twin reservoirs of native stone, council rings, ledge gardens, and winding trails were constructed. By 1940 the facilities of Eagle Point Park included three eating shelters, one promenade bridge shelter, one restaurant, a concession building, an Indian-room shelter, a riverfront pavilion, two summer shelters, six indoor fireplaces, 41 outdoor fireplaces, seven automobile parking areas, and numerous tennis courts. Nearly 16,000 people a year reserved accommodations of various kinds at the park.

The Dubuque library and the new park were publicly owned and free. Soon another free but privately owned service became available. Radio made its first tentative advances into the community life of Dubuque when Clifford W. Patch, a business college student, built his own receiving set and intercepted signals which came in code too fast for the young amateur to read. This was in 1912. In 1916 the Reverend Arthur Clark was maintaining a sending and receiving radio station at Loras College. Father Clark, seeing the possibilities of the coming big business developments in radio, encouraged many young men to study what was then known of the business.

In 1917 there was a Wireless Association in Dubuque, with Clifford Patch as general manager. In 1920, in cooperation with other amateurs, Patch relayed a 50-word message

from Dubuque via Clinton and Chicago to Cleveland, Ohio. This was regarded as an outstanding feat for any station in the Dubuque area.

In February 1926 a local newspaper established station WIBJ and for one week broadcast entertainment programs to the city, but no permanent arrangement for local broadcasting followed. It was not until the fall of 1933 that station WKBB went on the air as a permanent commercial venture. In the spring of 1941 station KDTH opened in a modern building on Eighth Street.

At that new park at Eagle Point, with suitable regulations, a bathing beach was opened. In 1920, men and women were permitted to use one-piece bathing suits, but they must be skirted. This river beach served for a time, but in 1934 application was made to PWA for funds for a real swimming pool. Two proposals were not accepted because of excessive cost. Then the WPA was approached and a grant of $44,000 secured. The remainder, $17,000, was raised locally and a site on Hawthorne Street was obtained. The swimming pool was officially opened in June 1937. The pool itself was 227 by 75 feet, with a capacity of 550,000 gallons of water. Attached was a service building that held laundry, first aid room, guards' quarters, motor room, and a filtering plant that changed the water in the tank completely every 12 hours.

Airplane service, like radio, reached Dubuque comparatively late. When in April 1928 the first passenger took off from the Nutwood Park flying field, many cities were coming to look upon plane travel as almost commonplace. But even with this late start, the first attempts to establish and maintain an airport in Dubuque were not successful. The field was flanked by two ridges and was too far from the center of the city. In 1933 a new field was established, this time on City Island. This site, also, had some physical handicaps, such as periodic overflowing by the Mississippi. Various proposals for bringing Dubuque into line with other modern cities in this matter of air service were made, but as late as 1941 no improvement in the field had been undertaken.

In 1932 the Federal Government began work on a modern federal building, to be located at Sixth and Locust Streets. This building when completed was three stories high, was faced with Bedford stone, and was built 182 feet long and 112 feet deep. It was dedicated in 1934.

Courtrooms and federal offices occupied the second and third floors. The lobby was 18 feet wide, with walls paneled with slabs of American walnut. The floor was of marble. The offices of the postmaster were at the east end, and the balance of the first floor given over to the great workroom of the post office.

In 1937 two oil panel murals were placed in the Sixth Street entrance of the post office. These murals, one of which represented a typical Mississippi steamboat of the packet era, the other a typical scene in the landing of Dubuque pioneers at the old levee, were chosen from many entries in a competition authorized by the Treasury Department. Bertram Adams, one of the successful contenders, was a farmer from near Mason City. William E. L. Bunn, the other winner, came from Muscatine. Both men had attended the State University, but neither had majored in art.

In 1937, when the murals were dedicated, Dubuque was officially 100 years old. Just 100 years earlier the Territorial Legislature of Wisconsin had passed a law that permitted the village of Dubuque to incorporate. Then had come Dubuque County's big period of growth, in which the Mississippi played a vital role until the county grew to maturity and railroads assumed most of the burden of transportation.

For a time in the 1900's the great river experienced a twilight period, when all of its usefulness seemed to have ended. The oil paintings of the packet Dubuque and of the early settlers arriving at the frontier town preserved for future generations a vivid memory of those old years and marked the closing of an era.

But in these latter years, following the Dubuque Centennial, the upper Mississippi had entered a new era of usefulness. The packets had not returned, and the roar of their wood-burning furnaces would probably never again be heard rolling in from the steamboat channel. The levee was still deserted as far as the gay and excited crowds of river passengers of the packet era were concerned. But now highly efficient stern-wheel towboats, burning oil instead of wood, pushed loaded barges against the swift current. Some of them, enroute from St. Louis to the Twin Cities, stopped at Dubuque to unload or take aboard freight.

The Mines of Spain were forgotten, Tom Kelly's lead barges were only a distant memory, but down in the industrial area of Dubuque ringing hammer notes were singing a new song of industry and of usefulness. In one of the few inland shipbuilding yards in the United States, significant and valuable work was being done -- by men who talked little and then only in general terms, but who worked hard and effectively.

In Dubuque, in 1942, the twilight of the great river had passed. The night was over and a new day was dawning.

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