

History



SCOTT COUNTY

SCOTT COUNTY HISTORY

IOWA

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The Iowa Writers' Program

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Jessie M. Parker,

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Howard Hunter, Commissioner
Florence Kerr, Assistant Commissioner
John M. Naughton, State Administrator

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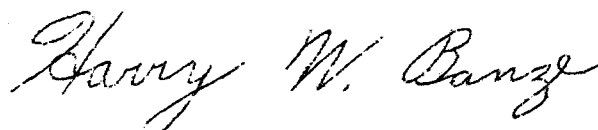
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FOREWORD

The very first step in fostering a keener appreciation of the riches of Democracy is to have before us the thrilling story of its development right here on the soil with which we are familiar.

Truly, a sound understanding of the American ideal of today depends on our knowledge of yesterday's trials. The American way of life was rooted in Scott County more than a century ago. The first frontiersmen, laboring up the Mississippi in burdened and cumbersome keelboats, brought with them the spirit of freedom and the desire for equal opportunity in a new land.

I am especially glad to present this new story of Scott County's growth, prepared for the use of our schools by the Writers' Program of the Work Projects Administration in Iowa. Selecting carefully from a wealth of material that would fill many volumes of this size, the Program's workers have bound within a comparatively small space a comprehensive history of the county. I feel that adult readers, as well as those of grade school age, will find it enlightening and interesting.



County Superintendent of Schools
Scott County

INTRODUCTION

An outpost of civilization was established in 1816 on one of the most picturesque islands of the Mississippi, when the United States hoisted a flag over Fort Armstrong. To the Indians this flag, with its 15 stars, proclaimed that the "White Father" had placed a sentinel to guard the settlers to the east and south and to keep the river open above St. Louis. There was no white resident west of the island.

The early travelers and explorers of the Scott County segment of the river shore were profuse in their descriptions of its natural beauty. Visitors mentioning the country in the early 1800's frequently described land along the shores as resembling a park of friendly, inviting appearance. Lieutenant Albert Lea, a Government surveyor of the time, wrote enthusiastically: "At every turn of the river as we moved along, new bursts of wonder and admiration were poured out by all the passengers. The river here may well compare with the Connecticut at Northampton in Massachusetts.... The bottoms...are intersected every mile or two by never-failing rivulets, originating in the hills, which descend beautifully into the river."

The Rock River, in Illinois, was considered at the time to be navigable, and flowed from a great stretch of fertile prairie.

When the Iowa land was opened for settlement, homeseekers came up the river in steamboats, or across it in ferries. Immigrants from every nation of Europe founded homes near the site of the old fort, and three thriving cities, Davenport, Rock Island, and Moline, grew up near the spot.

In 1916, Rock Island, Moline, and Davenport, the Tri-Cities, joined in a celebration of the centennial of Fort Armstrong's establishment. One thousand children from the three cities, descendants of pioneers of all nationalities, paraded and drilled. At the close of the program they appeared in a huge living American flag formed by their red, white, and blue costumes.

The world has shared in Scott County's riches; its people have contributed to the national development of transportation, of agriculture, of industry, of education, and of the arts. Scott County has made good the faith its founders had in its natural resources, and their confidence in the loyalty of those who call it home.

CHAPTER 1

THE NATURAL BACKGROUND

Scott County is a wedge-shaped area of 455 square miles in eastern Iowa. It is the fifth county in number from the south along the Mississippi River, with the 35-mile shore forming more than a third of its boundary line. Here the river bends sharply and runs nearly east and west for 20 miles. A segment of this stretch of river was formerly one of the most difficult on the whole course to navigate, since for 18 miles it flows over a shallow bed of limestone ledges. These once formed the Rock Island Rapids, but owing to the Government Dam No. 15, with the locks and river wall completed in 1934, they have been buried deep beneath the quiet waters of the impounded Lake Davenport. The banks vary from low bottom land to moderate-sized bluffs. Most of the southeastern shore line of the county is so low that some of the river front has been rebuilt. Rock Island, Illinois, with the United States Arsenal in the center of its thousand acres, lies to the southeast of Scott County.

The Mississippi and its arm, the Wapsipinicon, which forms most of the northern boundary, drain the county. Branching creeks and intermittent brooks rise near the center and wind their way to the principal streams. A mile or so back from the shore, bluffs rise gently in terraces.

The central and western portions of the county are softly undulated by long, winding ridges, one to three miles apart, from five to ten miles long and from a few hundred yards to a half mile wide. Within the troughs between the ridges, the waters gather and flow for miles to find an outlet. The configuration near the river city of Davenport is as smooth as if fashioned by waves of a quiet sea.

In Scott County are many spots where much of the story of the Mississippi River Valley has been traced. The river region was explored by geologists as early as 1846. Over most of the region lie two deep layers of sandstone, one of which carries the remains of plants and the other of animal life. Along the river road near the town of Buffalo are rocks fairly crowded with fossils. Five miles above Le Claire, a low ledge of light buff magnesia limestone which carries columns of crinoids is exposed near the water level. Large collections, including type specimens, have been made from these places. Coal veins in Buffalo Township, also, have furnished evidence of the life of the prehistoric days.

The geologists who have studied these regions tell us that at one time the globe was very hot. Vapors arose, condensed into water, settled, and cooled the surface. The crust of the earth formed into convolutions, so that the water could not remain still. The Mississippi Valley was at

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one time the bottom of a great sea. Sand and mud sank to the bottom and hardened into rock layers. The sea bottom rose and became swampy land. The climate was very warm. Forests of great trees with an undergrowth of ferns and other gigantic plants grew up, inhabited by huge animals; the dinosaur, giant lizards, turtles, and flying fish. Trees, ferns, and rushes stored the heat of summer suns. The land sank again, to become a sea bed. The vegetation changed into peat bogs and later, under pressure, into hard layers which became coal. Mud and sand washed from the land formed layers of rock and sandstone and the skeletons of animal life which inhabited the sea were often imbedded in this rock. As the sea bed was lifted and submerged again and again, more rock or coal formed. The land we know as Iowa has spent more time under water than above.

After the last time the sea bed lifted, the ancestors of North America's fauna crept onto the land. Giant razor-backed animals haunted the banks of streams. Lizards and snakes lay on logs. Bright birds preened themselves in the trees. Species of four-footed beasts, perhaps ancestors of buffalo and deer, roamed the fields of this wilderness.

After ages had passed the climate turned extremely cold. In the north the snow became thousands of feet deep. It became so heavy that the lower layers were compressed into ice. Vast sheets of ice, or glaciers, crept southward. They moved so slowly that they could not have been seen to move, but they crushed and displaced everything in their path and drove the animals far to the south. They flattened hills and filled valleys. Later the climate became warm again, the ice melted and uncovered boulders and a sediment of fine crushed rock that had been worked down from the north. After each glacial invasion, plants and animals returned and became numerous. Of the five glaciers which moved over the State of Iowa, three crossed Scott County.

The Kansas glacier crossed the entire county, entering from the northwest. A second, much thinner, was called the Illinoian. It crossed from the east, covering all but the extreme north. The third, the Iowan, invaded the county from the north and west, covering what later became the northern townships. The river rapids, extending to Le Claire from Rock Island, mark extremities of a rock-bound gorge excavated by the Mississippi River as the result of an early ice invasion which forced the stream into its present position.

Loess, a silt-like material, extends over the two older glacial drift areas. This was deposited by winds during a vast period of ages. Over the central portion of the county, the loess is 15 to 20 feet deep. Near the Mississippi River it is deeper still, and along the edge of the Iowan drift

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plain it reaches a depth of 40 or 50 feet. It is of various soil types. Besides the loess, there occur the alluvial terrace and bottom land soils made by stream action in more recent geological eras.

To the south of the Iowan drift area stands a number of rounded hills composed of water-laid sand, silt, and glacial drift. These hills are known to geologists as paha, and are virtually peculiar to the State of Iowa. Along the river road south of Davenport are boulders of granite, gneiss, and green stone porphyry, all several feet in diameter, brought with glacial debris from an area to the north.

The deposits left during and after the transition from tropical jungles to frigid ice fields furnished stores of material necessary for plant and animal life.

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INDIANS AND EXPLORATIONS

The Davenport Academy of Sciences (now the Davenport Public Museum) has been very active in collecting specimens which reveal something of the life of the prehistoric people we call the mound builders.

A number of copper axes were discovered which had been wrapped in a woven fabric found adhering to the metal. Dr. R. J. Farquharson, a Davenport physician who had studied the archeology of Europe and Asia, stated that the cloth showed a great advance in textile art. Other objects found in the mounds are stone implements, awls, beads, ocean shells, pearls, mica, and obsidian, and many curved-base stone pipes carved in the effigies of frogs, birds, and wildcats.

Dr. Farquharson found evidence from which he reasoned that these ancient people must have had comfortable dwellings, and sufficient civilization to care for their invalids. A study of bones from local mounds showed signs of diseases, and also of their cure. He wrote also of sets of teeth, in a paper published by the Davenport Academy of Sciences, saying: "These teeth are invariably without any sign of decay, of almost flinty hardness and very much worn away, apparently from the attrition of very hard particles in the food."

Various types of earthworks are taken to be various defense embankments, enclosures, and temples. It is believed by most archeologists who have studied the region that Scott County's original inhabitants had some form of civic organization, tilled the soil, quarried stone, were clever craftsmen and pottery makers, and probably extensive traders. They clothed themselves with the skins of animals and smoked an herb, probably tobacco.

Although in other portions of the United States the American Indians have attempted to connect the mounds with their own ancestry, the tribes who occupied Iowa when it was explored by white men knew nothing about them and had no tradition concerning them.

Pere Jacques Marquette, the first white man to set foot on Iowa soil, made stops on his voyage down the Mississippi in 1673 and wrote in his journal of the villages of the Illinois Indians west of the river. These Illinois, who had been driven west across the river by another powerful tribe, were succeeded in eastern Iowa by the Sac and Fox. The Sac had been driven by more powerful tribes across present Illinois, and the Fox had fled from land that later became

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Michigan and Wisconsin. The Sac and Fox, originally two distinct Algonkian tribes, joined for mutual defense against their common enemies. The greater part of Iowa's Indian history centers around these tribes and their leaders.

The Sac were an agricultural group who raised corn, beans, squash, melons, and some root vegetables. They had fixed abodes, but spent much of their time hunting and fishing, making temporary camps wherever they found it convenient. Peter Pond, who made notes on the Wisconsin Indians from 1773 to 1775 wrote: These people are Cold Saukeas. They are of Good Size Well Disposed -- Less Inclined to tricks and Bad manners than Thare Nighbors. They will take of the traders Goods, on Credit in the fall for thare youse. In Winter and Except for Axedant they Fey the Deapt Verrey Well for Indians. I mite have sade Inlitened or Sivelised Indians which are in General made worse by the Operation.... Sum of thare Huts are Sixety feet long and Contanes Several femalayas... In the fall of ye Year they Leave thare Huts and Go into the Woods in Quest of Game and Return in the Spring to thare Huts before Planting time."

The white people soon came to call this tribe "Sac" instead of "Sauk." Their principal village, Saukenuk, was on a point of land on the Illinois side southeast of the later site of Davenport. It was built about 1730. In 1817 Major Forsyth, an agent among the Sac, wrote of Saukenuk to Governor Clark of St. Louis: "I have seen many Indian villages but never saw such a large one or such a populous one." It contained in 1825 not fewer than 8,000 people. The houses were built of a framework of poles covered with bark fastened down with buckskin thongs. The town had streets and open places for assemblies and games. It had houses for tribal councils.

A man named Beltrami, who came up on a steamboat in 1823, visited Saukenuk and reported: "The chiefs offered us a refreshment of bear's meat dried in the smoke, more delicious than our hams, and of roots, resembling chicory, highly flavored."

The Fox Indian name was really Meskwaki. But the French name, Renard, meaning Fox was given them by French traders, and so they came to be called. They had many a conflict with the French, in the Wisconsin and Michigan country, before they were driven south to take refuge with the Sac, who had preceded them to the land below the bend of the Mississippi. They established a village called Mesquakersuk, on the site of the city of Davenport, and another near the future town of Le Claire. The Fox manner of living was much like the Sac. In the fall they went hunting in parties, including some women, to procure meat for food and

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hides for garments. They cut portions of buffalo and deer meat into thin slices to hang on poles to dry over a smoldering fire. When cured, the meat and tallow were placed in bags of skin. Sinew was saved and made into bow strings, thread for sewing, and fiber for ropes. Spoons and drinking jars were made from the horns. Lariets, belts, and ornaments were woven from the hair.

Both the Sac and Fox were fond of games, festivals, and ceremony, and the traditions of their people. Like most American Indians the Sac and Fox were deeply spiritual and their religion was strongly ceremonial. There were religious chants, and songs of mourning, courting, hunting, and war.

The music of the two tribes was very similar. Percussion and wind instruments were played: drums, rattles, various whistles, and the red cedar flute. The latter carried from five to six musical notes and was the instrument for courtship. Jonas Poweshiek, great-grandson of Chief Poweshiek of the Foxes in the early 1800's, has for several years been an assistant custodian of the State Historical Building of Iowa. He makes and plays the red cedar flutes and has taught his daughters Gloria and Nadine to sing in their soft melodious voices the ancient songs of the Sac and Fox and thus keep alive the Indian folklore of Iowa.

After their alliance, each tribe retained its own principal chief and war chief and maintained certain of its own tribal regulations. The united Indian nations took possession of most of the Iowa land and lived agreeably together, raising corn, joining in games, feasts, and hunting, until the white men came to stay.

The first white men to see the Iowa shores were the French Missionary Priest, Pere Jacques Marquette, with Louis Joliet, the French Canadian trapper, and five voyageurs. They passed down the Mississippi in canoes in 1673. Pere Marquette had been sent by the Governor of New France (Canada) to explore the land along the river. Leaving St. Ignace in New France, he entered the Mississippi in late spring. On June 25, the party landed and entered a village of Illinois on the west shore, where they stayed two days. Joliet's report of the country so impressed the Governor of New France that he determined to claim it for France.

In 1680, three Frenchmen, Michel Aco, Antoine Aguel, and Friar Louis Hennepin, all under command of the dauntless explorer La Salle, paddled up the Mississippi from the mouth of the Illinois River. They were the first white men to see the Iowa shore after Father Marquette's visit. Unfortunately their camp sites have not been located, but they must

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have made many because they traveled slowly, hunting and noting the territory along the way, before they turned up the Wisconsin River.

Two years later the land that was to become Scott County was a part of the vast domain of Louisiana which La Salle had named for Louis XIV of France. The country remained under French dominion until 1762.

In 1683, Pierre Charles Le Seuer came up the river. He was a bold trader, and he explored the shores and hunted with the Indians while he traded. After his voyage, the fur trade proved so extremely profitable that numerous other traders followed. The record of the Scott County area's history for the next half century is vague, but it is known that the Indians began to neglect their farming to hunt and trap and collect stores of pelts for the traders. Trading, the forerunner of modern commerce, early gained a foothold in Iowa.

In the summer of 1734 Nicolas Joseph de Noyelles received orders from the government at Quebec to lead an expedition against the Sac and Fox living along the Wapsipinicon. For Scott County, the significance of the resulting battle near the Des Moines River lay in the expedition's failure to break up the alliance of the Sac and Fox. They returned to their villages afterward and continued to raise corn and to hunt and collect furs for trade. The area along the bend in the river was always a favorite with them.

King Louis of France, in 1769, completed the transfer of the country west of the Mississippi to the King of Spain. By 1801, Emperor Napoleon Bonaparte had repossessed it for France, and in 1803 sold it to the United States. The Indians, after being so long under their "Spanish Father" had no realization of the last two changes. Perhaps many did not even know of them, for the flag of Spain floated undisturbed over St. Louis until the spring of 1804.

When France relinquished all of her authority over the Louisiana Purchase, the northern half, including the future State of Iowa, was attached to the Territory of Indiana. William Henry Harrison, later to become President of the United States, was governor of this expanse.

President Thomas Jefferson sent young Lt. Zebulon M. Pike with 20 men to find the headwaters of the Mississippi and report conditions along the way. Pike was directed to select sites for forts while exploring, and to make friends with the Indians while he told them of their new "White Father" in Washington. He had a hard trip from the first. He set out from St. Louis on the ninth of August, 1805, to

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battle the strong current in a 70-foot boat burdened with bales and boxes of supplies. Two of his men became separated from the party while on shore to search for some of their dogs. Hoping they would join him up the river, Pike started ahead, and on August 27 reached the site of Davenport and camped. Early the next morning he attempted to ascend the rapids. On the first reef he broke the rudder and had to stop to repair it. Then, as a strong breeze came up, they raised a white sail and ran the rapids. Pike noted the place as the rapids of the "Riviere, De Roche."

That night he made camp where the town of La Claire was later founded. The next day he had a meal with some friendly Indians in the first Fox village which he had found. It stood very near the later site of Princeton. After giving the Indians his messages from President Jefferson he told them also of his missing soldiers, whom he had hoped to find with them. The Indians listened attentively, and the chief promised Pike that if the lost men came into his camp he would give them moccasins and food and send them on to meet him. The fair-haired young lieutenant gave the Indians knives and other presents and, after waiting until late afternoon, again set sail.

Not long afterward the two lost soldiers, following the directions of a trader, found their way into the Fox village. The chief, true to his word, gave them moccasins; then with an interpreter and two of his braves as guides, sent them up the river where they overtook the expedition.

Bleck Hawk, in dictating his autobiography, told of Pike's visit: "A boat came up the river with a young American chief ... He gave us good advice; said our American father would treat us well. He then requested us to pull down our British flag... This we declined to do as we wished to have two fathers."

CHAPTER 3

THE WHITE MEN

A thousand red men cried and went away to new places for corn...a million white men came and put up sky scrapers, threw up rails and wires.

Carl Sandburg

The white men's first experiences of Scott County are largely military; for the locality became an arena of Indian opposition to white settlement. When the United States bought the Louisiana Territory from France in 1803, the English were trading with the Indians of the Upper Mississippi. Unwilling to leave the valuable fur trade, they told the Indians that the Americans were cheating them and also hoping to destroy them, so that later they might occupy their tribal lands. Since much of this was true, it was very easy for Black Hawk, the leading warrior of the Sac and Fox who maintained the town of Saukenuk, to ally his people with the British.

Campbell's Island, lying about midway between Rock Island and the site of Le Claire in Scott County, was the site of a disastrous battle between the American soldiers and the Indians under Black Hawk, on July 19, 1814. After this conflict, two boats carrying the defeated Americans under Captain Rector and Lieutenant Riggs reached St. Louis with worn and haggard crews. Nine soldiers had been killed and 16 wounded, and a keelboat abandoned.

Back at the scene of the battle the Indians unloaded the supplies and then burned the boat. They took their loot to the village on the site of Davenport for distribution. Here, dressed in the costumes of the killed and captured American soldiers, they began to celebrate with songs and dancing. Black Hawk afterward related that he emptied the Bad Medicine (whiskey) into the river and that he found and threw into the river also a box of small bottles and packages "such as white medicine men kill white people with when they are sick."

During this rejoicing some boats passed southward carrying Americans retreating from the British, who had captured Fort Shelby, farther north. These were soon followed by boats with pursuing British soldiers who stopped to join Black Hawk and his men. They left a big gun and three gunners for the Indians to use in case the American soldiers returned.

When Captain Rector and Lieutenant Riggs arrived with their forlorn crews at St. Louis and reported the attack, General Howard took prompt action. To avoid a recurrence and to discipline the Indians, he sent Major Zachary Taylor (afterwards President of the United States) back to the scene with a force of 334 men made up of army troops, militia and rangers. They started up the river again, with a flotilla of eight barges to drive by sail, or to drag by ropes when there was no favorable wind.

Indian spies along the river sent runners to the British at Fort Shelby to report that the Americans were coming back with a greater expedition than before. A detachment of soldiers under the British lieutenant, Duncan Graham, was sent down the river to re-enforce the Indians. They were lying in wait when Major Taylor and his fleet, driven by a violent wind, anchored at four in the afternoon at a willow-covered island of six or eight acres opposite the mouth of Rock River. The next morning the Americans dropped down to another island, of about 200 acres. A terrific conflict followed when this island swarmed with Indians, and Major Taylor, realizing the futility of carrying on against such uneven odds, ordered the boats back down the river with their dead and wounded. The Indians ran along the shore, dragging the heavy guns and firing on the retreating boats.

This place was later named Credit Island by the American Fur Company, which extended credit to the Indians there, furnishing them supplies for which they paid in the hunting season. Many years later the old battle ground became one of the favorite playgrounds and beauty spots of Scott County. There a local D. A. R. society placed a marker on a boulder bearing the inscription:

Here was one of the earliest posts for trading with the Indians, established west of the Mississippi River. The Battle of Credit Island was fought August 21, 1814 between the troops of the United States and Great Britain.

England and the United States agreed to peace terms in December 1814. The Indians were sorry to learn that their British allies had not won the war, but since they received no rewards for their fighting, most of them lost at least some of their bitterness for the Americans. Black Hawk, still resentful of the encroaching Americans, however, did not sign the treaty of friendship for his hostile group until two years later.

The United States decided to establish a more vigorous defense on the Upper Mississippi River land. Fort Armstrong

was established on Rock Island in 1817, and became the chief military position on the Mississippi River between St. Louis and Prairie du Chien, Wisconsin. While not within the final borders of Scott County, the island was of great significance in the county's settlement.

Black Hawk referred to it as: "our garden... It supplied us with berries, plums, apples, nuts. Its water supplied us with the finest fish." It was the place where the young people of the tribes congregated for frolics. Here the Mississippi swirled and eddied in rapids. The place also had a sacred meaning to the Indians, who feared that the fort would drive away a good spirit. But after the fort was built, two men arrived whose friendship with the Indians proved of great value to both Indians and whites, and who became the foremost pioneer settlers in Scott County: Col. George Davenport and Antoine Le Claire.

Colonel Davenport was an Englishman. In search of adventure on the sea, he was injured in trying to rescue a man who had fallen overboard. Recovering, he found himself a destitute stranger in New York, and enlisted in the American army. A heavy, broad-shouldered, physically powerful man, Davenport stood six feet three inches tall, and his mind was equally powerful. He served on the lower Mississippi in the War of 1812. In 1816, he brought his family to Rock Island, where he was sutler to Fort Armstrong.

ⁿ
Antoine Le Claire was born at St. Joseph, Michigan. His father was a Frenchman, his mother the daughter of a Pottawattamie chief. Surrounded by various tribes of Indians, the boy learned a number of Indian dialects and the Spanish language besides his father's native French. His unusual command of languages brought him to the attention of Governor Clark of Missouri, who placed him in school to learn English and to obtain a general education. He was sent to Fort Armstrong in 1818 as an interpreter, and two years later he married Marguerite Le Page, the convent-educated grand-daughter of the Sac Chief, Acoqua.

At the time of the building of the fort on the island there was a Fox village there under the leadership of Chief Poweshiek. General Smith, at the fort, sent messengers to all the Indian villages inviting the chiefs to meet with him for council. They did not respond, but watched the building of the fort and the landing of the troops with suspicious eyes. Black Hawk watched broodingly from the top of a high bluff near the village of Saukenuk.

Colonel Morgan, the commanding officer of the fort, permitted Davenport to build a house and a cabin for trading purposes. Davenport selected a convenient site, established

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a store, and entered the fur trade. He dealt with all the Indian tribes within reach, later maintaining trading houses on both sides of the Mississippi River; one of these was at the mouth of the Wapsipinicon. He worked independently, and succeeded so well that the great American Fur Company bought him out and he became a member of that firm. He selected the best furs, prepared and packed them, sacked feathers, barreled deer tallow, and loaded the goods onto keelboats for St. Louis.

The Indians expanded their fur trade and valued the friendship of Davenport, who extended them thousands of dollars worth of credit annually. For several years nothing of consequence happened in the surrounding country to disturb its peace. Chief Poweshiek was friendly and honorable. His village became known as Morgan.

The keelboat traffic was an important factor in the fur trade, bringing up supplies for the fort and for the Indians, then returning laden with their barter. The boats were of various sizes, propelled by oars or poles. They were usually equipped with masts and sails for use when the wind was favorable, and with long ropes with which, when other means failed, the crew towed them from the shore.

The first steamboat to venture up the upper Mississippi as far as the fort was the Virginia, which appeared at Fort Armstrong in May 1823, enroute from St. Louis with supplies for Fort Snelling. She was greeted by a salute of Fort Armstrong's guns. Among the passengers were a Sac Chief, a woman missionary, an Indian agent, and a family coming in from Kentucky. When the captain of the boat was told of the dangers of the Rock River Rapids, the prospect of negotiating them seemed too much for him alone and he sought help. Colonel George Davenport, as usual equal to an emergency, took the strange-looking craft over the rough waters. Although the Virginia was a small boat, only 120 feet long, with a 22-foot beam, it took her three days to get over the rapids and into the smooth water above. This exploit made Davenport the first of the long line of pilots to steer river craft over the treacherous rapids. In the same year the steamboat Rambler made the trip. Although keelboats were in use as late as 1832, a new day dawned with the trips of the Virginia and the Rambler. It was by steamboat that the majority of the settlers of Scott County arrived. Only 20 years later 100 steamboats a week docked at Davenport.

The first public ferry was established by Colonel Davenport in 1825 to carry goods for the Indian trade west of the Mississippi. It operated north and south of the fort for a distance of 250 miles, carrying people and their property up and down the river and across it. The crew consisted of two oarsmen and a man at the helm. The rate for

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taking a man and horse across was \$1.25, for a two-horse team \$2, and for single passengers in a skiff, 25 cents.

Another ferry was established by Capt. Benjamin Clark, a settler then living on the Illinois side. The west landing he selected for his ferry was later of vital importance to the town of Buffalo in Scott County.

There is a story recorded of the first ferriage collected. A company of French traders, camping on the site of the landing at Buffalo, felt boisterous and gay and began to make fun of the ferry. Shouting loudly, they called for the boat to come and get their cattle, a ridiculous request as there were no cattle on that side of the river. Captain Clark manned his boat with eight men and boys and crossed, himself at the helm, steering his rude craft over the swelling waves. The night was dark and there was nothing to guide them but the campfire and noise of the traders. When Clark drew near the shore the traders greeted him with a roar of derisive laughter and, calling it a good joke on the captain, told him he might go back. Instead, Clark landed. He strode into the camp, and demanded \$10 as his fee. Captain Clark was no man to trifle with when angry, and the party decided to pay him. Finding, however, that there was not \$10 among them, they humbly proffered two bolts of calico, which Clark accepted. His ferry later became the most noted of several between Burlington and Dubuque.

Gradually the Indians were being crowded across the Mississippi. Squatters claiming rights under a treaty made in 1804 took possession of part of the village of Saukenuk in the spring of 1827, while many of the Indians were absent at their winter hunting grounds. On June 25, 1831, Black Hawk and his people, under orders from President Jackson to leave the Illinois side, unwillingly crossed the Mississippi during the night in the face of a storm of wind and rain to escape capture by a volunteer force from Illinois and a United States army under General Gaines from Jefferson Barracks, St. Louis. The current was so strong their canoes were forced down stream and the Indians reached the Scott County shore about 12 miles below Rock Island.

General Gaines, impressed by Black Hawk's masterly removal of thousands of Indians with their belongings, spoke of him as an able commander. The rain continued as the Indians made camp, without shelter and with little food. Six days later Black Hawk signed articles of capitulation, then proceeded to the Iowa River with his people to brood over the loss of his tribal lands and the ancient village, Saukenuk, which the soldiers had burned.

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In 1862, Black Hawk led a band back across the Mississippi to regain their former territory, but he was soon defeated and made a prisoner in the Black Hawk War which followed in Illinois. He was then placed in charge of Jefferson Davis, whose boat was moored to the Iowa shore while the treaty was being made.

Because of yellow fever among the troops at Fort Armstrong the treaty was concluded on the site of Davenport, September 21, 1832, under a large open tent. General Winfield Scott and Gov. John Reynolds of Illinois appeared as United States commissioners. The Indians were represented by Keokuk with nine Sac chiefs, and chiefs Wapello and Poweshiek with 24 of the leading Fox warriors. Antoine Le Claire, the interpreter, and Maj. Henry Dodge, later Governor of the Territory of Wisconsin, were also present.

As indemnity for the Black Hawk War, the United States received a strip of land 50 miles wide on the eastern border of Iowa. This contained six million acres for which the sum of \$600,000 was to be paid, besides a sum to Colonel Davenport, settling the Indian debts. For Chief Keokuk, the United States reserved a tract of 400 square miles on the Iowa River.

For Antoine Le Claire's wife Marguerite, Keokuk reserved a section located in what was later Fulton's addition to Davenport, with the stipulation that Le Claire build a house on the treaty site. Another section, at the head of the rapids where the town Le Claire later stood, was given by the Sac and Fox to Le Claire himself. Perhaps this was the Indians' effort to retain a vestige of a foothold in their beloved homeland.

The Indians, according to the treaty, might occupy the land until June 1, 1833, but after that date they were never again to "reside, plant, fish or hunt" on any part of it. Black Hawk, his two sons, and four others were held as hostages. Black Hawk, at the time of the treaty, was wearing a ball and chain in the Jefferson Barracks in St. Louis. Keokuk, according to General Scott, did not outwardly grieve over his loss of lands. As the negotiations progressed, his people danced and sang. An army band aided in the festivities. Keokuk himself enacted a pantomime that General Scott mentioned as equal to a professional act.

During that winter Le Claire was appointed justice of the peace to settle all matters of difference between the white men and the Indians. His jurisdiction extended over all the territory purchased from the Sac and Fox west of the Mississippi from Dubuque to Burlington.

The White Men

At the request of the Indians, Colonel Davenport had had his claim marked out on the day of the treaty. His son George was a favorite with the Indians, had played with their children from infancy, and had been adopted into their tribe. The day the treaty was concluded, this 15-year-old boy watched from Rock Island until the troops left. Then, with his brother Bailey and a laborer from his father's farm, he set out on a raft for the Iowa shores where, with two men pulling while he guided the plow, young George marked out three sides of 160 acres, the first claim marked in Scott County. Later the Davenports built a house on the claim, using lumber from Cincinnati. This was the first frame house in Iowa, then in the Wisconsin Territory. Others attempted to mark off claims but were driven away by the Indians.

In fulfillment of the Indians' wishes, Le Claire, in the spring of 1833, erected a one and a half story building on the site of the treaty grounds in the Fox village at Morgan. A Frenchman named Savoy was the caretaker until it was occupied by Le Claire himself in 1834. He lived on this spot, the beginning of the settlement at Davenport, for 20 years.

The strip of land that General Scott exacted from the Sac and Fox became the nucleus of the State of Iowa. It was at first called Scott's Purchase, but soon came to be known as the Black Hawk Purchase.

In 1833, Black Hawk and other prominent Indian prisoners were taken on an extended tour to Washington, D. C., to impress them with the power and permanence of the white man's civilization. Returning in August, the party held a council at Rock Island to determine what disposition should be made of Black Hawk and these other prisoners. Black Hawk, looking over the old and familiar scenes, shed tears as he gazed toward the site of Saukenuk -- a surprising reaction for an Indian.

Keokuk, invited to the council, led a convoy of 20 canoes up the river, the American flag flying at their head. On the shore west of the fort, he and his braves spent hours in painting and arranging their headdresses and decorations. Then, with Keokuk himself in full chieftain's regalia, they crossed to the island with shouts and song to greet the returning party. They then returned to the shores to prepare for the grand council the next day. At the council Black Hawk, now subdued, was paroled to Keokuk who assumed responsibility for his future satisfactory behavior.

CHAPTER 4

PIONEER SETTLERS AND SETTLEMENTS

Had the early settlers depended on ox teams, the river towns would probably not have been founded until a generation or more later, but steamboat travel began in 1823.

As soon as the Indian occupation expired (June 1, 1833) white people advanced into the ceded territory in search of rich lands. Mill sites were found and the wheels started turning. Commerce began to grow and people clamored for towns to provide them with markets and shops. The land was under the rule of squatter sovereignty. This meant that the man who had marked out a claim had priority right to buy the land when it was publicly surveyed.

Owing to the stipulations of the Indians, Davenport and Le Claire both owned land west of the Mississippi before the opening of the Indian lands, but Roswell Spencer and a Mr. McCloud were the first to make legal claims in Scott County. The land they selected became, later, part of Davenport. Neither remained on his claim, however, and Le Claire bought their land to settle a dispute between them.

The first permanent settler in Scott County was Benjamin Clark, the ferry operator. When the land opened for settlement in June 1833, he and his two sons rowed across the river from his home on the west side and staked a claim. He soon after took up two and one-half miles of river frontage, together with timber, comprising about 2,000 acres. The low-lying hills, set back from the river, were well covered with timber. His ferry landing was already established on the rocky beach. Building stone cropped out from the creeks, and there was coal nearby. His nearest neighbor to the north was the town of Dubuque, 135 miles up the river. The nearest on the south was Burlington (then Flint Hills) 90 miles downstream. No white man had settled to the west of him.

That summer Captain Clark raised patches of corn, beans, potatoes, and other vegetables, the first grown by a white person in Scott County. In December he moved his family over from Illinois. During the winter of 1833-34 he divided his land into four separate farms and set several men at making rails to fence it. From St. Louis he brought two Peacock plows, the best to be had and a great improvement over the ones then in general use. Within the year Clark had 100 acres of his land broken, 40 acres of it where the town of Buffalo was to be laid out two years later.

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He built himself a log house, one story and a half high. The lumber for window casings and finishings was made from dry goods boxes. The flooring was sawed at a mill Clark himself had built on Duck Creek. The Clarks put into this home the first cook stove used in Iowa. Their son, David H. Clark, was born here April 21, 1834, Scott County's first white child.

When in 1835 this place, known as Clark's Ferry, became important enough to encourage the planning of a town, Clark began to build a hotel, 40 by 40 and two stories high. The pine lumber used for the finishing came by steamboat from Cincinnati, Ohio.

In 1836, Clark sold a two-thirds interest in a 90-acre tract to Capt. E. A. Mix and Dr. Pillsbury of New York. The three men then laid out a town and named it New Buffalo, for the city of Buffalo, New York, but it was soon called Buffalo. A post office was established with Clark as postmaster. Mail was carried on a line of hacks which ran once a week from Dubuque to Burlington. Clark spent much of his time showing newcomers the country and assisting them in selecting claims. A Mr. Lynde of Stephenson, Illinois, opened the first store in the county at this pioneer town and carried on an extensive business with immigrants, to whom he furnished grains and provisions. At Buffalo were Scott County's first blacksmith shop, its first working coal mine, and its first brick plant.

The first criminal case in Scott County was disposed of at Buffalo in 1836, when a young man arrested for taking a small amount from a store was given 20 lashes and then placed in a canoe and shoved off. The culprit was never seen again in that neighborhood.

At first Buffalo had a great advantage in its ferry service, but this diminished when another ferry began to operate at Davenport, and again when the village of Rockingham was laid out. Buffalo was a promising rival to the town of Stephenson, emerging across the river, but, when the county was laid out, Buffalo found itself down in the southern corner, a position that permanently dwarfed its growth.

Another pioneer community was Pleasant Valley, originally Valley City. Roswell Spencer, in the fall of 1833, took a section of land and built a log cabin home near the mouth of Spencer Creek. During the winter Josiah B. Chamberlain and his family also moved into the cabin, but early in 1834 Spencer built himself another above the mouth of Crow Creek. Soon afterward, three more families moved into the valley.

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In 1835, the firm of Davis and Haskell built a grist mill on Crow Creek, the first in that territory. The log mill house with its crude grinding stones served settlers from far and near. More families moved into the valley and a community took form.

Pleasant Valley had the first school and the first organized church in Scott County. In the winter of 1835-36, Chamberlain and several of his neighbors employed Simeon Cragin of Bangor, Maine, a discharged soldier from the fort, to teach a four-month term of school in Chamberlain's house. Religious services, which finally led to the organization of a Methodist Church, were also held at Chamberlain's. The next year a post office was established with J. A. Birchard as postmaster.

In 1837, Samuel and Wheeler Hedges built the second grist mill. It had the first French burr stones in that section of Iowa. The ferry landing at the foot of Spencer Street, and the steamboat landing across the river, encouraged the shipment of grain.

A Captain Hawley came to Pleasant Valley in that year in a keelboat towed up from St. Louis by a steamer. He bought a claim which already had a cabin on it and a few acres broken. Recognizing the rich silt as suitable for onions, he immediately went to work to raise onions and potatoes. From then on each year he took onions on a flatboat to St. Louis, where he found a ready market. From this simple beginning later developed the Pleasant Valley Onion Grower's Association which grew rapidly until the Valley was planting, in the twentieth century, more than 800 acres of onions.

Adam Donaldson came in 1839 with five purebred Berkshire pigs, and began raising the first purebred stock in the county. After the county was organized more homes were added to the settlement, but Pleasant Valley remained an agricultural trading point whose cluster of prosperous homes was never incorporated as a town.

The Spencer home, a brown two-story house built in 1856, was the most elaborate in the region at that time. Hand carved furniture, rich hangings, and delicate china made the place a mansion in the eyes of the community. Spencer installed a library of English and American literature which, with the house and the original furnishings, had been preserved.

About 25 miles up the river from Buffalo, George Harlan built a cabin in February 1834, and became the first settler in the vicinity of the Le Claire reserve. Three years later

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William Shoemaker and Henry Howell laid out the town of Le Claire at the head of the rapids. It grew very slowly. Colonel Thomas C. Eads, in 1836, selected a pleasing spot on the bluffs near the head of the rapids, two miles back from the river for a comfortable frame house. Named Glenn Argyle, it later became a favorite social center. The next spring Colonel Eads and Eleazer Parkhurst laid out a town, named it Parkhurst, and obtained a post office named for it. The post office name was changed to Berlin, but in 1842 was given the original town name again. A road from Burlington to Dubuque passed through Parkhurst and a ferry plied between that place and Port Byron, Illinois. A carpenter shop was opened in 1840.

Eleazer Parkhurst opened a store in a stone building, but it did not prosper at first, and he gave his attention to farming. Much interested in shipping, he invented a diving bell and in 1843 launched a firm for salvaging losses from the river.

In 1839, Isaac Cody came to Scott County from Ohio and entered a tract of land near Parkhurst. Here his son, William, later famous as "Buffalo Bill", was born on February 6, 1845. During William's childhood, his father moved into Parkhurst and worked at storekeeping for a time. Little "Bill Cody" and his chum Joe Barnes, with Sammy Cody and Charles Rich, formed an inseparable band; they delighted in roaming over the hills and riding their parents' horses. It is said that young William Cody staged his first show standing on the back of his father's black mare while she ran at a gallop around the green tree of Le Claire, whose name now occupies a place in the Hall of Fame for Trees, a list of distinguished trees published by the American Forestry Association. In 1924 a monument was erected under this old elm in honor of Buffalo Bill by his boyhood playmate, Joe Barnes.

Although Parkhurst had a good steamboat landing, its prosperity languished. In 1848 there were but 12 houses. Adrian Davenport and a Mr. Rogers in 1851 bought the strip of land between Le Claire and Parkhurst and laid it off into lots. This developed a community named Middletown, which soon boosted the vicinity. Mills were erected, brick stores built, and by 1855 the area had grown so much that the residents of the three little towns, Le Claire, Parkhurst, and Middletown, petitioned for an incorporation to make them one big town, Le Claire. This new city of Le Claire was the booming town of the county. It soon had 11 dry goods stores, five general stores, a frame schoolhouse, six churches, five hotels, two steam flouring mills, and other businesses that were needed in a healthy young pioneer town.

A boatyard firm, set up there, was later not only the largest owner of raft boats on the upper Mississippi River, but repaired and built boats besides.

Dr. John Emerson came to Fort Armstrong in 1834 from Jefferson Barracks, Missouri, and brought with him his slave, Dred Scott. He took up a claim east of Colonel Davenport's in the Black Hawk Purchase, and built a shack on it near the river. (State Street later ran right through the site). Here he installed his slave Dred Scott to make good the residence requirements. It was this act of Dr. Emerson's that resulted in the famous Dred Scott decision which created Nation-wide controversy. The region was in the Michigan Territory, and became a part of the Wisconsin Territory in July 1836. Both territories prohibited slavery, and Dred Scott later based his suit for freedom on the fact that he had lived in free territory. Dr. Emerson took Dred to Minnesota in 1836 and sold the claim not long afterward.

Emerson, though the first occupant of the site of Gilbert, a town which later sprang up in the area, was not directly connected with its settlement. The small, unplatted village of farmhouses was first called Lillienthal, but was later named for Elias Gilbert, who built a huge stone house with 18-inch walls and eight cellar rooms. After a post office was established, the name was enlarged to Gilberttown. A starch factory was started there in 1858, but did not prosper. There was soon a hotel, a store, and a liquor shop. The place never planned to be more than a settlement of home-loving people who raised onions and tobacco and planted delightful flower gardens, but in 1902 it was transformed into the industrial town of Bettendorf.

The town of Rockingham claimed an earlier growth than Davenport: the location (finally to become southwestern Davenport) was deemed advantageous because it was directly opposite the mouth of Rock River. The Rock was at that time thought to be navigable for a full 150 miles, and the settlers hoped to draw on the commerce from the rich Rock River basin.

The first settlers were Adrian Davenport and a Mr. Foster who came in 1835. They occupied two cabins on a level spot directly across from the Rock River. Eight more families came later in that year, and the next summer 17 more, including Dr. E. S. Burrows, the first physician west of the Mississippi between Dubuque and Burlington.

J. H. Sullivan brought goods from Stephenson, Illinois, in 1836 and put up a small building for a general store. The Rockingham tavern, which was kept for several years by H. W. Higgins, was erected that year by Sullivan, James and Adrian Davenport, and two or three others. These men also laid out

and platted the town of Rockingham, and established a post office, with Sullivan as postmaster. The post road from Burlington to Dubuque passed through Rockingham. That fall the place had 100 residents, most of them living in cabins; one cabin housed 15 persons. A Methodist Church was organized in that first year.

In the next year Sullivan built a steam mill, for both sawing and flouring, the first of its kind in the Black Hawk Purchase. Two more stores were opened, one of them by the Davenports and the other by John S. Sheller and Company. By 1838 there were 45 houses and shop buildings, four dry goods stores, three groceries, a drug store, and liquor shops or saloons. A small building erected by subscription served the combined need of church and schoolhouse.

To early villagers and to the river men and steamboat travelers, the Rockingham Tavern became widely known as a social center. The genial host himself was a strong inducement to tarry while many river and sea yarns were swapped. Many a passenger refreshed his mind and body and danced to the fiddle music. Antoine Le Claire and Colonel Davenport often joined the merrymakers. Sometimes the guests sang with the townspeople: "Here we are a happy, happy, band, on the banks of Rockingham." The tavern was the voting place too, and occasionally religious services were held in its dining room.

A story that lived long in the memoirs of pioneers at Rockingham was that of the steamer Gypsy's attempt to open navigation on the Rock River. The Gypsy, not built for speed but possessing a simple beauty of design, slowly and serenely entered Rock River with many gay "Rockingham boys" aboard. She had, too, a supply of "corn bread and common doin's" besides "chicken fixin's and uncommon doin's."

Captain Gray mounted the hurricane deck, rang the bell and called his command, "Cast off the stern hawser!" Sedately the Gypsy moved forward as the crowd on deck gave out three parting cheers and Rockingham answered with a salvo of nine yells. The steamer plowed ahead into the rushing waters to the tune of "Yankee Doodle" played by wind instruments aboard. Up the river a group of Davenporters watched with jealous eyes.

But the unfortunate Gypsy ran her nose between two sunken boulders and "brought all hands up standing." A yell from the Davenporters was heard as all able men jumped overboard, to work and tug until the Gypsy was in quiet waters again and on her return trip. The Rock River had refused to bear the burden of commerce for ambitious Rockingham.

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More settlers came and the place still hoped for eminence, but by 1845 it was clear that Rockingham would never become outstanding. Unfortunately, a slough behind the town almost isolated the place during high-water time. Business owners, seeking higher ground, turned to the county seat and in time the gay old tavern looked out upon a deserted village. Later it became a roadhouse, and finally the last vestige of the town. It stood by the railroad tracks, a ramshackle building overlooking the river, overshadowed by the new day in transportation by rail, truck, and air.

The house of Antoine Le Claire, built on the spot where the tent of the Black Hawk treaty-makers stood, was the first in the settlement at Davenport.

In 1835 eight men had formed a company to found a town at the foot of the rapids. Six of them met at the home of Colonel Davenport on Rock Island, February 23, 1836. As G. C. R. Mitchell finished writing the articles of agreement, Antoine Le Claire stepped forward and wrote his name. Next came that of Colonel Davenport for whom the town was named. Six more names, and the initial act was complete for laying out the town of Davenport on Le Claire's reserve, then in the jurisdiction of Dubuque County. The proprietors paid Le Claire \$250 a share.

Major William Gordon, a United States surveyor, surveyed the town. The streets running east and west were named Sac, Fox, Chippewa, and Pottawattamie. Three squares and the river front were reserved for public use. In May the lots were offered at auction. The sale lasted two days, but as the Government survey was not held until the fall and there was some doubt as to legal titles, only 50 or 60 lots were sold. The remaining land was then divided among the proprietors.

Antoine Le Claire, who had established a public ferry in 1835, was appointed postmaster. He carried mail in his pocket while he ran his ferry, delivering it as he happened to meet the recipients. It was in Le Claire's house on January 8, 1836, that the county's first ball was held. Forty couples were there; frontiersmen, officers from the island and others who became noted personages, among them Joe Conway and G. C. R. Mitchell. Partly Antoine Le Claire himself was said to be the lightest dancer, and the frontiersman's heavy boots set up such a clattering din as to almost drown the music of the fiddles.

The first building put up after the town was laid out was a hotel erected by Le Claire and Davenport from hewn logs and hand split shingles. It was opened in 1836 by Edward Powers. In October, James MacIntosh opened a store

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in a log house also built by Le Claire and did a brisk business which came from the town of Stephenson on the opposite shore and from a distance up and down the river. In December, D. C. Eldridge built a house from the ruins of the flatboat cabin in which he and his family arrived. They pasted newspapers over the cracks and proceeded to open first a store, and then a bakery, which sold bread and dried apple pie. The next year, Mr. Eldridge put up a horse power mill next to the store. It was "a little larger than a coffee mill," and it is recorded that it took Ebenezer Cook and his horse all day long to grind one sackful of corn at this mill.

Lawyers were among the first arrivals in the new town. Among them were James Grant, the first judge of the Scott County Court, A. W. McGregor, and G. C. R. Mitchell, who served as mayor of Davenport in 1856 and was elected judge of the district court in 1857. On May 4, 1836 the citizens of Davenport somewhat sorrowfully witnessed the evacuation of Fort Armstrong as the troops moved to Fort Snelling, Minnesota, and the place lost its military neighbors.

Davenport was chosen as the location of another treaty-making event when Governor Dodge, United States Commissioner, closed the negotiations with the Sac and Fox for Keokuk's reserve. The chiefs and about one thousand warriors who were encamped nearby were present at this council in September 1836. Keokuk, as the head of the tribe, was the principal speaker of the occasion. Black Hawk, not allowed to speak or to enter into council, stood outside the group in dismal silence. The two tribes remained for nearly two weeks. For recreation they joined in tribal games, dances, and contests. The treaty, signed on September 27 by 24 leaders of the Sac and Fox nations, was the last ever arranged in that neighborhood.

Major Frazer Wilson, the territorial sheriff who came in 1836, was holding a claim for Davenport and Le Claire which was jumped by a man from Stephenson, Illinois. Sheriff Cummings from Dubuque, ordered to evict the intruder, proceeded to the place accompanied by about fifty men of the Claims Association of the vicinity of Davenport. But the intruder refused to vacate. Sheriff Cummings then procured a yoke of oxen and a strong chain which he fastened around a corner log of the cabin. When he started the oxen, the unwelcome resident quickly decided to breathe the more healthful air outside.

As more people arrived the next spring, a blacksmith, a shoemaker, a tailor, and the first resident physician, E. A. Donaldson, helped fill the need for professional and trade services. A brickyard was established by Harvey Leonard.

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John Wilson bought Le Claire's ferry and operated the transport service by flatboat until 1839. He introduced a steel triangle, which, when whacked with a club, brought the ferryman. The passengers thought this much better than yelling themselves hoarse. Wilson then began the construction of a steam ferry, which he put on the river in 1842. He did not use it for regular service, however, until several years later.

During the summer of 1837 a school was opened in a building originally intended for a blacksmith shop. Marianna Hall taught the dozen pupils in this 12 by 14-foot log building, which had two windows, a slab door, and a dirt floor.

At the close of the year there were only seven houses, including the hotel, two stores, Captain Litch's liquor shop, and a cabin home used as a post office. There were perhaps 100 residents. Indian trails, which afterward became public roads, led out of the settlement.

In September, while a party of the Sac and Fox were receiving their Government annuity at Rock Island, a body of Sioux came near to Davenport and encamped, supposedly to steal horses. When the Sac and Fox braves received the news, immediately 300 or more of them mounted their ponies and raced after the Sioux, followed by the white population. But the Sioux hastily disappeared.

Religious services were held in the home of D. C. Eldridge this year and for some time afterward by various itinerant ministers, including Presbyterian, Disciples, Baptist, Congregational, and Episcopalian. In the home of Antoine Le Claire, a Roman Catholic priest from Illinois held services.

As 1837 drew to a close there were only 15 houses and about 150 residents in Davenport. Somewhat discouraged, the owners reduced the prices of lots.

Duncan Eldridge erected a brick dwelling in a cornfield. A row of corn had to be bought and cut, to open a road for hauling in the brick. Eldridge became the postmaster in 1837 and built another small house, for a post office. Then Father Mazzuchelli arrived, and planned and directed the building of St. Anthony's Church. The lot was the gift of Antoine and Marguerite Le Claire, "dedicated to church purposes forever." St. Anthony's and the dwelling in the cornfield were the first brick buildings, made from the first brick fashioned in Davenport.

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The Territory of Iowa was created on July 4, 1838. Robert Lucas from Ohio was appointed governor and William B. Conway of Pennsylvania, secretary. Governor Lucas arrived late, but Secretary Conway got there promptly in July and assumed the office of governor. He considered himself authorized by the Territorial Act which provided that the secretary should act as governor during the governor's absence. As acting governor, he divided the territory into judicial districts and assigned the judges to their places. He was much pleased with the locality around Davenport and, after meeting such men as Antoine Le Claire and Col. George Davenport, he was convinced that the town had great prospects. He began negotiations to make Davenport the capital and was on the point of issuing a proclamation for legislative elections when, in the middle of August 1838, the actual governor arrived. Governor Lucas at once proclaimed all acts of the secretary void, claiming that no vacancy could have been created, when he had not entered upon his official duties. He named the town of Burlington the capital. Conway, undiscouraged, continued to support everything that tended toward the upbuilding of Davenport, his adopted city. But this was not for long, for he died in 1839.

Jonathan Parker, who represented Scott and Clinton counties in the first legislative assembly, introduced a bill of incorporation for Davenport, then a village of 50 houses. This was signed by Governor Lucas on January 25, 1839. The first section incorporated the original plat and all approved additions, provided the town did not exceed a two-mile square. Rodolphus Bennett was elected mayor on April 6. During the first year the mayor, recorder, and trustees constituting the council met wherever it was convenient for them.

For fire protection, each householder in the newly incorporated town was required to keep two pails for water on hand. The level established by the town council as standard was the south doorsill of Antoine Le Claire's store on Front Street. Anything so much above or below the level of Le Claire's doorsill was that far above or below the accepted level of the town.

Le Claire's "Second Addition" to the town of Davenport, including 16 blocks of ten lots each, was laid out in May 1839 and 60 lots were sold the first week. A paint shop, a wagon shop, and a drug store began business during that year. J. M. D. Burrows came that summer and lived in a two-room house of which he related "We were obliged to go out of doors from one room to get into the other." By fall he had established a thriving little store in a log house a mile from his claim, from which he walked to open his store each daybreak. Of the following winter he wrote: "Our farmers

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were compelled to sell a little wheat and some pork to obtain money to buy medicine, pay postage, etc. A few others were compelled to sell some dressed hogs... This was the beginning of the produce trade of Davenport."

Confident of a prosperous future for the town, Le Claire built the \$30,000 Le Claire House, three stories high, the proudest project of 1839. Its portico, with four heavy Corinthian columns, was topped by an observatory commanding a view of the town of Stephenson across the river and the vacated Fort Armstrong on Rock Island.

It was the town's center of attraction. Its reading room, roomy parlor, and comfortable furnishings were rare in Iowa at that time. The place was sought out as a summer resort by visitors from Southern cities who came to "ruralize, hunt, escape warm weather and yellow fever."

On May 23, 1839, St. Anthony's Church, 44 by 84 feet, was dedicated. This building was used also for the first church school in the State. It was established and taught by the resident priest, Father Pelamourgues, who lived in a partitioned-off corner of the gallery. Father Pelamourgues ministered not only to the parish, but covered an area of 100 miles to visit Indians as well. He remained here for 32 years. The church bell of St. Anthony's sounded all the town's signals -- fire, danger, and festivals. An addition built on it in 1848 became a popular landmark for twentieth century visitors. The Congregational, Disciples, and Baptist churches were organized the same year St. Anthony's was dedicated.

The Missouri and Iowa boundary dispute of 1839, sometimes called the "Honey War", reached Scott County in December in the form of a call for volunteers to march against Missouri. More than 100 men in the neighborhood of Davenport, the embarkation rendezvous, gathered near the ferry-house. They were equipped with old muskets, blunderbusses, swords, pitchforks, hoes, grass scythes, and other strange objects which, however dangerous, could hardly be classed as ordnance. One man had a home-made sheet-iron sword, one a plow colter attached to a chain around his waist, and another a metal sausage stuffer.

Some of the men were hilarious and noisy. Sam Hedges, the officer in charge, brought them to attention, then made a statement, the substance of which was: "As commanding officer of this company I will order you to march against the Missourians, but as Sam Hedges, citizen, I would tell you to go home and mind your own business." He told them, too, that they would have to furnish their own hardtack and blankets.

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Captain Hedges then reviewed his army, and when the objectionable weapons were revealed, full one-fourth of their owners were ordered out of line and dismissed.

At this fancied insult the rejected men felt like fighting then and there, and after a quick conference organized a company of cavalry, one of dragoons, and a squad. Led by the knight of the home-made sheet-iron sword they charged the select army, broke its ranks, drove some of its soldiers around the ferryhouse, some into a store, some into the river and others out of town altogether. As the colonel ran for safety he yelled his dismissal orders, "You can all go home now!" Before the army could be remobilized, peace was announced in the boundary war. The episode was a source of merriment to the old Scott County folk for many years.

Now merchants came to town and launched various ventures. In 1842 a Mr. Fulton contracted for the whole onion crop at 50 cents a bushel. But when the crop came to market there was no warehouse available, so loads of onions were dumped onto Fulton's lots. The little town soon smelled of rotting onions. As nearly every family kept at least one cow, a loud complaint arose about the new flavor of the milk and the onion merchant became very unpopular with housewives. He loaded a flatboat in October, but the river closed in November, and the boat froze in before it reached Burlington and lay stuck in the ice until April. The onion investment was a total loss.

A new charter, which remained in force for eight years, was granted to the town in 1843. Davenport was then divided into three wards, and began to consider itself a growing city.

The Fourth of July, 1845, ended in sorrow. Colonel George Davenport, strong and constructive frontiersman especially for his namesake town remained alone at his home on Rock Island while his family crossed the river to share in the celebration at the town of Rock Island, on the Illinois shore. After they had gone, a band of river bandits broke into the house and brutally attacked him to obtain his money. Colonel Davenport did not live through the night.

It was fortunate for the bandits that the Sac and Fox Indians were not aware of what was going on, for they were loyal friends of Davenport and Le Claire. A band of them collected and camped for several weeks afterward near Antoine Le Claire's house and guarded him closely, fearing that his life, too, might be in danger.

There were other settlements made and towns laid out before 1840. A permanent settlement called Elizabethtown

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was made on the site of Princeton in the spring of 1836. B. F. Pike opened a store in the neighborhood, on a high level called Pinnacle Point. After 1845 these two settlements gave way to the town of Princeton. Set above low bottom land, it was considered a healthful location. The town was platted by John Culbertson and George Bell in 1854 and incorporated three years later. By 1859, the town numbered 1,000 inhabitants. Isaac Sherman had built a steam sawmill at a cost of \$8,000, and two steam gristmills were built, one of which cost \$12,000. Princeton then prospered and expected a great expansion, but began to dwindle after the railroad came through Davenport in 1856 and carried the commerce to other towns.

In August 1838, two Scotchmen, James and Alexander Brownlie, built their cabins of logs and boards in the east end of the long grove first known as Saddle Grove. They sawed lumber by hand with a whipsaw, the log lying along a gap in a platform, one man standing underneath and one above. In this way they made their own planks and even had a surplus for sale. More Scottish families came to settle near Long Grove, as the place came to be called, and the settlement later was a welcome stop on the stagecoach route. The farmers plowed their soil deep and planted orchards which in time bore abundantly. Forty acres of the original grove still stood near the village in 1942.

James Burnside, the founder of the town of Blue Grass, took up a claim in 1839. He trampled down the tall grass, so high it served as a wall around him, and camped. Once, when Burnside had left his wife and child while he went to get water, two Indians parted the grass and peered in on his camp. This gave his wife such a fright that she nearly decided to leave the place, but they stayed. Burnside later laid out the town of Blue Grass on the site and it became a popular trading point.

These were the most prominent of the earliest settlements, but there were other trading points as well. Some did not grow much beyond the stage of post office and general store. Others, established later, grew as the county developed. Two hamlets, Mississippi City and Bethany, became the village of East Davenport in 1851. A pedestrian from Rock Island, making a trip through the area at about this time wrote: "I have never found any part of the West so prolific in town sites. I had to pick my way along among town stakes most of the way." Some of these numerous "paper towns", of course, never materialized. One post office, named Jamestown, never had a town at all, yet the name was prominently before the people for many years because of the early production of coal in the locality. It was originally known as Cross Roads.

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Many settlers went back on the prairie to live on claims, not thinking of town sites. They spent many a lonely year, pioneering on these isolated farms where strolling Indians made a welcome diversion from monotony. Alfred Carter was the first settler in Hickory Grove Township, coming in 1836. There the howling wolves and yowling wild cats were troublesome, but prairie chickens were "as large as a common hen" and Carter joined with friendly Indians in hunting deer. In Dixon Township, Jacob Heller began farming in 1836. The Meskwaki Indians often camped nearby, and were not unwelcome. Sometimes, when a white family returned from a trip, they would find some Indians in their cabin trying to "keep house like white people" but no undue advantages were taken and the squaws seemed fond of their "white sisters."

As access to the river settlements was often difficult, the pioneering inland settlers were sometimes forced to subsist on cornbread and venison. During the summer the woods yielded berries, plums, and crabapples, which supplemented their faulty diets.

CHAPTER 5

THE COUNTY ORGANIZES

The boundary lines of Scott County, named for General Winfield Scott, were defined by the Territorial Legislature of Wisconsin in December 1837, in an act which also provided that popular voting should decide the location of the county seat. Two towns, Geneva in the county of Muscatine to the south, and Davenport, both striving for county seat favors, were accountable for the wedge-like shape of Scott County.

The location of a county seat usually depended on its position relative to the center of the county. Dr. Reynolds, a legislator from Muscatine County, marked his northern line as far north as possible to place the town of Geneva nearer the center. A. W. McGregor, the member of the legislature from Davenport, also favored this mapping as it threw the town of Buffalo, the probable rival of his native Davenport, down into the southern corner of Scott County.

The county seat was not decided upon for two years. The voting day for the county seat site was first set for February 1838. Polls were located in the Davenport hotel, at Parkhurst's house at Parkhurst, and in the Rockingham hotel. Returns were to be made to the district court of Dubuque County, and Governor Dodge was authorized to proclaim the winning village the county seat.

Buffalo knew that her own hopes for the prize were futile when the county boundaries left her in a corner, and so made no bid. Davenport did not have enough citizens to win the election without help, but some clever minds decided that the need of laborers at Davenport was most urgent. After some negotiations, a crowd of miners arrived from Dubuque just before election day and left immediately after they had voted! As a result, the majority of votes was in Davenport's favor.

While the victory was being celebrated, however, two men from Rockingham were on their way to see Governor Dodge with proof of election fraud. The governor asked the legislature to authorize a second election on August 8, 1838, with a ruling requiring 60 days' residence for voters.

Rockingham now felt the need to outsmart Davenport, and Col. J. H. Sullivan imported a number of laborers for his mills; but he had them there 60 days before the day of voting. This time Rockingham won by a majority of 15. But the ballots and reports of the election were sent to the Sheriff of Dubuque County to be approved by the county commissioners

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there; and the commissioners purged the ballot boxes, taking plenty of time and throwing out a good number of votes. Rockingham decided to appeal, demanding that the commissioners make proper records of all of the votes.

In the meantime Iowa was made a separate territory and the Territorial Legislature ordered a third election. For this, two more competitors appeared. Several land owners proposed a cornfield north of the mouth of Duck Creek for the county seat site, and Sam Sloper entered a point on his farm as "Sloperville" and began to promote it as a desirable central location. Rivalry waxed hot.

Duck Creek promoters offered to contribute 90 acres of land and \$100 in labor and materials for a courthouse. Sloperville did not make much headway at the time, although the town of Eldridge took form on the site later. In Rockingham the financial "pillars" offered to build a courthouse and a jail.

Davenport now began to surpass all others in public gifts for this enterprise which was to establish its future greatness. Antoine Le Claire offered a choice of 12 lots and five four-acre plots, or \$3,000 in cash. Hervey Leonard offered bricks to the value of \$300 and others offered various lots. In all, the residents pledged gifts amounting to \$5,000. These inducements must have had their desired effect, for Davenport won the election. Along the river shore, the decision for Davenport was celebrated with bonfires, fireworks, and speeches.

The principals of the contending factions met at the hotel at Rockingham and danced and sang in general good humor. The defeated town did not long survive the loss of its hope for prestige and in time became connected with the growing city of Davenport. In 1840 the county seat town had grown to a population of 600 and the county to 2,140.

The first county commissioners were Benjamin F. Pike, Alfred Carter, and A. W. Campbell. Ebenezer Cook was the clerk and Major Wilson the sheriff. The first meeting was held in Rockingham where the board allowed bills for their services and then adjourned. At the close of the year, the county's receipts were \$497.58 and its expenses \$781.50.

The first land sales were held in 1840; at Dubuque. The claim societies formed by the settlers before that time had allowed a squatter to stake off 320 acres and then protected him from claim jumpers. When the land office opened, the Claims Association selected James MacIntosh as bidder for Scott and Clinton counties. Few had enough money to pay for their claims; and land sharks were waiting to speculate.

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But the bidder kept a sharp watch when the land was sold, and when the claim holder did not have enough money, the bidder let his land pass. It was not wise for a speculator to bid more than \$1.25 an acre, the minimum price. One who did attempt it was lifted over the heads of the crowd to find himself later in a dazed, badly bruised condition on the other side of the Mississippi.

By 1843 the settlers were scattered so widely that the commissioners divided the county into townships. The first were Davenport, Buffalo, Rockingham, Allen's Grove, Le Claire, Blue Grass, Princeton, Pleasant Valley, Winfield, and Liberty. Later divisions have since formed the additional townships of Butler, Cleona, Hickory Grove, Lincoln, Sheridan, Davenport City, and Bettendorf. The last named was created in 1920.

County commissioners managed the affairs of the county until 1851, when authority was vested in the county judge. Then in 1861, the more modern system of supervisors was introduced.

During the first two years court was held in Davenport at St. Anthony's Church. A story was told that Judge James Grant made a motion to have court adjourned to Rockingham, since his farm was nearer that place and he would have an added hour to attend his stock and hoe his beans, but the motion did not carry.

In 1842 Davenport turned over a brick courthouse and a jail without cost to Scott County, making good its campaign promise. This structure was so over-crowded and out-moded by 1888 that it was replaced by a \$125,000 building of rough chipped and surfaced Bedford stone, 100 by 125 feet, three stories high, with a basement.

Originally there was a large dome rising to a height of 150 feet surmounting the building. On each of the four corners was a square-turreted tower overlooking the roof.

The building was erected on sandy ground and slowly sank. The door of the large vault, built on the ground floor at the time of construction, sank below the ground and it was necessary to build a stairway down into the vault. After 1930 the county authorities waged a losing battle against termites, millions of pale-colored, soft-bodied insects that steadily devoured the supporting wood beams, door casing, and other woodwork on the ground floor.

Periodically, the building heaved and cracked. In 1932 the supervisors, alarmed at the degree the building had sunk, ordered the useless large dome, which weighed 11,025 tons,

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removed. Despite the decrease in weight, sagging continued. After it was noted that a tower wall had dropped five inches, this wall was torn down in 1933 and 450 tons of brick which had supported the dome were removed. Poisonous chemicals and other methods failed to eradicate the termites. Finally the supervisors petitioned the Government and received a grant for a \$6,480 repair project and in 1940 a crew was set to work to bolster the foundation of Scott County's seat of government.

In the early days as well as later, the major problems for commissioners and supervisors were improvement of roads, providing county buildings, and the care of the poor. The county commissioners purchased 80 acres of land in 1853 and in the next year erected a home for the aged and infirm, five miles north of Davenport. It cost \$1,668, which was less than the sum allowed the contractor, J. Rumbold, to complete the edifice. After being used for 29 years, it burned and was replaced by a larger and more modern building.

The county developed rapidly. The pioneers of Wisconsin were rafting their products to Davenport. New roads were laid and immigrants began to dot the inland tracts with cabins and wheat stacks. The majority of earliest arrivals had come from the Carolinas, Georgia, Kentucky, and Tennessee; these were followed by settlers from Ohio, Indiana, and Virginia. Later there was an influx from New England.

After 1847 there was a marked change. In that year a number of Irish who had fled from famine and obnoxious social conditions at home came to Scott County. Among them were lawyers, teachers, merchants, contractors, mechanics, and farmers. They were resolute people, courageous and enterprising, who could mix their fun with hard work.

In 1856 St. Marguerite's Church was built in Davenport, on a plot donated by Antoine Le Claire. The church and its parochial school, opened in 1859, drew the Irish Catholics to the hill between Sixth and Thirteenth streets. It was called Cork Hill because so many of its residents came from the County of Cork, Ireland.

Many of the Irish families were quite large. The children joined merrily in such sports as rope skipping, tag, croquet, and coasting in winter. The young men and women enjoyed sleigh rides, ice skating, baseball, buggy riding, house parties, and dancing. Jerry McMahon played the fiddle for "shindigs" on the hill, making the rhythm with both feet and a fiddle. Most of the older people worked from daylight until dark but could joke and laugh all the while.

Cork Hill had a group of young men who met on a certain corner for "gabfests" and fun; here they sang Irish songs

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and had wrestling matches. When things were a little too quiet on this front, they would visit one of the other Irish settlements to learn whether their own art of defense and attack was up to par. Victorious or defeated, they returned with black eyes and torn clothing. But no outside gang picked on the Irish, and there was no bitterness between them after the skirmish.

Always in the hearts of these people was a longing to help those they had left behind in Ireland. Societies were formed which hoped to see a "free Ireland." Through the Land League and the Order of Ancient Hibernians, the Irish extended aid and sympathy to the "Auld Country." Some of the native elements of the population in the late fifties belonged to the Know Nothing Party, which opposed "foreigners, the Papacy, infidelity and socialism." Members of this party had the ill-founded fear that the newly arrived aliens might jeopardize American democracy. But the opposite was the case. Descendants of the Irish immigrants represented Scott County and Davenport as legislators, mayors, and other prominent workers for the welfare of the community.

The late forties and the fifties saw a heavy German immigration. The first German people to arrive in Scott County were the Freitag family. They had left Wurttemberg, Germany, in 1832. After living four years in Indiana, they made a four weeks' trip with oxen and a covered wagon to settle in Scott County. Two days after their arrival and while they were still living in the wagon, a daughter, Caroline, was born to them. A log cabin was soon built on the prairie, while the family camped. Government land was cheap and this German pioneer acquired considerable property. The family soon owned large tracts in Buffalo, Blue Grass, and Rockingham Townships. The Freitag sons were considered at one time the richest men in the county.

Frederick Bomberg was the second German settler. With his wife and seven children he left the duchy at Gotha in 1836 and finally located a mile below the settlement at Buffalo. Bomberg soon became ill with fever, and after several months of sickness, died in October, 1837. The mother was left to suffer severe hardships, but she resolutely kept her family together. Her daughter, years later, related that cornbread and dill pickles were the main items on their table for what seemed a long time to her as a child.

In 1840 the Bombergs lived on a farm near Duck Creek. That year, just when their harvest looked promising, a prairie fire destroyed the crop. They moved to Davenport and were the first German family there. The mother opened a

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small eating place and soon had a store with a tavern connected. Later she moved up onto a bluff and established a summer garden, for years a popular German gathering place.

John H. Schuett, who came in 1838 and bought a farm four miles west of Davenport, was the first German from Schleswig-Holstein, from which many were later to come. In 1853, after Schuett had become a naturalized citizen and learned English, he was elected alderman of the first ward in Davenport. He secured a claim for his friend Cay Kroeger from Holstein. A former teacher and a veritable "jack of all trades", Kroeger was also a farmer and well versed in law. He even nursed the sick on the trans-Atlantic voyage.

Kroeger built a cabin and surrounded it with a sod wall several feet high. He worked for Schuett in return for hay and grain until he could begin farming. But luck ran against him from the first. Not accustomed to early killing frosts, he dug his potatoes quite late and a heavy frost spoiled them all. An entire litter of pigs died from cold. But Kroeger did not starve. A carpenter who spent the winter with him hunted rabbits and prairie chickens, and occasionally brought in a deer to feed the family. Kroeger wrote in glowing terms, telling his brothers in Germany how well he lived. One of them, a minister, came with his wife and six children in 1851 with the idea that "milk and honey flowed" in Scott County. The family was disappointed when they arrived and saw the one-room cabin with a summer kitchen built on, enclosed by a sod fence and with two corncribs near the entrance. But the Reverend Mr. Kroeger, undaunted, preached, performed marriages, baptized, and farmed for two years before finally leaving for Virginia.

In 1848 about 300 Germans arrived at Davenport, from Holstein. The influx of Holstein Germans continued throughout the fifties. These immigrants, fleeing from oppression, brought with them strong democratic convictions which made an indelible imprint on Scott County.

Among the "Forty-eighters", as the Germans were called who came to Scott County in that year and a little later, were so-called "grey" and "green" Germans. To the greys belonged the teachers, amateur actors, lawyers, ex-army officers, and others of the various professions. The greens were laborers and tradesmen. They were sometimes misled and cheated at first, but few were fooled twice. Jake Steinhilber, who had been in Davenport for several years, helped the green immigrants over many difficulties with the language and American customs, and aided them in land deals.

Among the grey Germans was a company of six Schleswig-Holstein army officers who cherished a dream of founding a

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cooperative farming venture. The leader of these was Herman Hertzberg. They settled in 1851 on prairie land in Hickory Grove Township. They built a home like a clubhouse, containing dining room, reading room, lounging room, and gymnasium, around which the sleeping rooms were arranged.

They had seen how serfs worked on their father's farms in Germany and thought to themselves, "How simple." They bought two oxen and a plow and a few other implements and planned to show the neighbors how to farm according to high standards. But farm routine did not go well with their temperaments. They would not take the weather or the seasons seriously, and worked when it was comfortable to work. During hot days they read, debated, or hunted. Disorder, extravagance, and mismanagement were always in evidence. Some of their German friends brought them food and helped create order in die Bude (the dump), as they called it, but after a time their impractical theories had to be abandoned and they tried real work. This resulted in sore muscles, aching backs, and tired feet. After several discouraging experiences the group decided they were destined for higher things and gave up their idea of a comfortable agricultural casino.

Hertzberg was later surveyor of Scott County. Another of the group served in the Army on General Fremont's staff, became a Brigadier General and was appointed consul to Mexico. The others scattered, but all for a time afforded many a smile for Scott County.

The German immigrants continued to write to their friends abroad commending America, and Scott County in particular. The following are excerpts from a Scott County German's letter: "I would advise all my countrymen who like to work and whose prospects for a future free from worry are not bright, to come to our beautiful and free America...Here it is not necessary to show a pass to every petty official and gendarme...Here people are not divided into classes as in Germany." Such letters, no doubt, influenced many immigrants to choose the place for their homes.

A number of German societies existed in early Davenport. Christian Mueller left Holstein after the rebellion against Danish domination. In 1852 he was met at the boat landing in Davenport and welcomed by a friend, Louis Hansson, who said almost at once, "Christian, we must organize a Turner Society here now." The two became active in forming the Turners, a Davenport society of German people. A German school had been established and the Turners began to foster literature, music, and drama.

The German people considered military training an essential of complete education and in June 1854, a meeting

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was held to consider forming a rifle club. Henry Berg became the president of the Shooting Society, formed both for pleasure and for home guard duties. Rifle practice was held on the Dubuque road south of Dutch Creek, and near Leonard's brickyard.

Several Germans were associated with the First National Bank of Davenport. John Schmidt served for 16 years on its board of directors, Hugo Schmidt was assistant cashier for four years. Hans R. Claussen was elected a director before he became State Senator. August Steffen served as director for 33 years. Ernst S. Carl, the teller in 1865, later became assistant cashier. Lorenzo Schricker was vice president for ten years.

By 1857, the population of the county was 21,521, and Davenport was predominantly German. Nearly every industry had a large share of German people. Another heavy influx of Germans came to Iowa and to Davenport after the Franco-Prussian War of 1870. But besides the German and Irish there were in the fifties smaller racial groups, in fact, most of the countries of western Europe were represented in the population.

In 1845-46 about 50 German Swiss came. At about the same time 11 arrived from Clarus and 14 from other areas. Then Swiss immigration virtually stopped, only 25 or 30 more coming in the early fifties. The Swiss in Davenport formed a mutual aid society and a Gruetli singing group led by Albert Snyder, a singer and violinist. They supported the German choral societies and the two groups lived harmoniously. The Swiss were first in the county to specialize in dairying. And among the Swiss immigrants was the landscape artist, Johann Casper Wilde, a native of Zurich, who had lived for some time in St. Louis. In 1844 he painted a picture of Davenport.

The French, as we have seen, had played a part in Scott County's earliest history. Then Antoine Le Claire persuaded a number of his relatives and other Frenchmen to come and live in Davenport. He was especially pleased when Father Pelamourgues came to St. Anthony's. Later, when the Le Claires attended St. Marguerite's Church, it became the favorite place of worship for the French people. A section of the town not far from Le Claire's home was largely peopled by the French.

Among them were a few who came up from New Orleans, the Arnolds, the Huots, and John Littigue, and his brother Peter who had fought with Napoleon at Waterloo. The Huots purchased most of the 400 block. A number of these early day French were active in educational work and some of their descendants became outstanding in promoting the arts.

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Several Hungarians came to Davenport or to Scott County. Nicholas Fejervary, a former nobleman and the most prominent, lived in Davenport on a large wooded plot of ground in the northwest part of town. In the Hungarian Revolution against Austrian rule in 1848-49 he had favored the plans of Kossuth "the liberator." After the war, when the plans of the group failed, he succeeded in securing passage to America, and he and his friend Nicholas Perczel headed west and arrived in Davenport. The scenery there reminded him of Budapest on the Danube and he decided to make the town his home.

In 1854 he built a castle-like mansion on an area of groves and running brooks where he found refuge and solace and offered other Hungarian refugees a warm reception. Buying, selling, and building, he prospered. He built up a library unusual for early Iowa; books in various languages, documents, and volumes of official Hungarian papers. With his distinguished bearing and courtesy he and his family gave an Old World flavor to the cultural life of Davenport as they served Hungarian coffee and goulash. Nicholas Fejervary died in 1895, and his daughter Celestine returned to Hungary in 1902. She gave the family home and its 22 acres of wooded hills, valley, and ravine to Davenport. This is the ground that became Fejervary Park.

Nicholas Perczel, beloved in his homeland for courage in his country's fight for freedom, once farmed along Duck Creek. When the Civil War opened he enlisted in the Union Army and served until illness forced him to resign. He lived in Davenport until 1865.

Scott County was deeply concerned with the struggle over slavery. The anti-slavery and free-soil questions of the day appealed particularly to the German people, to whom they recalled memories of the junker landlords of the old country. Senator Douglas, in conducting his campaign for the presidency, had spoken from the Burtis House in Davenport. John Brown, the anti-slavery crusader, had passed through Davenport twice, once in a freight car with 12 fugitive slaves.

Probably the first campaign song composed after Lincoln's nomination was written in Davenport. James Thompson, 15 minutes after hearing the news composed "The Illinois Bushwhacker", beginning:

The ship of state will safely steer,
With never need to tack her
With Honest Ab'ram at the wheel
The Illinois Bushwhacker.

It was the name "Burr & Swift, Davenport, Iowa", on a box among John Brown's belongings after his capture at Harper's Ferry that brought United States marshals to seek

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Barclay Coppoc, one of Brown's band who had escaped capture. This youth, who had worked in Davenport, sought refuge there and was hidden for four days above the book store on Brady Street, kept by Eli Adams. To evade the federal authorities, he was carefully escorted out of town. He later enlisted on the Union side and was killed. Brown had many sympathizers here and his capture, trial, and execution aroused great interest.

On April 16, 1861, a few days after the news of the fall of Fort Sumter, the Davenport telegraph office received a message from the Secretary of War to Governor Kirkwood. William Vandever of Davenport carried the telegram on horseback to Iowa City, the state capital, and delivered it to the governor. It contained President Lincoln's order for a regiment from Iowa to join the Union Army. To be near to the telegraph, Governor Kirkwood hurried to Davenport, the Iowa terminal, and established his headquarters there. State and Federal military offices were later stationed there for the duration of the war, including the offices of the State Adj. Gen., N. D. Baker; the United States Army Brig. Gen., B. S. Roberts, in command of the military district of Iowa; and the Provost Marshal for the second district of Iowa, General Hall.

Of the county's 4,117 men who served in the army, two-thirds voluntarily enlisted. The military training of the Germans proved of great value, and many members of the German rifle clubs volunteered. Eighty of the remaining members formed a Home Guard in August 1862, the nucleus of the Davenport Militia.

The first regiment in which Scott County was represented was the First Iowa Infantry, whose company in charge of Capt. August Wentz was composed entirely of Scott County men. Two-hundred and twenty-two Scott County men died in battle and in southern prisons, and August Wentz, killed in action, was the first of these.

At one time during the war there were five military camps in Davenport: Camp McClellan, Camp Joe Holt, Camp Herrion, Camp Hendershott and Camp Roberts. McClellan, whose site later became one of Davenport's most picturesque residential sections, was the first established and the army hospital was located on its grounds. In 1862, while the Civil War occupied everyone's attention, a band of Sioux in Minnesota was rounded up and arrested for making war on their white neighbors. After first being condemned to death, they were reprieved by President Lincoln. In April, about 300 of them were brought to Camp McClellan where they were placed in a pen 200 feet square which inclosed four barracks. Sixteen women and two children were allowed to live in the

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prison. During their imprisonment many of these Indians were taught English and some spent much time copying and translating hymns.

The streets of Davenport were as yet unimproved and the little city was swallowed in a cloud of dust when the soldiers from the cavalry rode their horses twice a day through town to the river to drink. In 1863 the military importance of the region was strengthened by the building on Rock Island of an arsenal and a prison for Confederate soldiers. More than 12,000 prisoners were confined.

As the war dragged on, the people of Iowa realized that disease and battle were leaving many orphaned children. The Orphan's Home was sponsored by the Soldiers' Aid Society, and Scott County people took an active interest in it. The home was first established at Farmington, in Van Buren County, but on November 16, 1865, it was moved to Davenport, where the barracks of Camp Kinsman (first known as Camp Roberts) were rebuilt to give the orphans a home and school. The home was made a state institution by the General Assembly in 1858 and eventually became the Iowa Soldiers' Orphans' Home.

When the war closed, Iowa soldiers were returned to Camp McClellan, where they were paid and mustered out of service. The buildings were then torn down and the lumber salvaged.

Civil War veterans of Davenport organized the first Grand Army of the Republic post in Iowa and the third in the Nation -- J. B. Leake Post No. 1. Gen. Addison H. Sanders of Davenport, the first commandant, appointed his adjutant general and quartermaster, then traveled over the State to organize new posts. In this work he paid his own expenses and refused to be reimbursed. Later, in 1881, the Davenport post was reorganized under the name August Wentz Post No. 1. In that year the soldiers' monument, in Main Street opposite the high school building, was dedicated.

With the close of the war, Scott County's pioneering era was entirely ended. The development of transportation, agriculture, industry, education, and the arts began anew.

CHAPTER 6

TRANSPORTATION AND COMMUNICATION

But the world was sweet and its joys were real
For the men who stood at the steering wheel
.

For the pulse beat fast and the heart was gay
When the Mississippi was the great highway.

Robert Rexdale

From the beginning of Scott County's settlement to 1855, when the railroads reached Davenport, the Mississippi River was the principal avenue of travel and commerce. The first explorers and traders paddled up and down the river in canoes; and Lt. Zebulon Pike, in 1805, used a V-bottomed 70-foot keelboat, as has been said earlier. But after the visit of the Virginia in 1823, small paddle-wheeled steamers supplanted the keelboats. The opening of the Black Hawk Purchase stimulated steamboating, for the Illinois roads did not reach the Mississippi and the best route for immigrants from the East was down the Ohio and up the Mississippi. In 1833, 18 steamboats made trips as far north as Dubuque.

Throughout the period of pioneering the steamboat brought supplies to the little stores in the towns and carried the mail. In the sixties, steamboat service was regular and most of the boats operated on schedules. The landing at Davenport was usually lively. Steamboats making trips for the St. Paul and St. Louis trade always stopped there. Negro roustabouts, later to be supplanted by steel cranes, loaded and unloaded cargoes, singing as they carried 200-pound bags of meat and grain on their backs. Local freighters and gaily painted passenger packets plied the river almost hourly. This was the hey-day of the floating palaces, as the passenger steamboats were called. With staterooms for passengers, and mess halls famous for delectable foods, they offered pleasure trips between the river cities. The trip to St. Paul, Minnesota, was considered an especial treat.

The channel, however, was unimproved and occasionally a river accident brought tragedy. In September 1858 the steamer Fannie Harris struck the draw and two firemen were drowned. The ferry Davenport rescued the remaining crew and passengers. Only ten days later the Henry Clay, a large sidewheel Minnesota packet, was wrecked when a heavy downstream tow swept it against the draw pier.

Rafting began in the early days of the county's settlement and grew to immense proportions. The first rafts were very small. Logs in strings 17 feet wide were held together by poles lashed across them. Five to ten strings were fastened together into rafts about 250 feet long. They were guided with giant oars at the bow and stern, balanced on a pivot on the edge and handled by crews of fifteen or more raft hands. The stem of an oar was a 20-foot pole, the blade 14 inches wide and 12 feet long. With such oars operated in unison at both bow and stern, the raft could be controlled very easily when there were no impediments. The crew lived on the raft. Their quarters were very low, squatty affairs. The kitchen was simply a covering for a cook stove.

River bridges (termed "hellgates" by the rafters) resulted in the use of the raft steamer to push and guide the rafts through. This lessened the danger of collisions between rafts and piers and increased the speed and ease in moving.

The first sternwheel rafting steamer was built by the Van Sant firm at Le Claire. Samuel Van Sant, 21 years old, believed that a stern-wheeler was needed instead of the side-wheeler then in use. With an old river-boat engineer helping him he set to work, and in the winter of 1869 built the hull of the stern-wheeler J. W. Van Sant. Both the smokestack and pilot house could be lowered to permit passing under bridges. There was one deck above the main deck. She was launched in the spring and her first trip proved that it was possible to tow rafts by steamer. The length of rafts then increased from 500 to 1,000 feet, many of them containing more than a million feet of lumber. Mark Twain described them in the late eighties saying, "We met massed acres of lumber rafts coming down, but not floating leisurely along, in the old-fashioned way, manned with joyous and reckless crews of fiddling, song-singing, whiskey drinking breakdown-dancing rapsallions; no, the whole thing was shoved swiftly along by a powerful stern-wheeler, modern fashion, and the crews were quiet, orderly men, of a sedate business aspect with not a suggestion of romance about them."

Nevertheless the hoarse whistle of the Kit Carson, the Eclipse, the J. W. Van Sant, and dozens of other rafters made music along the river. Even small boys could call a boat by name at the first sound of its whistle. Four big sawmills at Davenport did a rushing business and the river was often so jammed with traffic that the up-bound steamers could scarcely navigate. Rafting reached its height in the eighties, declined at the turn of the century and died in 1915 after wholesale destruction of the northern forests.

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One of the most important developments on the upper Mississippi was the use of barges, particularly for moving grain downstream. Even before the Civil War it was no uncommon occurrence for a steamboat to tow a barge loaded with freight. During the sixties and seventies the use of barges increased for bulk shipment of grain which, aside from lumber, was the chief item of downstream traffic at that time. Barges and rafts were towed by pushing them ahead of the boat, not by pulling them behind as the word would ordinarily imply.

The first steel barge came to Davenport in 1914, just before the Federal Barge Line was created. The barges carried sugar and coffee and other southern products up the river and took back manufactured goods and grain. Although the Carnival City Packet Line did a brisk passenger and freight business from 1892 to 1922, and the big Diamond Jo Line for nearly as long, steamboat passenger business in general became limited to excursions and its freight business to sand and gravel. But when the Government's steel barges appeared, river shipments increased by leaps and bounds. The Federal Barge Line was united with the Inland Waterways Corporation in 1928. In 1930 the Western Flour Mills built a river terminal wharf at Davenport, so equipped that a barge of grain could be unloaded in ten hours or loaded in from two to six hours.

On July 19 and 20, 1939, there were 31,756 tons of freight towed through the Davenport locks, all within 48 hours. This equalled the average yearly freight handled by the old Diamond Jo line during the decade ending in 1910. Shipping through Davenport Locks for 1939 amounted to 795,027 tons.

The ferry business always prospered from the days of Captain Clark's first venture and Wilson's first steam launch, and remained a permanent part of the transportation system. The ferry company built a new wharf at Davenport in 1918.

Before the days of the auto and movie, young people turned largely to the river for amusement and sports. Davenport had a yacht club in the early fifties, which owned a boat 30 feet long with a nine-foot beam. It was built by a Mr. Shirach and cost \$500. Several boat liveries rented boats by the hour or day and did not lack patronage.

Occasionally groups rented skiffs, and had them loaded onto the deck of a short line packet starting in the late afternoon. The skiffs would be put off up the river and a merry party would float back to Davenport, halting midway at

an island for a picnic dinner. The trip ended in moonlight with harmonizing voices floating across the river, and the winking lights of the little towns reflected in the water.

The love of water sports found its outlet in two sportsmen's organizations of the eighties and nineties. The Irriwadi Canoe Club built a home close to the end of the Government bridge, and the Davenport Boat Club built one farther down. The latter had space to store racing shells which the members shot over the water at a speed which made the small boys dizzy with wonder.

The "Canoe Clubbers" thought it fun to put the canoes into a Milwaukee baggage car and take them to Maquoketa in Jackson County. There they would launch on the Maquoketa River and cruise lazily down to the Mississippi, floating homeward the rest of the way. There were racing groups, too, and often the river was dotted with small sails.

The Irriwadi Canoe Club set a night in the summer of 1889 for a river carnival. All available rowboats and canoes were assembled two miles above the bridge. Decorated with Chinese lanterns, they drifted down the river shortly after dark. Red lights blazed and balls of colored fire shot from Roman candles as they passed the city. It proved such a spectacular event that it became the forerunner of an annual river carnival which grew to be a feature of the county fair week. By 1892 special writers for a Chicago newspaper wrote of the river carnival, "Davenport business men have found it, they think, a method of advertising Davenport that is ahead of a coal, corn, bluegrass or even an onion palace..."

In the hazardous early days of navigating the river it was the custom for steamboats to moor at the ends of the rapids and secure local pilots to steer them safely through and past the rocks. Most of these pilots lived at Le Claire and waited in the shade of the old Le Claire Elm Tree, near the center of the town. In time it became a famous landmark on the riverbank.

In early days some of the rocks were blasted out. In the eighties it was hoped that the Government's river improvement program, which planned a four-foot channel from St. Louis to St. Paul, would solve the rapids problem, but the results proved unsatisfactory. A new project for a six-foot-deep channel, including a lock and dam below Le Claire was begun in 1907. Two canals were cut into the channel between Davenport and Le Claire. This entire project was nearly half completed in 1925, but by this time a new river project was pending, which received presidential approval in 1934.

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Work was then begun on a nine-foot channel to be supported between Minneapolis and St. Louis by means of 26 dams and locks. The dam at Davenport was finished in 1935, consisting entirely of 11 roller gates. For this country, this was a new type of navigation dam. The locks were built so as to permit the use of the swing span of the nearby bridge. The river wall, which was constructed to protect the adjacent land from flood, at the same time made possible the subsequent development of the river front into well landscaped parks and parking space for cars.

Scott County's second dam, No. 14 at Le Claire, was completed by May 13, 1939. It consisted of 13 tainter gates, four roller gates, and 1,357 feet of embankment founded on limestone. Its elevation was set above the highest flood level on record. The lock was completed on December 28, 1936. The old Le Claire lock was retained as an auxiliary lock. Smith's Island, a famous camping spot with a sandy beach for swimming, was sold to the Government and removed. Thus a particularly dangerous point in the rapids was brought to an end.

The hazardous rapids of Rock Island gave way to the impounded Lake Davenport. Pleasure seekers found the water a delightful playground. In 1942, the view from the slopes of the McClellan Heights, once Camp McClellan, was heartening to a lover of water sports. Dozens of masts of the snipe class sailboats bobbed and swayed, while cabin cruisers and motor launches, tugging at their moorings, gave evidence that though the gay day of the packet was gone, pleasure boating remained.

The progress of travel on land was by no means as rapid as that of the steamboats. The first trails followed the ridges with no definite plan but to keep on top, and the first covered wagons used these trails.

After the first county commissioners had divided Scott County into 11 road districts, much attention was given to the laying out of roads. Some followed the section lines, but others radiated diagonally from Davenport. James MacIntosh surveyed a road from Davenport to Dubuque and, at his own expense, had a 26-mile furrow plowed to mark it. One night, when a storm came up on the prairie during his survey, his tethered horses broke loose and ran away, causing MacIntosh to carry his saddles for some distance. This was the episode that named Saddle Grove, which later became Long Grove.

Some of the first roads in Iowa, rough, winding trails, became stagecoach lines in the late 1830's. The main lines ran east and west, connecting inland with river towns. By

1844 Davenport was on a regular scheduled route to Dubuque and Burlington. As commercial conveyances advanced gradually from Frink's mud-wagons to the coaches of the Western Stage Coach Company, Davenport became a popular stage town with coaches running to Iowa City, Cedar Rapids, and Dubuque. During the early fifties, a daily four-horse mail coach ran west from Davenport to Council Bluffs. A line of two-horse vehicles, called jerkies, ran from Keokuk to Davenport.

Drawing near a town, the stagecoach driver whipped up his team, blew his horn, and made as spectacular an entrance as possible. Stagecoach travel was uncomfortable at its best. In winter it was often dangerous, and always uncertain. A resident of Scott County, riding in a stagecoach attempting to escape a blizzard, found that after ten hours the coach had advanced only three miles. But stagecoach transportation flourished for only a dozen years.

Thousands of settlers were coming from the East, and had to be taken across the river on ferries. The ferry man prospered, but the people were dissatisfied with all available methods of travel. In 1842 A. C. Fulton, a mill operator, examined the bed of the Mississippi at Davenport and, judging it suitable for a railroad bridge, recommended that a bridge and a trans-continental railroad be built there. Others in the Midwest were having the same hopes and Scott County, with Iowa, became railroad minded. In a surprisingly short time railroad trains were to cross the river.

In 1852 the dreams of progressive people began to come true when the Mississippi and Missouri Railroad Company, Inc., obtained authority to construct and operate a road from Davenport to Council Bluffs. They broke the first ground for the road on the first day of September 1853.

Antoine Le Claire turned the first shovel of dirt. Two brass bands furnished stirring music for the celebration. Other groups and societies in their various regalia stood at attention. Le Claire spoke to the crowd, paying tribute to the good will of Chief Keokuk who had reserved for the Le Claires the land on which the crowd was standing. He expressed his hopes that the first home he had built on it might become the railroad depot.

An election was held in September to decide whether the county should buy stock in the new railroad. Of 309 votes cast only two were unfavorable, and the county bought \$50,000 in stock. But the enthusiastic city of Davenport outdid the county and bought \$75,000 worth. Antoine Le Claire himself invested \$25,000. The work was then already begun. Fast Irish workmen coming at every gray dawn with

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their bright tin dinner pails, were laying rails and driving spikes. In 1855 trains were running over the partially completed road.

The first locomotive used, the Antoine Le Claire, was ferried across the river in a flatboat on July 19, 1855, for use on the two and one-half miles of completed road. Its cart-like wheels and funnel-shaped smokestack, so soon to become outmoded, looked grand to the people of Scott County and the rhythm of the driving wheels was music to their ears. Sawmill shavings and wood made the first fire under its boiler. Twenty-five Davenport citizens took the first trip as it noisily chugged along to the accompaniment of rousing cheers. It did not go too far, however, for a tree hanging over the track prevented the engine's making the full trip.

On July 23, the Gazette announced: "The first runaway caused by the steam whistle of the locomotive, occurred in this place on Thursday."

Soon came cars of food, fuel, building supplies, livestock, raw materials for industry, and medical supplies. The old Le Claire house became the first railroad depot and, as the road progressed, stations were established too close together for unhampered growth. Farnham, the second station, later became a Davenport siding.

On August 25, 1855, the first excursion train on the new railroad carried prospective buyers to a town platted by the Cook and Sargent banking house, which acted as agent for the railroad. Land sales for the day totaled \$12,500, and thus the town of Walcott was started, soon to be populated by industrious Germans and become the richest small town in the county.

After the railroad was completed to Iowa City January 1, 1856, traffic became lively with two daily passenger trains between the two cities.

The middle fifties were flush times in the county seat. Le Claire sold four acres of land east of the railroad at \$1,000 an acre for a lumberyard, and 11 acres for depot grounds for \$20,000 to a James Churchill of New York, who laid it out as the Churchill Addition. Le Claire built himself a handsome house on an imposing bluff. Other business men prospered, building trades flourished and Davenport became a lumber market for a large region. The city reached out and embraced East Davenport.

The three neighboring towns, Davenport, Rock Island, and Moline, Illinois, had promoted industrial growth until they had formed a magnet which attracted the railroad across Illinois. In 1854 it reached the Mississippi at the town of

Rock Island. Progressive groups on both sides of the river, despite powerful opposition from steamboat companies and other river cities, had sponsored legislation which enabled the Railroad Bridge Company to construct a bridge across the Mississippi.

This bridge, the first on the entire length of the Mississippi, was completed to the top of its wooden superstructure and opened for traffic in the spring of 1856. It was built in three parts. One connected Davenport and the island, another was a track across the island, and a third spanned the remaining distance to the city of Rock Island. A draw between Davenport and the island permitted steamboats to pass. The bridge's significance was scarcely realized at the time. Two great arteries of commerce had crossed at Davenport.

Only 14 days after the first train went over the bridge, the steamboat Effie Afton struck one of the piers on her way through the draw. The boat caught fire and burned part of the bridge, after which the steamboat company sued for damages. A "smart young lawyer" named Abraham Lincoln successfully defended the bridge company. Little did anyone think at the time that the case was plead by a future President of the United States. In another suit, the United States District Court declared the bridge a nuisance and ordered it removed. But the United States Supreme Court reversed the decision, the bridge survived its calamities and served its purpose for a decade.

Railroading soon picked up a momentum which put Davenport on the map as a foremost railroad center. The Chicago, Rock Island and Pacific took over the Mississippi and Missouri and made the dirt fly in extending the road to Council Bluffs in 1869. It then began a shortcut between Davenport and Muscatine which ran south along the river through Buffalo. This road ran its first passenger trains in 1881. After a four-track embankment was put through to Davenport in 1901 the city became the fifth in importance in the Rock Island system.

In 1868 a group of Scott County capitalists incorporated the Davenport and St. Paul Railroad Company. Davenport and Scott County voted a two per cent tax in support of the projected road. Two years later the line was built from Davenport through Scott County with a branch running north at Eldridge to Maquoketa in Jackson County. The Eldridge station was called Eldridge Junction. The eastern terminal depot was built on Duck Creek, outside of Davenport, and there was no rail connection with the Government bridge,

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opened in 1872. Financial reverses prevailed until, after construction of about 160 miles of track, the road went into the hands of receivers.

The stockholders of the old company, however, reorganized as the Davenport and Northwestern and repurchased the road. By the contributions of citizens the new company succeeded in extending the track into the business district of Davenport, but in 1879 the road was again sold, this time to the Chicago, Milwaukee and St. Paul. Although this was a loss to the stockholders, the change was a distinct gain for Scott County. The small towns of Long Grove, Donahue, Dixon, and Big Rock had already formed along the Davenport and St. Paul. About the station of Eldridge Junction an industrious little town had grown up. In the spring of 1877 the railway built several new shops and an engine room. M. J. Eldridge of Davenport erected 20 houses for employees. The Central Hotel was full of boarders and the four stores were prospering when, alas, the new owners moved the shops to a location outside of the county, and left the town to slump for several years. In time, however, a readjustment was made and the place became a lively little trading center.

Another line which eventually became part of the Chicago Milwaukee and St. Paul system had its origin in the Chicago, Clinton and Southwestern, for which several townships in the northern part of the county voted aid. After some changes of ownership this road was completed in 1835. It crossed the northern tier of townships and connected Clinton with Tipton in Cedar County. The hamlets of New Dixon and McCausland came into existence on this road.

The second bridge to carry trains across the Mississippi was erected by the Federal Government. The cost, approximately one million dollars, was divided equally between the Government and the Chicago, Rock Island and Pacific Railway Company. The Mississippi and Missouri Railroad Company had by this time gone into the hands of a receiver.

The bridge, double decked, with an iron superstructure, was located a short distance downstream from the site of the old one. The railroad crossed the upper deck. The lower deck, free to the public, carried general traffic. Other railroads were permitted to use the upper deck by contributing to its maintenance. The bridge opened in 1872 and, known as the Government Bridge, served for 20 years until larger freight cars were demanded and it could not bear the burden of the heavier equipment.

In 1892, the piers of the Government Bridge were used to support a new bridge, a double-decked iron superstructure which was suspended in 1896. The draw was believed to be

the heaviest in existence. Double railroad tracks crossed the upper deck and double streetcar tracks and a vehicle road the lower deck. Traffic, including electric streetcars, began in December. This finally became the only free bridge to be found between Davenport and St. Louis.

Some Davenport industrialists in 1882 formed the Davenport, Iowa and Dakota Railroad Company. A tax was voted to be paid to the city of Davenport when 30 miles of track out of Davenport had been completed. The road then built a track through Blue Grass, and when it had nearly reached the Cedar County line at Bennett, the tax was collected. As there was not enough money to continue the work, the line was stopped until it was taken over by the Rock Island. This line (the D. I. & D.) was facetiously called "The Davenport Irish and Dutch." Its rolling stock consisted of one caboose and a few flatcars.

Still another railroad bridge was erected by a group of local capitalists who incorporated as the Davenport and Rock Island Bridge Company for the purpose of serving two projected railroads. The construction rights were soon taken over by an eminent bridge builder, Frank P. Blair, who represented the company. Le Claire and Princeton had kept agitating for a road; it was obtained in 1901, when Blair built both the million dollar Crescent Bridge and a railroad between Davenport and Clinton. Le Claire, which had been slipping commercially, became an important shipping point.

This bridge, placed a short distance below the Government Bridge, consisted of a steel single-decked superstructure across stone piers. It was opened on January 1, 1900. The railroad was taken over in joint control by the Chicago, Milwaukee and St. Paul and the Chicago, Burlington and Quincy.

At the beginning of the twentieth century, railroads radiated from Davenport to the north, the northwest, the south and the southwest, and were all well connected with roads east of the river. Nearly all of the small towns were on railroads. Improvements in service came frequently. Refrigerator cars appeared in 1873, and "fast trains", for their day, in 1887.

The struggles to construct railroads were of such vital consequence that the interest in them was always keen. There had been a faction of obstructionists too, but city, county, and township could be relied upon to vote taxes and individuals staked their savings for the commercial arteries on which the future of town and country depended so heavily. While the big transportation projects were under way, lesser rails were quietly appearing on the streets of Davenport.

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The Davenport City Railway Company was incorporated in 1867. Its horse or muledrawn cars began service March 2, 1869. Usually extra teams are kept at convenient places to hitch on and pull loaded cars up the hills. Other companies were thereafter formed and new lines laid out until, by 1885, four companies operated horsepower lines reaching the remote parts of the city. None made more than a scant profit. Their operation was often unsatisfactory, and even dangerous. Once a car slid down the slippery track of a steep hill, dragging the horses with it and crippling one so badly that it had to be killed.

In 1888, W. L. Allen visited an eastern city where electric cars were used, with an eye to introducing them in Davenport. He endeavored to interest the stockholders of the Davenport City Railway in electricity, but they did not share his optimism. At last he bought their stock and formed a company which promptly set to work under a new franchise to build trolley lines and a power house. The first electric car, with two 15-horsepower motors, safely climbed the steep streets of Davenport on August 11, 1888. On one hill a brake bar failed to work, and the trapdoor in the floor flew open. The boys jumped off in a hurry, thinking the car was about to go to pieces. Sometimes, on a downhill trip, the brakes locked and the cars slid down a hill made slippery by fallen leaves.

Outside capital appeared and bought the remaining lines, and these were combined and consolidated until in time the Tri-City Railway connected the three cities of Davenport, Rock Island, and Moline by a single electric streetcar system. When a streetcar line on the bridge was proposed it met opposition in the towns on the other side. Shopkeepers feared their customers might be drawn to Davenport. But obstacles were overcome and horsedrawn cars crossed the bridge in December 1888. A new fight for electric cars on the bridge took several years to win. Electric cars did not cross until May 5, 1894.

For 20 years, the Tri-City Railway offered dependable service. But by the 1920's the automobile was taking away many passengers. Soon motor busses were appearing in eastern cities and, true to its record, Davenport accepted the innovation. October 4, 1936, saw a complete transition from rail to motor busses, except on the bridge line; here the change was made in 1940.

In 1904 the Iowa and Illinois electric interurban railway between Davenport and Clinton, in Clinton County was completed. A second, the Davenport and Muscatine, was built to Muscatine in 1912. Both lines, after 1916, were operated by the Clinton, Davenport and Muscatine Railway.

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Some road improvement, grading, draining, and bridging had been done ever since the county's organization. The macadamizing of streets had begun before the Civil War. Road dragging became popular in the early 1900's. But little real progress was made during the days of local road supervision, before the State Highway Commission was created in 1904. While this agency was establishing a system of primary and secondary roads, both state and federal funds were being made available for road surfacing. In 1913 the State Legislature created the office of County Engineer.

A program of paving and grading followed in which Scott County was a leader. Eighteen miles of road had been paved by 1921 and 90 by 1928. Polk County, site of the State Capital, alone had completed more. Beginning in 1933 the Civil Works Administration, followed by the Federal Emergency Relief Administration, and then the Work Projects Administration, added federal funds to the county's. The CWA, established in 1933 to provide work during the opening years of the depression, put men to work repairing bridges and culverts and widening and grading roads in all townships of the county.

In 1934 the FERA furnished funds for continuing the same type of highway improvements. J. M. Malloy, the county engineer, said in 1935, "We're turning our attention to the county's back yard and our secondary road program is on the way to respectability." These unsurfaced roads, the farm-to-market lanes, were gradually prepared to meet all weather conditions.

The WPA began to supply workers in January 1936, for a stone quarrying project to furnish road surfacing material. Between 1936 and 1941 the WPA surfaced 28 miles of roads and resurfaced 123 miles, besides aiding in the construction of 20 concrete bridges. An example of its road engineering was the building in 1940 of a 150-foot concrete bridge a mile north of Plain View on the Dixon Road, then moving Mud Creek under it to eliminate bends and to improve drainage.

When a few Davenporters saw the one horseless carriage at the Columbia Exposition in 1893, it was not altogether a new sight to them, for very shortly before that they had seen one in Davenport contrived by J. C. Duncan. It was made from the chassis of an old wagon and powered by a steam engine that rode in a tender attached behind.

At the peak of its achievement it was run from Davenport to Gilberttown and back, about eight miles. Chief of Police Kessler felt it necessary to prohibit future trips, however, because it frightened horses.

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In 1900 an automobile arrived in Davenport and was assembled at a carriage works. Unless one could think of its trade name, "Locomobile", it was still just a "horseless carriage." The tank of gasoline rested under the feet of the occupants, and a boiler and engine were behind the seat. The Davenport Democrat commented, "The sturdy pneumatic tires of the vehicle will go a long way toward the tempering of the jolts, but a 12-mile pace will ordinarily be fast enough."

Five years later, in August 1905, spectators stood breathless as they saw the world's auto speed record for 25 miles lowered to 26 minutes, 45 4/5 seconds on the new Davenport track. They stared wide-eyed at the speeding cars and hurled their hats into the air when they heard the tally of this amazing new world's record.

The Mason Carriage Works, an old institution of Davenport, soon put in a line of automobiles. By 1920 most of the livery barns were gone, replaced by gas stations and garages. Hotels in small communities were disappearing, for stopping places between short distances were needed less and less.

A river bridge connecting the highway between Bettendorf and Moline had been a dream of a half century when PWA (Public Works Administration) funds made it a reality. Before Davenport could build the bridge it was necessary to amend the Iowa law to permit a special charter, so that a city could build bridges. When the Iowa-Illinois Memorial Bridge was opened to traffic in November 1935, it was the newest type in the Middle West, its two-lane concrete roadway spanning the river 60 feet above the channel, making an easily accessible short route to Moline and cities farther east. It was opened as a toll bridge, to be free of toll in perhaps ten or twelve years, with the retirement by the city of Davenport of the bonds held by the PWA.

To relieve congestion on the dual-purpose Government bridge between Rock Island and Davenport, the city of Rock Island erected a two and a half million dollar bridge connecting that city with Davenport. This bridge, which had been planned for 30 years, was begun April 15, 1938. It was opened and dedicated in August 1940, the only four-lane bridge across the Mississippi. This one also was opened as a toll bridge, to become free with the retiring of the bonds.

In 1922, Frank Wallace established a landing field near Bettendorf and there the possibilities of aviation for Scott County were first demonstrated. In 1925 Mayor Roddewig appointed four aldermen to make a report on an airport project with airmail possibilities, and Davenport's municipal airport was soon afterward established.

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On the city's Armistice Day celebration, November 11, 1928, planes roared over Davenport for the dedication of Cram Field. Eighteen Army planes arrived, flying from Chanute Field in Illinois, Selfridge Field in Michigan, Fort Riley in Kansas, and from the Great Lakes Naval Training Station. Hundreds heard the short, simple ceremony that afternoon, dedicating the field.

Mayor Harold Metcalf presented Col. D. M. King, Commandant of the Rock Island Arsenal, who gave the address of the day. Colonel King was followed by Ralph Cram, for whom the field was named. Speaking to his audience of Davenport's traditions, Cram emphasized that among them is that of Eugene Ely, a Davenport boy, who was the first to fly a plane from the deck of a warship and return to the ship after a shore landing. He praised the young flyer, explaining, "Gene Ely! One of the many who gave their lives that you and I might fly in comparative safety today."

The dedication of Cram Field marked for Scott County the climax of her transport development. Only three generations before, a young Le Claire man had invented a stern-wheel raft boat. Planes looped before cheering throngs at the airport.

CHAPTER 7

AGRICULTURE

Fast, grasping hands,
Both lithe and strong,
That cleave the husks
And then move on
To seize another
Ear of gold.

Ray Murray

Scott County soil had been farmed, as we have seen, since the earliest days of which there is record. The Indians raised patches of corn, pumpkins, and beans on the river bottoms, but the first settlers had to break the open prairie or hire someone to break it for them. Potatoes, beans, and onions were raised extensively in the eastern part of the county and experiments were made with sorghum and various grasses. But wheat soon became a leading crop. As early as 1844, 100,000 bushels were shipped out.

Several winters during the settlement period were unusually severe. That of 1842-43 was one of the coldest recorded. The river froze over on November 26, 1842, and did not open again until April 8. For several weeks during that winter temperature stood more than 20 degrees below zero, and many cattle died.

Other difficult years which followed tried the mettle of the farmers. In June, 1851, a flood carried away fences and bridges, and left quagmires and ruined crops. The Wapsipinicon ripped up the nearby alluvial soil, forming dams and new channels. Despite their almost yearly setbacks the hardy settlers worked until they had succeeded in producing abundant crops and some found steady markets for their products. As early as 1849, Scott County shipped out 11,160 bushels of onions from Pleasant Valley.

Coin was scarce and was hoarded to buy land from the Government. The exchange of farm produce for "store goods" was general. The pioneer storekeeper accepted lard, pork, poultry and eggs, butter, grain, and sometimes vegetables. These products they shipped down the Mississippi to St. Louis, but losses by shipping were very frequent.

The opening of a bank in 1847 eased the money situation. Ebenezer Cook and a partner, George B. Sargent, had established an early land agency in Davenport, and they expanded

this into a bank of issue from Florence, Nebraska, with branches in Iowa City, Dubuque, and Des Moines. Cook and Sargent used some of the money for the erection of a fine building of marble, the most pretentious in the West. By 1855 Davenport had five banks, and there were nine by 1858. There was one bank at Le Claire, then a thriving town of nearly 2,000.

The first agricultural society in Scott County had been formed in January, 1840, with Alexander W. McGregor as president, but it commanded little interest and was discontinued. In August 1853, a new society was organized with a director from each township. It held a fair the next year in Davenport; the fairgrounds, on the river front, were fenced with railroad ties.

The Fair Ground Association then purchased eight acres of land lying near Duck Creek, two miles from the city. It enclosed about four acres with a tight board fence, built sheds and workshops, and held successful fairs. The seventh annual fair was held in 1860 on a new location of 18 acres.

There were also district agricultural societies. One, the Plowing Society of Long Grove, took premiums at every county and state fair at which it competed. Through the entire series of early fairs, marked interest was shown by the number of entries, premiums awarded, and attendance. Scott, a basically agricultural county, was fast becoming farm conscious.

The winters of 1856 and 1857 were also severe, and the cold lasted so long that much stock was unfit for market before spring came. Crops nearly failed again in 1858 as heavy rainfalls rotted the grain. The farmers were not prepared for the loss, for they were already suffering from the general financial panic of 1857. The county fair exhibits were scant, and foreclosures in county and town were common. In 1859 Cook and Sargent were forced to close their bank.

Meanwhile the increased influx of industrious immigrants during the fifties fast converted the rich soil into fine farm land while the railroad was solving transportation problems. Before the Civil War, 11 of the 13 townships were well settled and contained 1,200 grain producing farms.

Farming continued throughout the Civil War, but under heavy handicaps. With many able hands gone from the land, plucky wives and daughters plowed, planted, and cultivated. In 1861, much of the money received by the soldiers in camp in Scott County found its way to the tradespeople, who benefited financially. But it was not so with the farmers. There had never been so many hogs raised as in the year 1861.

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but high hopes of pork profits were in vain. Before the war the South had furnished a market for great quantities of pork, and now this outlet was closed. Farmers found they had fattened hogs to receive only two or three cents a pound in the Davenport market. For corn they could get but twelve or fourteen cents a bushel, and often burned it for fuel instead.

Although the onion crop upon which many depended was a partial failure because of dry weather, this product became a drug on the market. It had formerly been shipped to Cuba, Panama, and Mexico, and when the war cut off these outlets the price was forced down to eight or ten cents a bushel.

When transportation to the South by way of the river ceased, railroad freight rates went up so that it cost 54 cents a bushel to ship wheat from Davenport to New York. In 1862, butter brought eight or ten cents a pound; eggs, six cents a dozen; potatoes, 40 cents a bushel.

In 1863, although the season was dry, drought did not seriously affect Scott County's crops. Prices rose again. The Nation's paper currency had depreciated and farmers began to pay off their debts with this cheap money.

Nicholas Kuhner, a cigar maker in Davenport, tried to encourage tobacco raising in Scott County. He supplied seed and the county had a large acreage of tobacco for a time. Kuhner offered premiums for the best tobacco, but his attempt to make Scott County a tobacco country failed, for the farmers found the work of caring for the plants too tedious.

As sugar was extremely scarce during the war, the manufacture of sorghum molasses became popular for a time. James Baker, who had made this syrup for several years, in 1863 produced 1,250 gallons, his income from 40 acres being \$4,450. The next spring a company of farmers organized, bought machinery from Chicago, and established a sorghum factory which operated for 25 years.

Owing to a home market for wool, created by the woolen mills at Davenport, sheep raising was started. Winfield Township took the lead and became conspicuous in this work.

The Scott County Agricultural Society held a fair each year during these difficult years, each one considered successful. At the fair of 1861 premiums were awarded for the best conducted farms. The number of entries at the twelfth of these fairs, in 1865, was the largest in their history. After this, 35 acres were purchased for grounds where the fair was held for the next 20 years. In 1866 the fair was so popular that it was continued for two days longer than

scheduled. The newest and most improved farm machinery was obtained for this and future exhibits. The first self-raking reaper ever exhibited was on display at the fair of 1869.

As horse racing became an outstanding feature of the fairs, many farmers began to lose interest in them. Finally, on March 3, 1871, a group withdrew and organized a Farmers' Fair and Exchange Society for Scott County. With its membership of 300 it held annual fairs, first at Maysville, then at Mount Joy, nearer the center of the county. While these fairs did not do so much to educate the farmer, they were greatly enjoyed as holidays where distant acquaintances could meet and visit. Peter Wiese's "Six Mile House", with "exclusive stables", offered accommodations. For 20 years these folk-fests were the crowning annual events for farmers. The original Scott County Agricultural Society held its last fair at Davenport in September, 1884. Its fairground was then purchased by the city and turned into public ground, which became Vander Veer Park.

A movement to organize all farmers for their common benefit grew into a national organization, the Patrons of Husbandry. Its units were called Granges. The first Grange in Scott County was organized by William Duene Wilson, editor of the Iowa Homestead and an uncle of Woodrow Wilson. The first Grange meeting took place in Pleasant Valley, February 15, 1871, at Belmont schoolhouse. Within the next three years there were 24 granges in the county. They formed county-wide social organizations in which each member of a farm family could participate with music, songs, recitations, and a heavy discussion of the most compelling issues of the hour. The Grange was prominent for a period of years extending into the twentieth century. One of its most important activities was its long, successful fight to obtain free rural mail delivery for farmers. October 23, 1869 was a welcome day for Scott County granges. On that day Henry Ade, the first rural mail carrier, drove over the first mail route, via the Utica Ridge road. Then farmers began to take daily newspapers and to get latest market quotations. The group was active too in encouraging cooperation between buyers and sellers.

Probably half of the land had remained unimproved until after the Civil War, 40,000 acres being held by non-residents. The Germans had shown themselves to be such thrifty settlers that in 1871 Governor Merrill appointed Louis Ochs of Davenport as commissioner of immigration to go to Germany for the purpose of encouraging more families of similar quality to come to Iowa. German immigration to Scott County continued, but never again on the scale of the fifties.

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Hybrid corn, alfalfa, soybeans, and many other crops familiar to the twentieth century were unheard of before 1870, but such crops as wheat, barley, oats, and the old type of dent corn were well established. In 1879, Scott was the third strongest county in the United States in the production of barley. The potato crop that year was 542,164 bushels, making Scott County sixth in the Midwestern states in potato production. Red clover was widely grown. Calico corn replaced the old nondescript varieties. Hogs became shorter-legged, shorter-nosed, and broader-backed. Although there were no purebreds in the large early swine herds in the county, by 1880 they had become common.

Cattle had also been improved. Before 1870, cattle were raised to produce milk and beef for the family rather than for market. The stock roughed its way through the winters, which were the more severe for lack of adequate shelter, especially since there were no planted windbreaks then. But early in the next decade, as the meat packing industry began to develop, the area became important in dairy and beef production. Instead of selling the crops of the soil, farmers found it more profitable to feed them to livestock.

About the middle of July, 1871, there began such a long period of drought that all cisterns and most of the wells went dry. The generally wet sloughs found in pastures were dry and farmers were hard pressed to keep their stock from dying of thirst. Farmers drove their cattle long distances to water, only to bring them back thirsty again.

The dearth of water prompted people to deepen their wells and raise water for them by wind power. Some began a cheaper mode of securing a supply of water, the "drive-wells." These consisted of long iron pipes with perforated points, which were driven into the ground in a convenient slough and connected with a pump. Some years later some speculative eastern men appeared, claiming patent rights to these drive-wells and demanding of the farmers large sums for royalties. Some farmers were intimidated and paid. Others, not so gullible, formed an alliance for their own defense, fought the suits in the courts, and won. They were able to prove that the principle of these wells had been in use in foreign countries long before the plaintiffs had acquired their United States patent, and they went right on driving for water.

When sickness developed in the livestock, early farmers believed in feeding plenty of medicine, such as copperas, sulphur, asafetida, mixtures of poplar bark, and other strange remedies. One farmer, by giving large doses of arsenic, killed 14 of his hogs. Vaccination, of course, was unknown. Fencing, previously a matter of little concern to

anyone, became a problem of the first importance as ever increasing livestock herds menaced the crops. Farmers began setting out hedges of osage orange. Then came barbwire, but on the first barbed fences the barbs were simply pinched on by means of a small hand tool, and would slide down the wire until they were all uselessly bunched up at one end.

Samuel Freeman, a farmer of Hickory Grove Township, built a smooth wire fence in 1859 across a wide gap in a hedge between a pasture and a wheat field because the cattle had broken through the boards. In the summer of 1861, they broke through the wire fence. The owner's son, Pembroke, was set to watch the unruly animals. He was young and did not wish to spend the evenings watching cattle so he set his wits to work. He twisted strands of wire and devised a link with two barbs which stuck out at right angles. Then he placed several of these barbed wires across the gap. It was nearly evening when he finished but he stayed to see what would happen. The cattle came up, then backed away. Pembroke went home. The next morning he surveyed his results and found the cattle on the proper side of the fence. Other settlers came to see the curious new fence but young Freeman had no idea of the future utility that lay in those particular strands of barbed wire.

It remained for a Mr. Glidden of DeKalb, Illinois, to patent a similar barbed wire in 1873 and begin to sell it. In 1875, some eastern financiers awoke to a golden opportunity. They formed a trust to buy all patents, close competition, and fix barbed wire prices for the entire United States. The reaction of the farmers was immediate and violent but it took them some time to organize. In 1881 the Farmers' Protective Association decided to establish a barbed wire factory in Des Moines in defiance of the syndicate and sell barbwire to members at cost. After several attempts to compromise and close the factory, the eastern syndicate began threats of lawsuits. Soon there were infringement-of-patent proceedings.

Some farmers who had lived in Scott County told the secretary of the Farmers' Association of a barbwire fence put up on the Freeman farm in 1861. The secretary and two others visited the Freeman farm, then in possession of Peter Meyer. They found pieces of the old barbwire hanging on the posts, rusty, but still good. These, with the testimony of Scott County farmers, formed a most important evidence in the defense suits in federal court. The battle raged, but at last the trust retreated when several suits were decided against them. The Iowa factory's defiance of the trust encouraged others. Prices dropped with a thud and the plant closed its doors, its purpose accomplished. With cheap barbwire now available the raising of livestock in Scott County was more assured than ever before.

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During the last two decades of the nineteenth century many changes took place in agriculture. Yellow dent replaced other types of corn. The old reapers were gradually discarded when the self binder was introduced and steam threshers took the place of treadmills. Clover became a basis for crop rotation. Potatoes were raised for income, in twenty to thirty-acre tracts. Heavy draft horses were brought in for farm work. Roads were improved, though not to the point where they were passable in all kinds of weather. A trip to town, with a team pulling the family wagon loaded with produce, still required most of a day.

In 1890 the Davenport Fair and Exposition was organized. It held fairs for six years on a 75-acre tract at the edge of the city. But again horse racing on the mile track claimed the spotlight, and again the farmers rebelled as they saw the fair become something they were not interested in. Between 1896 and 1920 no more fairs were held at Davenport.

The Farmers' Alliance, a new rural organization, organized by Peter Littig and Bruce Seaman, appeared in the nineties. Its purpose was to buy collectively at a considerable saving as many needed commodities as they could and to sell grain to farmer-owned elevators. Because of lack of capital, however, the organization was short-lived.

A chinchbug plague in 1894 took a heavy toll in both corn and small-grain crops. As insect pests and plant diseases were not present in the early days, the farmers were unprepared at first to combat them when they appeared.

In 1896, a depression period, corn sold for 17 cents a bushel, oats for 11, and potatoes for less than ten. But land prices kept steadily increasing as the productivity of Scott County's soil was proven, year after year.

New agricultural demonstrations were sponsored at the opening of the twentieth century. The first took the form of corn shows, beginning in 1902. P. G. Holden, an expert sponsored by the State Agricultural College and Wallace's Farmer, taught farmers much about corn and its desirable features, although the tests for good seed were then mainly points of appearance, a criterion which was later proved unreliable. Farmers began to choose their seed with especial care and to learn the characteristics of good corn. Potato-growing for market was given up after northern and western states began to specialize in that crop.

As the years passed there were many groups, including farmers themselves, who realized that farmers needed a more scientific knowledge of agriculture and a closer contact

with new and tested methods. To this end, in 1912, a group of farmers with some business men of Davenport organized as the Scott County Farm Improvement League and obtained the services of an Iowa State College graduate as a farm expert for the county.

Not all farmers approved of the idea at first. The attitude of some is shown in a letter written by Irving C. Norwood, Commercial Club secretary at Davenport at the time. Someone had sent him a questionnaire on the Farm Improvement League and its crop expert. His reply, in June 1915, became one of the treasures of Iowa farm literature. The following are excerpts, "Cheered by results, we induced a kindly millionaire with a penchant for agriculture to guarantee the payment of any deficit that might be incurred, and launched the Scott County Farm Improvement League upon a chilly world. Then we bought a second-hand Ford car and a tank of gasoline, hired a solemn young man from Ames, and we were ready for business.

"Our success was not exactly immediate. Although the young man from Ames can tell from looking at a rolled oat whether it was planted with a drill or a shotgun, and is equally proficient in other directions, he was at first the object of considerable suspicion. Some farmers met him on the wrong side of the front gate with their hands on their Ingersolls, and some of them shooed their stock into the barn when the second-hand Ford car drove in sight. His advice was as welcome as a case of smallpox...And when he insisted there were better methods of testing seed corn than looking at it wisely through a pair of ten cent specs; that cholera serum was not invented by black-hearted confidence men to separate the farmer from his loose change; that alfalfa will grow in Scott County and that sprayed trees yield more and better fruit -- he was looked upon as a hopeless and dangerous lunatic.

"Two years elapsed! Tested corn came up and untested corn did not; serum-treated hogs lived...sprayed orchards bore fruit...alfalfa grew and thrived and returned big yields. The farmers began to smile upon the young man from Ames. Some gave him buttermilk. A few invited him to supper.

"Another year slipped by! The second-hand Ford car and the young man from Ames were welcome guests on every farm... The corn grows thick as clover, the alfalfa is cut twice a week, the orchards groan with the weight of sanitary sprayed fruit, and the Scott County Farm Improvement League is considered to be the best ding-busted organization in the whole blamed state."

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This work expanded and continued to show satisfactory results until the World War. Then the Federal Government came forward and paid part of the salary of a county agent with a view to helping the farmer to increase the production of the farms during the crisis. At the close of the war it was decided that since the employment of a county agent was a benefit in time of war it would also be one in time of peace.

With this theory, a group of farmers from different parts of the State met and organized the Iowa Farm Bureau Federation, as part of a national organization. A county farm bureau was organized in each county of the State. The Scott County bureau, active from the start, began a continuous educational program to improve the farmer's standard of living, and to bring him more of the national income.

Each of the townships of Scott County formed its local organization, with its chairman a member of the county board of directors, to employ the county agent and direct the activities of the county-wide organization. Each year representatives from the several townships, together with a county-wide project committee planned a program of work, including soil conservation, crop improvement, livestock management, the selection and care of fruits and vegetables, and the marketing and shipping of farm produce.

The farm bureau planned an auxiliary for youth, the 4-H Club with its symbol of fourfold development; Head, Hand, Heart, and resultant Health of the individual. Besides individual and club projects held throughout the year, an annual Achievement Day was planned. The first, marked by a display of the club members' projects and the judging of their exhibits, was held in 1931. There was also a program of varied entertainment, including music and dramatics presented entirely by the 4-H Clubs. These programs of work and wholesome recreation developed leadership and initiative, and the 4-H Club was soon recognized as a school for training efficient men and women.

While the farm bureaus were being set up an attempt was made to form an organization based on collective buying and selling principles. This group was known as the American Society of Equity and had a large membership in some communities. It established a number of stores and shipping associations, and in 1922 joined with the National Farmers' Union, an organization designed to assist farmers in learning buying and selling principles. The county headquarters was located in the town of Walcott, in the store conducted by the organization. The union developed a women's auxiliary which became particularly helpful in recreational programs.

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A Farmers' Union picnic was established for Labor Day, a comparatively free time, when the small grain is in the bin, the hay in the stack, and the corn ripening in the field. Speeches by outstanding persons interested in matters affecting agriculture always attracted attendance.

A joint stock company was organized as the Mississippi Valley Fair and Exposition in 1920 and began to hold fairs on grounds including the old mile track. After 1928 the fair was conducted as a community enterprise. It became one of the largest district fairs in the State, always thronged with people from eastern Iowa and western Illinois, who brought in animals and other products for exhibit. In 1931 the Fair began to sponsor a 4-H Club program, conducting classes in livestock judging, demonstrations of farming methods and numerous contests in the boys' division, and corresponding programs for the girls. At this time the Fair began to sponsor its 4-H boys' camp on the grounds.

During the World War days and for some time afterward, food prices went high and banks were willing to strain credit to make loans to farmers. Following the financial crash in 1929, however, the farmers of Scott County suffered from the depression in common with Iowa and the Nation as a whole.

Aid to the farmers by the Government had begun in the early 1920's in the form of seed loans. When mortgage foreclosures brought the serious plight of many farmers to the fore in May 1933, the first Agricultural Adjustment Act for which the Farm Bureau had long been fighting was passed. It was designed to prevent loss to farmers from surplus crops and fluctuating prices by crop control and farm loans, while also conserving soil fertility. The corn loan part of the program soon doubled the cash price of corn, which had fallen to a discouraging low figure, and hope returned to the farm.

In 1934, Scott County, in common with all of the corn belt, suffered from severe drought accompanied by plagues of chinchbugs. More farm legislation, including a Farm Mortgage Foreclosure Act, was passed to aid the farmer. High prices counteracted the AAA which, on January 8, 1936, was declared unconstitutional by the United States Supreme Court. Then a new AAA program was formulated.

The WPA, which began functioning in 1935, included in its program projects for farm-to-market roads to lift the farmer actually out of the mud. These projects provided work for the farmers as well as others who had been the most severely hit by conditions entirely beyond their control.

Other programs to aid agriculture were sponsored by the Federal Securities Administration and the Surplus Commodities Corporation, and the farmer no longer faced his difficulties singlehanded.

It was natural that Scott County and Davenport, at the head of the trans-Mississippi corn belt, should hold a celebration for Iowa's great staple product -- corn.

In 1935 the Davenport Chamber of Commerce sponsored the Corn Festival and designated September as Festival Month. During this month the business district was decorated with corn displays in store windows, and tall cornstalks were placed out on the sidewalks. On the final day, September 28, the Corn Carnival was held. Merchants and manufacturers equipped floats in honor of the goddess of corn, and colorful parades with bands and drill teams passed before cheering throngs which lined the streets.

Two corn queens were selected, one for the city of Davenport, and one for the suburban area within a radius of 50 miles. After the parade the two queens were crowned by Mayor Merle Wells of Davenport. A general jollification ended Scott County's first ovation to Iowa's great crop.

On October 29, 1940, Scott County was selected as the site of an international plowing contest, the first international plowing match ever held in the United States. It took place on the Charles Bengler farm in Sheridan Township. The contest was won by Fred Timbers, a farmer from Ontario, Canada, who plowed a furrow which was, according to the Davenport Daily Times, "straighter than the average man can shoot." Graeme Stewart of Plainfield, Illinois, won second place. A feature of the day was a show by a group of Sac and Fox Indians.

When Charles Lewis was the chairman of the State husking contest held in Scott County in 1936, he became convinced that the county would be an ideal spot for a national corn-husking contest. He gained the cooperation of the farm organizations and the Davenport Chamber of Commerce. Months of negotiations followed, and arrangements were finally completed in the spring of 1938. Conditions proposed by the contest executives, who were representatives of farm publications, included the raising of \$7,500 for general expenses, four satisfactory contest sites, leases on adjoining farm land to provide parking space, and properly conditioned roads leading to the site.

All the conditions were met. The Henry Keppy farm was chosen, adjacent to the site of the plowing match and which promised to yield about 90 bushels of corn to the acre.

The contest was the nation's farm spectacle of the year and 125,000 people, the largest attendance in husking contest history, swarmed the grounds on October 30, 1940. The huge crowd broke through the fence a few seconds before the starting bomb exploded, and the 200 guards were unable to hold them back. The fence and steel posts were crushed into the dirt like toothpicks in the race to reach the contest lands before the pickers started.

Five of the derby aspirants broke the world's husking record. Irwin Bauman of Illinois won the contest by husking 46.71 bushels in 80 minutes, the highest mark ever officially recorded. Iowa's champion, Marion Link, was the second winner with 46.36 bushels. The previous high record had been 41.5 bushels, in 1935. It was generally believed that the records reached that day in Scott County would remain unbroken for many years.

Before the beginning of the World War, the advent of the automobile and the building of better roads had brought city and town nearer the farms. Motor-driven machinery soon appeared on farms and conveniences crept into the houses. Rural transmission lines carried electricity to small towns and farms.

The Rural Electrification Administration started to electrify the rural sections of Scott County in 1936. By 1941, 179 miles of rural line had been constructed, serving 544 farmsteads with power for milking, cooling milk, refrigeration, storage, feed grinding, and the pumping of water besides numerous household uses. Many small filling stations, which otherwise would have had to operate private plants, were being reached by REA lines. Scott County farmers learned that the REA service was economical as well as convenient. The REA and the private utilities combined made Scott County a leader in the State in rural electrification.

In the early days Scott County's farmers were grateful to be able to make a bare living; their long days of labor gave little time for other interests. But later they learned to demand a way of life that gave them leisure for recreation and cultural advantages.

CHAPTER 8

INDUSTRY

Industry in Scott County began in the horse and water-power days and continued to develop through the era of steam to that of electricity. The enterprising pioneers turned their hands to any production that seemed promising and often combined several. Mining, milling, ferrying, steamboating, merchandising, and shop work were carried on simultaneously with farming. The border lines between the various occupations were at first indistinct; but industry soon rose and made for itself a recognized place.

Coal was discovered in 1834 in the vicinity of Buffalo and for several years afterward was sold to steamboats which anchored between Buffalo and Rockingham. At first, coal was "stripped" by scraping the dirt away from the veins near the surface. Afterwards, a Dr. Donaldson opened a coal deposit in a hill and operated a shaft mine. This coal proved superior to the surface coal and more mines were opened. For a time coal was the chief source of income in that locality, but the supply was found to be limited and coal mining became a minor occupation.

The story of Scott County's processing and manufacturing plants begins with the flouring and sawmills. Captain Clark, as we have seen, built the county's first sawmill on Duck Creek in 1835 and in Pleasant Valley in the same year the county's first grist mill was housed in a log cabin with two rough-hewn boulders for mill stones. J. E. Sullivan operated the county's first steam lumber and flour mill in 1837 at Rockingham. By 1840 Scott County had \$49,350 invested in its industries, more than any other county in the Black Hawk Purchase. Three-fourths of this amount was in the two flour mills, nine sawmills, and three grist mills.

Davenport's first steam flouring mill was opened in 1848 by Ambrose Fulton. He gave a dinner to celebrate the event, serving bread and pastries made from flour ground in his mill. Roasted pigs, turkeys, and chickens were piled high upon the table. The mill was of brick, 43 by 38 feet, and three stories high. A few days later Burrows and Prettyman, pioneer merchants, turned on the steam in their new flouring mill, the Albion. They made a name for their flour in the East as one of the best in the State and could never supply the demand for their product. At the time the mill burned, in 1862, it was the largest flouring mill in Iowa.

In 1858, there were 12 steam flouring mills operating in the county, besides two that ran by water power and one

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by a windmill. Of these, one was at Valley City, two were at Le Claire, two at Princeton, and five at Davenport. In those days much of the bran from the mills was dumped into the streams, for few people realized its value.

After railroads came in the late fifties and stimulated the grain trade, Davenport became a clearing house where some of the largest elevators in the State were built. Thousands of carloads of wheat, oats, barley, and corn came from Iowa and other states. Some of this grain was re-shipped, but some was processed at Davenport into feed, malt, flour, and other products. The pioneer grain miller gradually modernized his mill and introduced the roller system first of stone, then of metal, and finally of porcelain to grind a fine, clean flour.

In 1891 there were six different plants engaged in flour milling. One of these was the Riverside Milling Company, which was bought in 1902 by the International Milling Company and became the Western Flour Mills. The plant was enlarged and improved as the development of the Mississippi channel established Davenport more securely as a grain center. Giant bins 150 feet high were erected, with storage capacity of 1,500,000 bushels of wheat and a temperature control system.

The old order of "two rooms a mension" had already changed when in 1850 Strong Burnell built Davenport's first steam sawmill. By 1858, Scott County had ten of its twelve sawmills operating by steam. The largest were at Buffalo, eastern Davenport, Le Claire, and Princeton.

Rafting rose and declined but kept sawmills busy until 1910. The lumberyard remained and the production of woodwork and other building materials became extensive. A young man named U. N. Roberts had opened a business with a stock of doors, sashes, and blinds in 1866. He rented a planing mill and made his own goods. His enterprise grew and began to supply building needs for the rapidly developing country. After a great loss by fire the concern reorganized and a three story building was erected. On the death of Roberts, the company chose a new location and forged ahead with new merchandizing methods; one was mail order selling direct to home builders, another was the making and selling of ready-cut houses. In time a business was built up with branches scattered throughout the United States.

Cement manufacture had its beginning with stone quarrying in the 1880's, the rock then being used for the construction of private houses. There were several quarries in Davenport. At Gilberttown, rough and sand rock were quarried and used for surfacing roads. In 1904 a company organized and opened a quarry at Linnwood, a recreational area

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a few miles northeast of Buffalo. The demand for the excellent stone soon became so great that crushing machinery was installed and the capacity increased. In 1926, the Dewey Portland Cement Company purchased 240 acres at Linnwood and erected a modern cement plant at a cost of \$3,000,000. Within a fourth of a mile, limestone was found extending 2,000 feet down. A cement made by a special grinding and selecting process was perfected and put on the market in 1931 and barge loads of it were shipped out for river improvement work. Besides 1,270,000 barrels of cement a year, the plant also made commercial building stone, agricultural limestone, and poultry grit.

During the eighties, as the supply of logs began to dwindle, brickyards appeared in Long Grove, Le Claire, Buffalo and Davenport. It was not long before some of these also began to manufacture tile.

William H. Voss, a young German, spent much time in the later eighties studying woodworking and mechanical contrivances. Hoping to ease his mother's burden on washday, he made a machine consisting of a hand rocking-board encased in a box mounted on legs. The crude affair proved that some time and energy could be saved on wash days and neighboring women became interested. Voss began to make machines for them. Soon he was operating a factory in a little frame house. As frequent improvements were made, the business steadily advanced. In 1905 the first power washer was made.

The success of the Voss plant encouraged others, and by 1911 Davenport had four washing machine factories turning out upwards of 150,000 machines a year, at that time half the world's production.

Davenport had a plow factory as early as 1846 and a little later about 200 breaking-plows a year were turned out at Le Claire, for local demand only. By 1854 the Davenport Plow Company made 100 plows a day, but this did not long continue. Antoine Le Claire opened an iron foundry in Davenport in 1851, the start of the later day foundry. The implement factories and machine shops began to flourish in the fifties. Before the Civil War, Davenport had 12 metal and implement works making plows, harrows, and rakes and, in the late sixties, reapers and mowers. By the 1870's the Le Claire foundry was manufacturing horsepower threshing machines. A second small foundry, the Davenport Machine and Foundry Company, opened in Davenport in 1887 and specialized in designing and building machinery. After a few years it began to make structural steel. It added shops and foundries until in 1912 it covered two city blocks and looked forward to indefinite expansion.

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In 1901, W. W. Whitehead established the Whitehead Machine Works in southwest Davenport to repair and rebuild stationary engines. The demand for small locomotives by miners and owners of quarries, lumber mills, and brickyards, grew so rapidly that the firm began to build them. A partnership purchased the works, added improvements, and enlarged the plant until in 1910 it covered seven acres and was producing a locomotive a day. Steam and gasoline engines were made and shipped to Mexico, Central America, China, and South America. With the Diesel engine's encroachments in the field of steam and gasoline, Diesel and Diesel-electric locomotive production was begun. Other products such as crawler wagons, scrapers, snow plows, drop forgings for dams and locks, and grey iron castings continued to be made. In 1933 the firm became the Davenport-Besler Corporation.

A large plant near the Government Bridge in Davenport grew to be one of the world's largest metal wheel works. William Bettendorf, in Illinois, had worked to improve wheels until he invented a metal farm wagon wheel with a malleable iron hub and steel underframe. He came to Davenport in 1888 with his brother John W. Bettendorf and began to manufacture the wheels. In 1890 they disposed of their interest and several new inventions to George French, who, with his associates, joined with J. L. Hecht in 1902. The wheels, patented by William Bettendorf, were made and improved until in 1941 several million wheels a year for every purpose were made to stand the strains of increasing speed.

After William Bettendorf had disposed of his interest in the metal wheel company, he concentrated on the manufacture of trucks and axles. By 1902 this industry had outgrown its quarters and, after a disastrous fire, was rebuilt on a site purchased in Gilberttown. The next year truck frames were being made by hydraulic straightening presses. The sleepy old town awoke to the whirl of industry, with huge chimneys belching smoke while whirring wheels, mammoth hydraulic presses, and giant shears shaped and cut steel as bystanders looked on. This, the greatest industry of Scott County, transformed the village of Gilberttown into the industrial town of Bettendorf. After turning out under frames and side frames for freight cars for a time, the new plant began to make complete steel cars. The demand was so great that new buildings and equipment had to be added constantly. The orders piled up in 1909 to a total of \$3,000,000. The New York Central, the C. B. & Q., and the Milwaukee railroads all wanted Bettendorf cars.

The arrival of the Zimmerman Steel plant to make steel and alloy casting was another red letter day for the new industrial town of Bettendorf. In 1920 the factories employed

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3,000 workers and still more companies were coming. After the boom period following the World War, the Bettendorf Corporation closed with others during the slump following 1929. When it reopened after a period of several years, it employed only a few hundred people. By 1940 a new era of industrial expansion seemed to be opening and Bettendorf again looked optimistically into the future.

Pork packing began in the early 1840's. During the winter the somewhat crude plants put up meat which arrived frozen from the farms. They salted sides, smoked hams, and rendered lard until spring, when shipping began. This industry grew very fast at first. Burrows and Prettyman, pioneer merchants of Davenport, packed 19,000 hogs during the winter of 1853-54.

But though the packing business was very well established in the pioneer era, it grew slowly even with the new shipping facilities of the late fifties. Then, in 1893, the Tri-City Packing and Provision Company built a plant to handle sheep and cattle as well as hogs. By 1900 there were several packing houses. In 1903 the Kohrs Packing Company put up a new slaughterhouse and curing plant. The firm bought out competitors and introduced new methods of processing. With other expansion a huge cold storage plant was added until, in 1941, 70 per cent of Scott County's hogs were processed locally.

Butchers bought animals from farmers and did their own butchering until 1887, when Armour appeared from Chicago and sold shipped-in dressed meat to the butchers. A number then decided to establish a slaughterhouse. They induced the Davenport city council to enact an ordinance providing for the inspection of animals to be slaughtered, and prohibiting the sale of uninspected meat. This was before the day of inspection of meat by the Federal Government.

Before the Civil War, Davenport had factories for brushes and brooms, soap and candles, buckskin mittens, soda water, vinegar, and cigars. It also had three marble works, several brickyards, and various small shops, besides its 12 metal and implement shops. Woodworking shops had become quite numerous. In 1857, three wagon shops, two copper shops, and two cabinet shops, besides the boatyard, were running in Le Claire. There were wagon shops at Princeton. Davenport, the growing young city, boasted nine wagon shops, eight furniture factories, and a washtub factory. Later, in the eighties, Amandus Woeber built and opened in Davenport the first carriage factory in Iowa. He also made a racing cart, the Pilot.

Industry

The Civil War created a heavy demand for woolens, and in 1863 the Shields Woolen Mill opened and ran early and late. Woolens were sixth among the major products in 1870. In time the Shields mill became the Davenport Woolen Mill which operated until 1914.

Small cigar factories operated over a period of about 30 years. Davenport had 15 in 1868, and 37 by 1890, when cigar making in the county reached its peak. Later the plants decreased in number but cigar making was still an important industry to the community in 1942.

Most of the original industries continued and expanded throughout the Civil War. Afterward, with growing transportation facilities, new plants were added which used the products of the early mills and shipped in raw materials that were needed. In 1870 there were 341 manufacturing establishments in Scott County. Bakery goods were made up by hand in small bakeries until Henry Korn of Davenport took over a small plant, initiated improved methods and introduced some of the bakery products of central Europe, such as Zwieback and Holland rusks, which soon became popular. The plant took the name Vienna Steam Bakery and in 1903 was the largest in Iowa and had the most up-to-date equipment. Later, as the Bell Bakeries, it established branches in Clinton, Iowa, and in Rock Island and Quincy, Illinois. The Tri-City Wonder Bakery started its Davenport plant in 1927 and soon its trucks began carrying its products to the towns within a 50 mile radius.

The Crescent Macaroni and Cracker Company was established in 1894 as a modest enterprise. In 1915, after a fire destroyed the original building, a five-story, fire-proof plant was erected which in time produced 150 varieties of cookies and crackers and 25 kinds of macaroni.

The manufacture of glucose began in 1872. Henry G. Weinert, a former school teacher, had been experimenting with glucose on a stove in a tannery in west Davenport, and Robert Kraus, a business man, saw possibilities in this product of corn. The company first formed to promote it was not successful as the product was still in the experimental stage. But in 1881 the Davenport Glucose Manufacturing Company was established and processed 700,000 bushels of corn in that year. One of the first plants of its kind in the United States, it became the largest. By 1893 it ground 14,000 bushels of corn daily and required 85 railroad cars a week to transport its product. In 1897 it was sold to the glucose trust which, not long afterward, closed the plant in the interests of its other similar plants.

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Other food products appeared from time to time, including cereals, candy, French cheese, and potato chips. Several breweries thrived until the coming of prohibition.

The pioneer shoemaker passed with the importation of factory-made shoes, and became a repair man or a shoe dealer. But the tailor shop remained, although in 1875 a men's clothing factory appeared in Davenport and became a thriving concern.

The millinery and dressmaking shops, popular from pre-Civil War days, became obsolete as stores added lines of well-made factory clothing. By the 1920's they had disappeared entirely.

A clam bed near Rock Island, which produced large loads of shells, encouraged the launching of several button plants between 1890 and 1900, but so rapid was the removal of clams that shell soon had to be shipped in. The building of dams, too, nearly ended the local supply. The pearl button factories reached their peak of production in 1916, then declined partly because of new inventions in dress fastenings. Only two factories continued to operate, one in Davenport and one in Buffalo.

The original clam fisherman's haul contained a wide assortment of shells. There were the "niggerhead", the "warty back", the "yellow back", the "mucket" (a very flat shell), the "pig toe", the "maple leaf", the "elephant ear", and "sand shells." The last were a golden yellow in color and were used for such novelties as knife handles and revolver butt plates. The niggerhead was next in value, for a button blank known as the "shiny black" was cut from this shell, and could be had from no other.

In 1940 the Davenport plant produced 12,000 or 15,000 gross of buttons a week besides five tons of poultry grit made from the scraps of shells. This was less than half the output for 1912, but local clam fishermen continued to drag the water, for although the wages for the best day's catch were no longer good, there always remained the gambler's chance of finding a pearl.

Other Davenport products up to 1941 included awnings, mattresses and quilts, harness, dry cleaning compounds, dry ice, dairy products, bread slicers, fly shuttle looms, wooden-soled shoes, amateur motion picture cameras and projectors, and burial vaults.

During the period from 1865 to 1900 there was a continuous trend toward the centralization of Scott County's

Industry

industry in Davenport, and from individual to corporate ownership. This meant in some industries the closing of local plants, for instance the permanent closing of the glucose plant. By 1900, there were no factories in the small towns except some brick and tile plants and the button plant at Buffalo.

The number of manufacturing establishments fell from 470 in 1900 to 190 in 1929, though during the same period increased industrial opportunities raised the population 70 per cent.

During the World War era manufacturing was speeded up. Factories worked day and night, and new companies located plants in Davenport. After the close of the war the general slowing-up began, but a gradual upturn was felt when new paved roads and public buildings demanded new construction supplies. Industrial prosperity continued during the 1920's, especially at Bettendorf.

About 1930 a general slump began to affect Scott County industries, especially the factories that produced steel goods, although some of the lesser plants were little affected. The combined value of manufactured goods for 125 establishments fell from more than \$50,800,000 in 1929 to something more than \$23,000,000 in 1933. Most concerns just took their losses, curtailed their output and carried on. But the value of factory products in 1935 exceeded that of 1933 by \$20,000,000. By 1936, production in most lines had shown marked recovery.

CHAPTER 9

EDUCATION

While the Iowa country was included in the Michigan territory (1834-1836), and later the Wisconsin territory (1836-1838), free tax-supported schools were authorized, but the scattered settlers in the unsurveyed land of the Black Hawk Purchase were unable to make use of the legal school provisions. Nevertheless there were schools in that early period, meager, it is true, but as good as could be had. Interested neighbors clubbed together to maintain subscription schools, some of which were housed in makeshift cabins, others in the homes of patrons. Very few records were left concerning these schools.

Probably the earliest subscription school in Scott County was taught in Pleasant Valley by Simeon Cragin in the home of Josiah M. Chamberlain, during the winter of 1835-36. Classes were held in reading, spelling, and arithmetic. A school was taught by William Cannon in Phillip Suiter's home in Le Claire Township in 1837, and a tutor from Boston taught one in the home of Alfred Carter in Hickory Grove Township in the winter of 1837-38. In Davenport, subscription schools began in the late 1830's. They were housed in small cabins and taught by Marianna Hall, by the aged father of A. W. McGregor, by the Reverend Michael Hummer, and by Moses Parmelee. Another early Davenport teacher was C. C. Washbourne, who was later elected Governor of Wisconsin, served in Congress, and became a major general in the Civil War. S. W. Cheever, "a most efficient teacher", came from New England. In 1839 Father Pelamourgues opened his school in St. Anthony's Church to Catholic and Protestant children alike. The first school in Parkhurst opened in 1840 with a Miss Clark as teacher. An early record of Liberty Township states that the first school there, held on Long Creek in 1842, had "split puncheon seats."

An early-day resident of Princeton wrote: "Miss Peaslee, the first teacher in this district, received for salary \$1.75 per week and boarded around. The present teacher (about 1830) receives \$9 per week. Twenty dollars per month was the highest wages paid to a male teacher previous to the year 1858, when the law requiring teachers to stand an examination before a county superintendent went into force."

Miss Peaslee taught in a log house owned by Giles M. Pinneo, and used for both school and religious meetings. By 1847, the law provided for the biennial election of a school inspector for each township and three directors for each district. In 1848, Hiram Price was elected school fund commissioner for Scott County, which then had 23 organized school districts.

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During the forties numerous private schools and academies were opened in Davenport. Many lasted for only a short time but in November, 1850, ten such institutions were flourishing so that a pupil might "commence with letters and without leaving the town, graduate in all the branches of an English education." The Catholics had established the first school of higher instruction at Davenport, open only to girls, as part of Father Pelamourgues' school of St. Anthony's. It was discontinued in 1847 for lack of financial support.

The early German settlers keenly felt the need for teachers who could speak and understand their native language. A German school movement began in 1848 when a small private school limited to elementary grades was opened in Davenport and taught for two years by Mathias J. Rholfs.

The German School and Church Society was organized in 1850. After three years, when heavy immigration was making Davenport predominantly German, the Society divided into church and school groups. The school party decided to establish a German Free School, the term "free" referring in this case to freedom of thought. Catholic, Lutheran, and Methodist sat side by side and the school's motto was "Education makes us free." As much science as possible was included. John Treu, the first principal, often took the children to the woods for nature study and held children's festivals on Saturdays and Sundays.

William Riepe became an assistant in the German Free School in 1857. He organized the first kindergarten in Iowa in 1860 in connection with the private school opened in his home in 1858. In agreeable weather, the kindergarten was held in a garden. Riepe wrote and published a primer in both English and German. He introduced gymnastics for girls and started a swimming class for the boys in the Mississippi River, a stone's throw from the classrooms. He took his students on trips to Rock Island and other suitable settings to study trees, birds, plants, and stones. An accomplished musician, he conducted a singing school and the German male chorus. A fire destroyed Riepe's gymnasium in the late sixties. He rebuilt it and continued to conduct his school until 1871, when he became connected with the public schools of Davenport. Gifts and benefits kept the German Free School going until the late 1880's. Carl L. Suksdorf, their last principal, became Scott County's superintendent of schools in 1887.

In the meanwhile, Scott County and the city of Davenport were keeping pace with the State of Iowa in the field of free public education though the going was so slow that many families preferred to send their children to the parochial and private schools long after the public schools were

started. The constitution under which Iowa entered the Union in 1846 required that every school district support a school for at least three months in each year. Scott County's school population, which in 1848 was 1,085, increased to 3,060 in 1853, and the cry for more education for the children became long and loud.

The money, or the interest on money received from the sale of designated public lands, was distributed by the State to the counties, but little real progress was made in providing free schools until 1858. Before this, the public money had been insufficient to maintain the schools for as long each year as the people wished, and the term had been supplemented by subscriptions from the patrons.

The school law of 1856 made a radical change. Small districts were replaced by the civil township as the unit of organization, and provision was made for sustaining the schools for at least six months in each year and as much longer as the board of any district might desire, by public funds alone. The office of county superintendent was created, and provision was made for examination of teachers. The county teachers' institute, made a part of the school system, was required to be in session at least one week during the year.

There was simultaneous increase of school facilities. Townships and hamlets put up schoolhouses. The 38 schools of 1853, 22 brick, two stone, nine frame, and five log -- had grown by 1861 to 76 buildings -- 14 brick, four stone, 57 frame, and one log. Winfield Township was second to Davenport Township in the number of schools.

Some of these, according to late standards, were little better than granaries. The blackboard was just that, a board painted black and nailed across one end of the room. A dictionary and globe were usually provided, but no library. The teacher turned up quite early in winter to start the fire in the stove, which often heated only the center of the room. At some schools drinking water was carried from the nearest neighbor's well or spring.

School construction continued throughout the difficult war era, and the number of buildings increased from 76 to 93. One of these, the Stone School built in 1864 in Le Claire Township, on the old territorial road, was in 1942 a county landmark still in sturdy condition. D. L. Groton, the county superintendent in 1864, must have felt that the school buildings of the day were inadequate, for he said in his report to the State Superintendent: "The State should build all public schoolhouses, save perhaps in cities and assess the expense upon the respective localities wherein

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buildings are erected." In the same report he implied the existence of another evil, stating: "Sub-directors should be laid under a penalty for hiring teachers who have not certificates."

In 1887, Scott County and Louisa County led in making provisions for the wages of teachers, which varied from \$20 to \$45 per month according to grade of certificate and time of year. In 1870 the county expended \$30,000 in school buildings. The city of Le Claire used \$15,000 of the sum for the erection of a grade school building. Public schools were improving but Superintendent Philo S. Morton, while extolling the benefit of the county institute in the early seventies, reported: "The process of training teachers whilst engaged in the work is slow and expensive."

The thriving town of Walcott established a grade school in 1877. In the same year a "new and commodious" schoolhouse was erected directly south of Mount Joy in place of the old brick one on the Dubuque road north. With other buildings erected about this time, Superintendent C. H. Clemmer in 1879 mentioned a schoolhouse in Davenport Township, Independent District No. 2, as "a model schoolhouse." The school board had the good judgment to consult an architect, and as a result they have a building erected with due regard to light and ventilation. Visitors who have examined it pronounce it the "most complete country schoolhouse in the state."

In 1880 C. H. Clemmer of Scott County with two other county superintendents prepared a course of study for ungraded schools of the State. It contained a syllabus of subject matter, suggestions for school government, pages of theory and principles of teaching, and a sample schedule for recitation and study. There was no provision, however, for the enforcement of the course.

Standards for schoolhouses and teaching were gradually rising. Superintendent P. S. Morton noted a newly built schoolhouse (1882-83) in Sub-district No. 7, Buffalo Township, as a "model building in neatness and convenience, and cost 1,800 dollars", and one in Sub-district No. 1 in Sheridan Township, as "a convenient and substantial structure." At this time Morton commented: "We still have a few fossilized teachers but happily the number is diminishing rapidly. ...Our county teachers' association is well organized and determined to do aggressive work."

When in 1887 Carl L. Suksdorf became superintendent, he insisted upon a uniform curriculum for all county schools. He effected a considerable increase in their tiny libraries and recommended that salaries be set that would encourage more experienced and trained teachers.

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With the nearing of the twentieth century came improved breeds of livestock, big red barns, rural mail delivery, farm machinery, and cream separators. But provisions for education in the rural districts did not keep pace with those of the town and city where the graded schools were beginning to attract families away from the farm.

By 1901, Scott County had 286 teaching positions, 119 under the direct supervision of the county superintendent. The directors of the county had an association which met annually and discussed school problems. They recommended uniformity of county textbooks which was followed by most districts. School boards were considering the closing of small schools, but the prevailing sentiment was against it as transportation was still a difficult problem.

After 1900 national studies were being made of rural schools and the need of more education for farmers was coming to the fore. In 1911 the State of Iowa gave its high schools the opportunity of maintaining normal courses for training teachers for the rural schools. This, of course, fitted in with the state-wide "Better Schools" movement of the day. In the same year a state law required the districts without high schools to pay high school tuition for their pupils in the nearby high schools. Districts which had been offering from one to four years of high school then began to improve them and to compete for the tuition fees for further improvement.

Iowa's standard rural school law, which was passed in 1919, provided direct State aid to the one-room rural school. For eligibility for this aid, points were allowed for the qualifications of the teacher, for adequate heating, lighting, ventilation and sanitary toilets, for playgrounds and supervised play, library facilities, and other provisions for healthful and happy hours in school. By 1921, 16 schools of Scott County had met the requirements for standardization. Of the county's 95 rural schools, 40 had acquired state standardization by 1942. The Parent-Teachers' Association, founded in Iowa in 1899, encouraged the improvement of rural schools in Scott County, helping them to become centers of social life.

Outside of Davenport, the town of Le Claire had the pioneer high school. Classes higher than the eighth grade had been added until in 1904 a three-year high school course taught by one teacher was offered to 19 students. By 1909 a four-year high school course was provided. A one-year study of agriculture was started in 1911. The homemaking course was added in 1916 and manual training began in 1918.

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In the county seat the district schools passed the log cabin state as the city grew. Immediately following a period of fast growth, Davenport had, by 1858, six school districts each operating separately with its own directors. In this year they were consolidated under one head with an intermediate school which was developing into a high school as the pupils became prepared for it. Abram S. Kissell, when principal of the grammar school, had petitioned for the state legislation which made city supervision possible. He then became the first superintendent of the Davenport schools, the first such position in Iowa. He served also as county superintendent from May 1858 until October 1859.

The early schools of Davenport benefited by the influence of Phoebe W. Sudlow. She was teaching a district school in Round Grove in 1859 when her remarkable work was noted by Abram S. Kissell, then county superintendent. She was then called to the Davenport schools as an assistant. After two years there she took full charge of School No. 3, and became the first woman principal of a public school in the United States. In 1874, she was selected to head the schools of Davenport and thus became the first woman superintendent of schools in the United States, a position which she refused to take for a salary lower than that usually paid to a man. Miss Sudlow later accepted the Chair of English at the State University of Iowa, becoming the first woman to hold a professorship there.

Davenport in the 1860's led the State in the building of schoolhouses. Two were built in 1864, each seating 350 pupils. Another, built in 1867, seated 700.

Throughout the distraction of the Civil War, Abram S. Kissell labored for the betterment of the schools of Scott County and Davenport. In June 1864, he established Iowa's first training school for teachers. It was attended by school officers and teachers from both Iowa and Illinois and attracted much attention from leading educators. Kissell became State Superintendent of Schools in 1869.

By 1861, Davenport's intermediate school had become the city high school. A Baptist Church building, remodeled to house it, was used until 1874 when a new building, later the Lincoln School, was provided. These quarters in time became so crowded and obsolete that the Griswold College property was purchased and a new building commenced. When the cornerstone was laid June 19, 1905, the city of Davenport turned out for a celebration with brass band music and a parade in which the school children marched en masse and sang. The three-story building, of rain-drop sandstone and pressed brick, was completed in January 1907.

Besides the high school, Davenport's public school system grew to comprise three intermediate and 16 elementary schools besides three additional schools under the department of special education; a "special" school, a part-time school, and the oral deaf school partly maintained by the State.

By 1917, Le Claire had a high school with manual training and domestic science supervisors, thus training head as well as head. By 1920 a four-year high school had met the State requirements and was approved for tuition. Classes in commercial training, music, and physical culture were added. The enrollment of 29 in 1909, grew steadily to 107 in 1942.

The high school at Buffalo had an almost spectacular development. In the early twenties the school had no grades above the eighth, but by 1928, it had added higher classes; including manual training, domestic science, agriculture, and music, and one approved year of high school. By 1931, it had grown into a four-year approved high school with 40 pupils enrolled. An attendance of 58 was reported in 1942.

The school at Walcott provided classes two and three years higher than the eighth grade in the early 1900's, even though in 1905 only four pupils were enrolled, and in 1914, only one. In 1921, one year of high school was approved. The next year Walcott began to maintain two years of high school, with 19 pupils enrolled. From pioneer days until 1920, Walcott held its school in session ten months each year.

Princeton's school had only one grade higher than the eighth in 1920. In 1921 it obtained tuition approval for a year of high school. In 1925, a second year of high school was approved with an enrollment of 17.

Other schools in the county, not included in the public school system, included in 1942 a private nursery school, ten parochial elementary schools, and three parochial high schools.

Almost as soon as the public school system was established in Scott County, a keen interest arose in making Davenport a college town. In 1849, a medical college came from Illinois and settled in Davenport as the Davenport Medical Institute, but after one year it moved to Keokuk to become the Keokuk Medical College. Iowa College was opened in Davenport in 1850. The citizens contributed \$1,500 toward a building at 517 West Seventh Street, on ground donated by Antoine Le Claire. The first student had attended a preparatory school in the basement of the Presbyterian Church.

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The year the college graduated its first class, 1854, the city cut streets through the campus and the college moved to a new stone building. Again, in 1859, the growing city marked out the campus for a new street. This time a new home was sought in Grinnell where Iowa College finally became Grinnell College.

There was no college west of the Mississippi for women until the Ladies' College was founded in Davenport in 1856. The building, located on a high bluff called Mount Ida, housed about sixty young women students from Iowa and other states, but a growing debt closed the school in 1859.

Within a year after Iowa College left Davenport, Griswold College, under Episcopalian management, occupied the vacated building. It included a theological school, with 108 students in 1868. Gifts from eastern friends kept the school going, but in 1872 financial difficulties forced suspension of the college of liberal arts, leaving only the theological school. Young people were gradually attracted to larger institutions or to universities for their professional training, and Griswold graduated its last class and closed its doors in 1888. But in 1884, the trustees had provided a military school for boys. A three-story brick building named Kemper Hall had been erected and the institution started successfully. The gray military uniforms of Kemper Hall boys were seen in the streets until the school closed in 1895.

St. Ambrose College was established in 1882 by Monsignor John McMullen, the first Bishop of Davenport, primarily to educate young men for the priesthood. On October 6, 1885, the college was incorporated under the laws of the State and empowered to confer honors and degrees. In 1892 the junior college was accredited for entrance to the State University. Five years later, the institution was admitted as a four-year college to the North Central Association of Colleges and Universities. In 1928 St. Ambrose began a high school department for adults and held summer sessions.

Aquinas College, Davenport's first junior college for girls, started in 1928 as Ter-el-Mar at Immaculate Conception Academy and became the Women's Division of St. Ambrose College. From this developed Marycrest, Davenport's first four-year college for women. Marycrest, with 102 students, was opened September 17, 1939, on a seven-and-a-half-acre campus on the bluff. This included the Max D. Peterson home, renamed Peterson Hall and serving as the faculty residence, and conservatory of music. A new four-story brick building with full dormitory was completed early in September 1939.

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The Palmer School of Chiropractic was founded in Davenport in 1896 by Dr. D. D. Palmer. His son, Bartlett J. Palmer, promoted the school, the fountain head of Chiropractic. During the 1920's, 3,000 students were enrolled annually, from all corners of the globe. Other schools have since been established, but the original one, together with its broadcasting station WOC, and Dr. Palmer's museum, "Little Bit Of Heaven", has continued to attract both students and visitors.

Adult Education classes were organized under the Federal Emergency Relief Administration in Friendly House, Davenport, early in 1934. These classes provided instruction in play production, stage craft, music, and art, and were well attended for more than a year.

Craft classes for adults at the transient center in Bettendorf were also organized in the Adult Education program of the FERA. Another type of adult education, Americanization and literary classes for the foreign born, was started by the Work Projects Administration in the autumn of 1934. This project assisted many aliens in preparing for American citizenship.

Classes for Negro adults and others who desired elementary instruction were organized by the WPA in Davenport in 1939 and continued for approximately two years.

Adult Education classes under the FERA and WPA were sponsored by the local public school officials. The American Legion Post in Bettendorf gave active support to WPA Americanization classes.

Scott County contributed many noted figures to the field of Education. Among them are John Gabbert Bowman, Chancellor of the University of Pittsburgh, who lived in Davenport during his boyhood. Dr. Walter L. Bierring, who was professor of bacteriology and the theory and practice of medicine at the State University of Iowa before becoming the State Health Commissioner, was born and reared in Davenport. Paul Shorey was head of the department of Greek at the University of Chicago from 1895 until his death in 1933. Gerald Louis Weat, a noted chemist, was dean of the school of chemistry and physics at Pennsylvania State College for several years. Henry Carter Adams was a professor of political economy at the University of Michigan.

Davenport felt the loss of a beloved educator on September 14, 1941, when Dr. Frank I. Herriott died. Dr. Herriott was born in Scott County in the year 1868. Taking his M. A. degree at Grinnell in 1893, he later returned there with his Ph.D. from John Hopkins and served from 1895 to 1898 as acting professor of political science. From 1897

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to 1901 he was deputy state treasurer. He became a member of the Drake University faculty in 1903. Active in municipal and state affairs in addition to his career as an educator, Dr. Herriott organized the State Conference of Charities and Corrections in 1898, and was director of the board of the Children's Home Society from 1907 until his death. In 1929 he became a director of the Bureau of Municipal Research of Iowa. He belonged to the American Society of International Law, the Prairie Club, and the Concordia society. From 1936 to 1938 Dr. Herriott was a member of the Des Moines Interracial Commission. Dr. Henry G. Harmon, Drake University's president, said, "The loss to the city of Des Moines and the university is very genuine, and one that cannot be calculated. We share with the city this loss."

Newspapers

Andrew Logen, a printer from Pennsylvania, arrived at Davenport in June 1838 with a primitive wooden printing press. Acting as reporter, editor, typesetter, etc., and with the aid of his sons, he produced the first edition of a Democratic paper, The Iowa Sun and Davenport and Rock Island News. It appeared on the morning of August 15, 1838. In the prospectus, Logen set out his policy: "...to oppose every form of tyranny over the mind of men, to enlighten the public mind in relation to the true principles of democracy. We shall devote a portion of our sheet to miscellany, moral tales, poetry, and etc., original and selected, a portion to foreign and domestic news." In this four-page weekly, Logen boosted the locality vigorously for four years, then sold out and moved to a Scott County farm.

A short time before this, Alfred Senders had chosen Davenport as a good location for a Whig newspaper. He arrived in August 1841, and the village people crowded around the wharf to see the press and to help land it. But the help was unfortunate, for they lost control and dropped the press into the river. Despite this initiating bath, however, it was soon in operation and printing the county's second newspaper, the Davenport Gazette. The Gazette started as a four-page weekly, became a daily in 1854, until the Davenport Democrat bought it in 1887. The third newspaper, the Democrat Banner, ancestor of the later Davenport Democrat, entered the field in 1848.

The first steam power printing press in Iowa was set to work by Senders and Davis to print the Davenport Gazette on November 28, 1855.

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During these pioneering days of the county's journalism, from four to six days were required for an eastern newspaper to arrive. Foreign news was several months on the way. In fact, news of national events was often spread orally at steamboat stops before the paper was off the press.

The newspaper was essentially an advertising and editorial sheet which carried little new reading matter. News items were freely touched up with editorial comment. The editor seemed to think his patrons chiefly expected him to pitch into his political opponents with all printable invective.

The early Germans were a reading people, but not many had learned to read English. In 1850, the German press entered and, though the first German paper failed, increasing immigration encouraged the formation of a corporation to publish Der Demokrat in the German language. Theodore Guelich, "a talented young German fresh from the Schleswig-Holstein revolution of 1848", was the first editor. The paper's motto was: "Liberty for all." It became a daily in 1856. Guelich was succeeded by Theodore Olhausen. Dr. August P. Richter served as editor-in-chief from 1887 until his retirement in 1913, and worked day by day for the principles of liberty as he saw them. His successors continued his policies. Der Demokrat was discontinued September, 1918. The Iowa Reform, a semi-weekly in the German language, had been established by Adolph Peterson in 1884. It became a weekly after the World War and in 1942 was the only newspaper in Iowa published in the German language.

D. N. Richardson, "a quiet and scholarly man," became editor and principal owner of the Davenport Democrat in the late 1850's. He disliked personalities and wrote editorials on the origin of words and kindred subjects which gave the paper a literary impress. It absorbed other papers and became one of the leading journals in the State. Ralph W. Cram, its publisher since 1930, began as a printer's devil in 1863. For a time he published the Fly Leaf, an aviation journal.

The Davenport Daily Times evolved from the Northwestern News published by E. W. Brady in 1879. It was made a daily paper in 1886. E. P. Adler, its editor, had first worked on it as a printer. Later, as a reporter, he toiled day and night, worked up to the post of city editor, then managing editor, and finally the president of the Lee Syndicate, which bought the paper in 1899.

The Catholic Messenger, a weekly newspaper, was started in 1883 and became the leading organ of the Catholic Church in Iowa.

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Outside of Davenport, the town of Le Claire had newspapers before the Civil War, but it could not make them pay. It had a succession of four from 1856 to 1859. In the early seventies the Le Claire Pilot appeared, and ran until 1880. In later years the Walcott News, the Le Claire Advance, and the Princeton Journal each had a short period of publication. After 1925 the News remained alone in the field until 1933, when the Bettendorf Tribune started in Walcott.

Platform Speakers

Lyceums and lectures were held in Davenport when it was a straggling frontier village of 250 people. A group of young men formed a literary society and organized the first lyceum in the winter of 1839-40, holding their first meeting in St. Anthony's Church. This grew into the Davenport Institute. The earliest discussions were based upon such questions as: "Do the signs of the times indicate danger to the perpetuity of our government?" "Should Texas be annexed to the Union as a State?"

From 1839 to 1855 the lectures sponsored by the Young Men's Literary Society were given by local speakers; judges, doctors, teachers, and newspaper editors of Davenport and its neighboring town, Rock Island, Illinois.

During the period of development following the coming of the railroad there was a corresponding activity in adult education. For the season of 1856-57 the Young Men's Literary Society obtained some noted speakers, among them Wendell Phillips, Artemus Ward, Elihu Burritt, Park Godwin, and Ralph Waldo Emerson. Emerson's journal, which praised the "Indian sagacity" of Le Claire, observed that the diners at the Le Claire "talked in quarter sections -- 'I will take a quarter section of that pie.'" He also noted, referring to the solid river ice, that he had "crossed the Mississippi on foot three times." Emerson filled two later engagements at Davenport. Other brilliant minds brought ideas to Davenport in the fifties, among them Henry Ward Beecher, Horace Greeley, and Horace Mann. The subjects covered nearly every known field -- chemistry, astronomy, psychology, biology, history, travel, war and peace, the art of music, and the "science of grammar." But in the first year of the Civil War the Gazette remarked..."It is entirely useless to attempt to get up a course of lectures during the present state of public mind." With five military camps in Davenport and detachments frequently leaving for the front, there was but light interest in lectures. The Young Men's Literary Society passed out of existence.

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Lectures had meanwhile been sponsored by other groups, and many itinerant speakers had come to town. Talks on phrenology (with demonstrations) were popular; it seemed that people enjoyed seeing heads examined. Morse's telegraph was demonstrated in connection with a lecture on phrenology in April 1848. The panorama was the moving picture and newsreel of the fifties and sixties. This, a great length of canvas on which various subjects were painted, was unrolled before the audience as the lecturer explained the pictures. The whole thing usually took from one to two hours. The canvas was lighted from the back as well as the front, and here and there a scene was touched up with a blaze of colored light.

The panorama was educational, entertaining, or promotional, according to the lecturer's purpose. One of the first was shown in Devenport in 1852 and 1853, a panorama of the World's Fair, plus the overland route to California (extending from Council Bluffs to San Francisco). One panorama, Hager's Views of the World, was almost a world tour on canvas. In 1855 the gold fields of China and Australia, and Commodore's visit to Japan were illustrated. In 1856 a voyage from Dover, England to Sevastopol, Russia, was shown with scenes from the Crimean War. The advertisement announced that 375 gifts would be distributed in the audience. In 1860 a panorama of the river Thames ran for two weeks, an unusually long time. It was noted by the local press as "the work of an artist, not of a mere scene dauber", from which the reader may judge that the average panorama was rather lacking as an artistic creation.

Of contemporary interest was Dr. Kane's Arctic Expedition, the canvas of which was advertised as being more than five miles long. On exhibit with this picture were a sled dog and furs from the Arctic.

Additional attractions and music often accompanied the panorama. The exhibitions of Ireland and Niagara Falls included dramatic skits and an orchestra of harp, violin, and piano.

The Turners, ever active in cultural and physical development, began to bring speakers of note to Davenport in the fifties. Konrad Nies, the German poet, Fridtzof Nansen, the Norwegian author and explorer, and Carl Schurz were among their number. Professor Louis Agassiz came in 1864 and told Davenporters of their glacial history. Paul B. DuChailly lectured in what was called "Frenchy English" on "The Gorilla." Josh Billings talked in 1868 on "Milk", a talk which "brought smiles, giggles, guffaws and horse laughs."

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From year to year under various auspices came Edward Everett Hale, Bret Harte, Frederick Douglas, Mark Twain, Bill Nye, George W. Cable, John Stewart Parnell, Roald Amundsen, Clara Barton, Frances Willard, Susan B. Anthony, William Jennings Bryan, and scores of others to stimulate and challenge audiences.

Davenport maintained a University Extension Society for a period of 41 years. It was organized in 1889 when the State University of Iowa was venturing into extension work. During early years the speakers were men from the faculty of Iowa State University. Then the University of Chicago was tapped for lecturers. Attendance was continuously good. During a period after the World War the audiences wore masks at lectures to ward off influenza, then prevalent in a dangerous form. The Extension Society presented its last program in 1929-30.

The Ethical Society, incorporated in 1908, flourished for 15 years and brought a succession of noted speakers, including Clarence Darrow. Various liberal and semi-radical societies brought speakers, the socialist orator Eugene V. Debs, Ernest Toller, the German author and playwright, and Karl Liebknecht, the member of the Reichstag who cast the only vote against the World War of 1914-1918.

The blighting influence of the depression following 1929 nearly ended the lecture courses. But the depression itself was recognized as a challenge for new lines of social thought and various societies once more started the lecture parade.

Libraries

Libraries came with Scott County's pioneers. G. C. R. Mitchell, perhaps the second white resident on the site of Davenport, was familiar with the romance languages, history, and philosophy, and kept a constantly growing library. James Grant had a law library of 15,000 volumes in the late 1830's. It was later given to the Scott County Bar Association, which placed it in the courthouse.

The first effort on record to form a public library at Davenport was made by the Cary Library Association, a body of 15 men. The reading room in Le Claire's hotel, supplied with 30 or more leading journals of the day, was perhaps due to this association.

The Young Men's Library Association founded the library from which the city library of Davenport finally developed. In May 1854, J. F. Dillon gave a lecture on Exhibitions of Anglo-American Character. The proceeds of this and a ball

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held afterward formed the nucleus of a library fund. In December, C. H. Eldridge donated 70 books, the foundation of the library. In 1855, George B. Sargent contributed \$500 with the stipulation that the books be made available to the residents of Davenport at a charge not exceeding \$3 per year. Five hundred new volumes were purchased and the library opened soon afterward. Within two years it had 1,000 volumes and a scientific collection had been started. During the Civil War its 2,000 books were put in storage.

In 1872 there was a reorganization of the Library Association and an agreement was made to place a board of women in official control for an experimental period of five years. Steady progress followed. On July 6, 1877, Clarissa C. Cook, the widow of Ebenezer Cook, donated \$10,000 for the erection of a building. In November 1877 the cornerstone of the Cook Memorial Library was laid. When the building was dedicated in 1878 it was considered the finest structure for its purpose in the State. At the time there were 7,000 volumes to be housed.

It was in January 1900 that Andrew Carnegie, through the efforts of Alice French and Judge J. F. Dillon, offered a \$50,000 donation to found a free library if the city of Davenport would furnish a suitable site and agree to support a library at a cost of \$4,000 a year. The vote for the library tax carried and Mr. Carnegie then increased the gift to \$75,000.

The building was ready in the spring of 1904. The library patronage encouraged growth until, at the close of 1940, more than 129,000 volumes were at the disposal of 24,000 patrons, including hospital patients who received books at their bedsides. Twenty branches or stations were established to make service convenient to all residents of the city.

In 1919 C. A. Ficke presented the library with a collection of 113 rare books consisting of manuscripts from the Orient, specimens of the early presses, and hand-illuminated books of the Middle Ages -- the only such collection in Iowa.

The Davenport Historical Society, which grew out of the historical department of the Davenport Public Museum, built up a library of thousands of volumes, including city directories since 1854, and documents formerly belonging to the pioneers.

The Academy of Natural Science was founded December 14, 1867, by a small group of scientists and their friends who sponsored public lectures on scientific subjects. Professor

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D. S. Sheldon of Griswold College, a conchologist, was the first president. Among the early members were Dr. C. C. Parry, botanist; J. Duncan Putnam, entomologist, and Dr. W. H. Barris, geologist. The first lecture, entitled "Pantogen, or the Element of Elements", was given by Professor G. Heinrichs of Iowa University, February 15, 1868. The Academy's first exhibit, mostly Indian relics and fossils, was displayed in a single cabinet. Cooperation with schools in their scientific work began early to be an important feature of the Academy's work.

In 1873 the Academy undertook the work of mound exploration. After several mounds in Illinois had been explored, a number in Scott County were opened in 1877, and yielded various objects for study of the ancient inhabitants. More mounds were opened in various localities until the museum had an outstanding mound builder collection.

By 1877 the Academy was located in its own building. Its field gradually widened to include art and history. In 1886 a treatise by Charles Edmund Putnam, the Elephant Pipes and Inscribed Tablets in the Museum of Natural Sciences, Davenport, Iowa, brought numerous letters of commendation from scientists in all parts of the world.

In 1927, after William C. Putnam had provided an endowment of nearly \$500,000, the name of the Academy of Science was changed to Davenport Public Museum. Housing exhibits of Phoenician, Greek, Roman, Egyptian, Chinese, Japanese, and Inca civilizations, besides Midwest pioneer collections, it was made an Iowa corporation supported by membership dues, gifts, and endowment funds. Its library acquired a working library of archeology, geology, zoology, botany, entomology, and many rare old books. The late Dr. O. E. Klingaman, State Curator of Iowa's Department of History and Archives, 1936-1940, served as assistant director of the museum from 1929-1932.

Davenport obtained the second licensed broadcasting station in America and missed being the first by only 18 hours. Robert K. Karlowa, who had been experimenting in Rock Island, began to send out musical programs after the World War ban on civilian broadcasting was lifted. In 1921 Dr. B. J. Palmer of the Palmer School of Chiropractic in Davenport bought the station, transferred it to Davenport and applied for a government license. In 1922 he opened station WOC, the first in the west, with a power of five watts. It soon advanced to 500. Then, in December 1924, came a boost to 5,000 watts. Davenport was the third city in the United States to use that much power. WOC was the

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first station in the United States to have a children's program, and the first in Iowa to send out chain programs. Davenport's station and WHO in Des Moines were the first to have perfectly synchronized broadcasts.

In 1930 the Central Broadcasting Company was formed, taking over WOC and WHO. It received permission to build a 50,000 watt station at Mitchellville, which was operated for a time from Davenport.

The Davenport studio closed and lay idle for 18 months; then in 1934 Dr. Palmer, against Rock Island's protest, obtained permission to reopen WOC. The old equipment was sold and the most modern installed. The 50,000 watt antenna was retained. It opened with R. C. A. Victor high fidelity transmitter, and at that time only three others of this type had been installed in the United States. Dr. B. J. Palmer became President of the Central Broadcasting Company.

CHAPTER 10

THE ARTS IN DAVENPORT

When I hear about the drab life of the Middle West I think to myself, Davenport was not like that.

Floyd Dell

Caleb Atwood, who accompanied a commission appointed by President Jackson to visit the Indians of the upper Mississippi, reported evidence of dramatic talent observed during his stay among the Sacs and Foxes. He wrote: "...One of them makes it his business to take off with great effect the warriors who boast of their exploits...Among the Indians of the upper Mississippi the Sauks and Foxes are decidedly the best actors and have the greatest varieties of plays... Each person who acts is painted and dressed in a manner entirely proper for the part..." No doubt many an amusing act was put on by the Fox in the natural amphitheatres of the hills near Mesquakenauk. Keokuk's pantomime before General Scott was probably typical.

From necessity, the entertainment of the first settlers was mixed well with their hard work. There were community dances, house raisings, wolf hunts, and the popular horse races which all "from the carpenter on the roof to the merchant behind the counter left to witness."

J. M. D. Burrows wrote of older days: "Filling the bobsled full of clean straw, I packed my wife and about a dozen other ladies in like sardines until the sled was filled..... would then drive 20 or 25 miles to spend the day with some pioneer friends, leaving early in the morning and returning at midnight, a jolly crowd." In winter the ice-locked river was alive with sleighs, bobsleds, and skaters, and in the springtime they watched the spectacle of the "ice going out."

Besides the entertaining and thought-provoking lyceum and lecture courses, popular in the forties and fifties, there were the showboats. Two of these, the Floating Palace and the Banjo, were owned by the Spaulding and Rogers Circus Company. The Palace was towed by another steamer, but the Banjo was self-propelled. Both boats plied regularly up and down the Mississippi. The auditorium of the Palace seated 1,800 and the gallery accommodated a thousand more, besides the party reservation sections, with arm chairs for 800. The visit of the Floating Palace to Davenport, August 7, 1852,

was announced in the local press as being presented by the Spaulding and Rogers Circus Company with "music, magic, melodrama, pantomime, farce and tragedy." The engagement included a "patriotic National Drama entitled 'The Spirit of 76!'" introducing several thrilling scenes from the lives of the Revolutionary heroes, Old Put, General Washington, and Mad Anthony Wayne. The whole concluding with a grand tableau in which the 'Father of His Country' mounted on his charger is borne aloft...on a platform."

The Banjo's seating capacity was only 800, but the stage was advertised as "capacious." Minstrel shows were its chief attraction. On each of the Banjo's first three visits to Davenport, Ned Davis' Minstrel show was heralded as entertainment with "songs, jokes, ballads, operatic choruses, national melodies, Negro eccentricities and impersonations, dancing etc." With the Banjo, on its last visit to Davenport, May 26, 1838, came the James Raymond, towing steamer of the Floating Palace, and shows were given on both. These included a burlesque troupe, Dioramic Dissolving Views, a monkey show, and a balloon ascension given on land.

Regular circus companies traveled on steamers. The American Arena Company visited Davenport in 1838. They must have been prepared to entertain the countryside on both sides of the river, for Davenport alone was a hamlet of only 200 people. The billboard read: "...seats to accommodate 1,000 spectators...They have engaged the best and most distinguished riders and the performers of the age...Jock Ming an humorous and facetious clown, military band of music etc..."

Circuses gave dramatic and spectacular performances. The Arab Slave and The Charioteer's Dilemma were put on by Crane and Company's Great Oriental Circus, July 1850. Bedouins of the Desert and The Tournament were played at Dan Rice's Hippodrome in September of 1852. Pocahontas Rescuing Captain Smith came with Van Amburgh's Menagerie in August 1855. The name of Van Amburgh, according to Ernest E. Calkins, "had more potency in those days than all the Forepaughs, Barnums, Baileys, Coles, Coupes, and Ringlings had later." Scenes from Shakespeare were given by H. M. Smith's Circus Company in July 1856. St. George and the Dragon was presented by L. B. Lent's Circus, May 1857. Occasionally a spectacular feat was added to the circus attractions. In 1860, Tom Watson, English clown of the Spaulding and Rogers Circus, went down the river "in a common wash tub drawn by four geese."

In 1857 the Gazette commented on the circus: "...and yet the people crowded the canvas as though each was a rare show and the last they expected to witness." And in June

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1861: "They will go, and we don't see much harm in it. Circuses are a kind of peoples' amusement and as such they will draw crowds." They brought the camel, giraffe, elephant, the exciting calliope, and other wonders from the far-away outside world. Should the circus arrive to conflict with a lecture course, the lectures suffered. When circus week came in August 1852, the Gazette inserted a note: "The circus on last Tuesday evening was crowded...at the same time Professor Dodge gave a gratuitous lecture on the laws of life and health...His audience consisted of nine gentlemen and three ladies." Between 1838 and 1863 only one year passed without a circus.

DRAMA

The English-speaking theater in Davenport appeared in the forties with traveling troupes, some of them financially unstable. When a manager did not advertise in the papers the early press might ignore his coming, and few records were left of some productions. Davenport decided to tax theatrical exhibitions in 1840. In 1844 the mayor was authorized to regulate their licensing.

In 1851 Fayette L. (Yankee) Robinson gave entertainments twice a day in a 70 by 40 pavilion with elevated seats for a thousand persons. In 1852 The Drunkard or The Fallen Saved was given by the Robinson Company in a large "water-proof pavilion with safe elevated seats." This was typical of the tent shows of the day.

Before 1853 public entertainment had been presented in hotels, churches, schools, the courthouse, or outdoor pavilions, but in that year Antoine Le Claire erected a four-story building with an auditorium. This was Scott County's first auditorium. It was lighted with oil, and wooden tubs were filled with water for drinking purposes. The acoustics were very poor unless the hall was filled. But when a troupe leased the hall in May 1853 under direction of G. J. Adams, and advertised it as the National Theater, the program was considered the apex of the young community's dramatic aspirations and the acoustics were satisfactory every night. Among the plays given that season was William Tell, with a comic farce on the same bill.

In October 1855 came Sallie St. Claire's Varieties, which ran for two weeks and put on, among other plays, Charles II and Lady of Lyons. On September 2, 1856, Hough and Myers opened the theater with Aiken's version of the popular Uncle Tom's Cabin, which was presented three times. Other plays this season included Romeo and Juliet, and several which had been produced by Miss St. Claire's company

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the year before. After the first two weeks the company engaged such traveling stars of the day as Kate Denin, and Lenox, the low comedian.

When the company closed October 18, after the longest theater season up to that time, Davenport had reached a population of 6,000 and the council began to hope that the place could support theater productions in English for three months of the year. The next year, 1857, Gray Hough took over Le Claire Hall and promised "Three and one-half months of first class stars." A popular theater season followed. Such actors as G. W. Jamison, Anna Senter, and C. W. Cauldock, the English tragedian, appeared.

In December 1857, Metropolitan Hall, a new theater with a balcony, was opened with a concert. It became a favorite with lecture fans and theater-goers. Willard Barrows, an early day historian, wrote in 1859: "The public halls for the meeting of the masses are -- Metropolitan, the largest and most brilliant of any...built by R. B. Hill. Odd Fellows Hall, roomy and substantial; Griggs' Hall and Mervin's ...large and pleasant. The German Theater, Lerchen's Hall and some other of smaller dimensions make up an ample supply..."

The German Theater, also, was being used for English productions. Here, June 14, 1859, McVicker's Company from Chicago opened and promised plays which had had "a great run in New York." They remained for 12 nights and put on The Bride of Lammermoor, Our American Cousin, Ingomar, and others which kept the house filled. Both German and American newspapers agreed the company was the finest that ever had played in Davenport. At the close of one performance a brass band serenaded the troupes at the Le Claire House. When McVicker's Company rang down the curtain on Sam Patch in France, no one realized it was to be the last American play performed in Davenport until 1863. The German Theater alone carried on during the war.

The German Theater Society was organized in November 1855 by a group of local German tradesman, musicians, clerks, and tavern keepers. The membership fee was \$5. Many joined and the money, with other contributions, was used for the erection of a small theater, 60 by 20 feet. The labor was donated by the members. December 10, 1855, the first play was produced, Einer Muss Heirathen (One Must Marry). There was dancing afterward, a custom that persisted throughout the life of the society. Two women had parts in the play. The Germans considered it quite proper for a woman to appear on the stage, in contrast to a prevalent Midwestern opinion of that day. Nineteen performances were given that winter, all to crowded houses.

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Within the year the society decided that a larger theater was needed, and in 1856 B. H. Lahrman erected a two-story building with a theater on the second floor, 40 by 74 feet. Its seating capacity was 700 with the seats in a semi-circle. The stage was 13 feet high, 21 feet between the wings, and 26 feet in depth. The curtain carried a painted scene from Dream in Arcadia. The gas-lighted hall was joyously opened with a concert and ball on October 20, 1856. A three-act play was presented on the new stage a week later, the first of 21 performances for the season of 1856-57.

The next season opened on October 28, 1857, with School of Love. The new theater had been redecorated, and on the curtain a garden scene was painted, with a statue of Thalia painted as the focal point. A bust of Schiller was on the right of the proscenium, and one of Goethe on the left. Twenty-eight productions followed, including Wolfe's four-act Preciosa, Schiller's Kobale und Liebe (Intrigues and Love), Der Vetter (The Cousin), Die Rauber (The Robbers), Junker und Knecht (Master and Slave). In the last play, Herr Spitznas, once of the Baltimore Theater, took part. He thereafter became a resident of Davenport and boosted the theater. This season, 1857-58, marked the beginning of the Sunday theater in Davenport. Plays were subsequently held on Sundays, first in Lahrman's Hall and later in the Tivoli Theater and in the Othello Gardens, an open air resort. Programs began in the gardens at 8 p. m. and were followed by dancing. The plan spread to the other outdoor resorts. These theaters, with their somewhat crude stages, left much to be desired. But their fame spread, and they received more and more support.

The theater society continued to grow and prosper in cooperation with the Turners. The first living tableau display was given with the celebration by the Turners of the one hundredth birthday of Schiller, when six of them were arranged during the recitation Die Burgschaft (The Bail). This type of entertainment became popular.

The first German production of Shakespeare, Schlegel's translation of Romeo and Juliet, was presented on February 3, 1862. This year several military plays were also given, and a benefit for wounded soldiers. Other performances were William Tell and Victor Hugo's Lucretia Borgia. The local English newspapers began to promote further interest in the German Theater, which had become a highly popular theater among English-speaking people as well as among the Germans.

For some time there had been a desire for a theater that could be owned and operated by the Theater Society and

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other German societies instead of by one man, as was Lahrman's Hall. A building was needed comprising a theater, club room, reading room, Turner Hall, and a bar and billiard room. In 1862 the dream began to materialize and by November a \$30,000 building was nearly complete. Its opening on November 5 with a concert and ball, with many English-speaking Davenport citizens present, marked the beginning of a successful 48-year period of dramatic activity.

The society maintained its amateur status until 1872, when the Turners bought the theater and John Hill became the director of a professional German group. In 1886 a new Turner Hall and Grand Opera House was built and there the German Theater continued until 1910. Throughout its existence the same German plays were given as were presented by the noted German company in the Thalia, the Germania, and the famous Irving Place Theater of New York. Both of the early theaters, German and American, proved a unifying force in the social and intellectual growth of Davenport.

In lighter entertainment, early Davenport had the best of minstrel shows. Fifty were given from 1854 to 1862 and minstrels were welcomed for many years thereafter. Most of these, however, were visiting troupes and did not represent any musical or dramatic effort on the part of Davenport. The visits of the Campbell Minstrels were especially popular. Their company always included a band which played in front of the hall before opening. Dramatic skits such as The Great Railroad Smash Up and Life in Old Virginia were part of the program.

The Burtis Opera House, pride of theater-goers, was built in 1867, at a cost of \$100,000. It seated 2,000 persons. In the reserved seats sat ladies in silken gowns with basque waists, voluminous skirts and bustles, their tiny hats perched above "frizzy" bangs. By their sides sat gentlemen in long skirted coats, stiff collars, and wide, soft ties. Their walrus mustaches, sideburns, or flowing beards were carefully trimmed. In the gallery sat a group less well-groomed, not willing or perhaps not able to pay the highest prices. There too, in the twenty-five cent seats, sat youngsters who munched peanuts, laughed and yelled and demanded full enjoyment for their quarters. The audience alternately hissed the villain and applauded the hero and the women wept at the trials of the heroine. Melodrama died a slow death.

Behind the footlights of the Burtis and its competitor the Grand, which opened in 1888, came Sarah Bernhardt, Minnie M. Fiske, Mr. and Mrs. John Drew, Edwin Booth, Maude Adams, Robert Mantell, Viola Allen, Weber and Fields, and other outstanding performers. They found appreciative audiences until the twentieth century brought entertainment of other sorts.

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William M. Oakes in 1878 organized the Emerald Dramatic Club, and directed the production of its first series of plays. The club rehearsed in the first St. Marguerite's schoolhouse. Father Cosgrove, later Bishop of the Davenport Diocese, criticized and coached the group. They staged many Old Irish plays, both serious and comic, in the Burtis Opera House. The club disbanded in the late eighties. From these amateurs came the nationally known dancing team of Conwell and O'Day. Robert J. Conwell started as a jig and tap dancer in small vaudeville houses in 1889. In 1896 Pete O'Day joined him as soft shoe dancer. The team soon became ace performers playing Keith's Orpheum, Columbia, and other big vaudeville circuits in the United States and Canada. They were billed as headliners on theater programs with Weber and Fields, Lillian Russell, Eve Tanguay and many other stage celebrities. The team retired from the stage in 1925, when vaudeville was discarded.

In the eighties and nineties pageants were popular. Leading citizens led torchlight processions in political campaigns. Lodges, grandly costumed, formed long parades on special days. Business men competed for civic favor with gaily-decorated floats, led by queens of beauty escorted by gallants on horseback. The first river carnival was put on in the eighties and home talent productions such as Pinafore and The Mikado were staged for benefits.

Both Susan Glaspell and George Cram Cook, who were to be the leaders of the famous Provincetown Players in New York, grew up in Davenport where the drama had flourished in the infant days of Iowa's statehood. Both of these writers are discussed below; they wrote and directed plays, and to them goes the credit for developing many playwrights and actors who later became pre-eminent.

A German group called Claus Groth Guild was established in Davenport in 1890. Guild Hall, which was dedicated in 1891, contained a small theater and John Berwald, a former mayor of Davenport, inaugurated a theater project for the society. Occasionally a play was produced in the German language.

In time the use of the building as a social center for the Guild dwindled. The Davenport Friendly Society bought the building in 1918 and remodeled it as Friendly House, a community house with a stage and an auditorium seating 1,200. But interest in drama waned during the first decades of the twentieth century.

Then Davenport's amateur theater group, The Masquers, was organized as a permanent organization in 1933. It grew out of classes which had studied dramatics and put on plays in Friendly House for several years.

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The Masquers put on four plays during the season of 1933-34: The Stage Door, The Queen's Husband, Night Must Fall, and the Three Cornered Moon. Each was considered a success.

After 1934 the group presented 23 three-act and several one-act plays. It participated in seven drama festivals at Iowa City and received three ratings as superior and four as excellent. The group has also put on radio programs in connection with the Community Chest, Red Cross, and Centennial. Any resident of the Tri-Cities interested in dramatics has always been welcome to try for a part. In 1948 there were 16 active and 41 associate members with Louise Murphy as director of plays.

MUSIC

Some of the earliest residents of Davenport were musicians; Antoine Le Claire and G. C. R. Mitchell played violins and there were other players as well. When the Fourth of July was celebrated in Davenport in 1837, a band composed of two snare drums, a bass drum, and a fife marched at the head of the parade to the picnic grounds. The music in St. Anthony's Church, when it was dedicated May 23, 1839, was furnished by a flute, a clarinet, a cello, and a violin. In 1842 the Gazette exclaimed, "There are few towns of our size that can boast a full band of music." This was the Le Claire Band. Its instrumentation is unknown, but must have been scanty, for at first it was difficult to obtain support for a local band at all. When in 1844 Antoine Le Claire submitted a bill for band instruments to the city council, it was rejected. But a band was formed on July 13, 1848, under the direction of John Pope, and gave concerts for several years.

In 1847 Matthias Rholf, who brought his piano with him from Germany, was practicing one evening and heard a commotion outside. Upon investigating, he found a group of Indians listening wide-eyed to his music. He invited them inside and played for them. This was Davenport's first piano recital.

Choral groups were more numerous than bands or orchestras at first. In 1844 an American singing society was formed, but it was overshadowed when Matthias J. Rholf organized a German singing society in 1851 with Gustav Schlegel as leader. It became the long-lived Mannerchor, and won first place at a saengerfest held at Cincinnati in 1852. Charles Biederbecke, also, was an early director. In Chicago at the four-day music festival of 1857 it won

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second place. The following year the Northwestern Saengerbundt Festival was held in Davenport, June 30, July 1, and 2, and included all the German singing groups from the Northwestern states.

Although the first grand opera to visit Davenport was presented by Lotti's troupe in Faust in 1867, there was interest in opera in the early fifties. An elaborate children's concert, advertised as a miscellaneous oratorio, was given on September 10, 1851, with local children taking part in Day in Arcadia as "shepherds and shepherdesses." The first operetta, announced as The Forest Festival, was produced in Le Claire Hall June 16 and 17, 1856, representing "scenes in Fairyland." Two hundred local "ladies and misses" were in the cast. The stage had been enlarged and made to represent, according to the Gazette, a "Green Lawn covered with forest trees -- the ground ornamented with shrubbery and flowers." A full orchestra played and, whether or not it deserved merit, there was "immense applause."

The prima donna Teresa Parodi came to Davenport with the Parodi-Strakosch Company on June 19, 1856. The favorable reception made the Gazette express hope that other artists would "forsake the metropolitan orbits in which they are accustomed to revolve and shed some of their brilliancy on our up the river towns." Two months later came Adelina Patti with the famous Norwegian violinist, Ole Bull. Other notable singers followed. Isadore Clark, who had had an extensive concert career in Germany and Italy, came in June 1858, and sang Italian and German operatic selections. Elena D'Angri, of the Italian Opera House in Paris, came in the same month with the violinist Henri Vieuxtemps. At this concert the noted violinist played work of his own composition. The famed Robert Schumann said of Vieuxtemps after a concert in Leipzig in 1834, "His playing is as beautiful and fragrant as a flower...one can well think of Paganini." After the building of the Burtis Opera House in 1867, Madame Schumann-Heink, Mary Garden, Galli-Curci, and Alma Gluck, and a long procession of the favorite artists of the day were heard in Davenport.

The Davenport Philharmonic Society was organized in 1856. When the Metropolitan Theater opened, the Philharmonic Society presented the opening with a company of 60, with selections from Mendelssohn, Handel, Beethoven, and Gounod. Membership in the society was limited to those of advanced attainments in music, and was restricted by vote. This led to some hostility and was called by Asa Hull, music store proprietor, a "contemptible...aristocratic musical faction." But the society continued for many years as a prominent organization. Another popular group was the Concordia society founded in 1859. In 1866 the Mendelssohn

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Society, similar to the Philharmonic, was formed. It also gave concerts in the Burtis House, with Strasser leading its orchestra. The churches, too, had developed small choral groups. Davenport fairly rang with music.

In 1851, Jacob Strasser arrived. He was a bookkeeper by trade and a musician who, according to Charles Edward Russell, "labored with the zeal and sometimes I think with the tortures of the early martyrs to keep open the musical sanctuary." He held together an orchestra of enthusiastic German amateurs, and organized the DeBeriot Quartet, in which a Dr. Braunlich played the violin-cello. Strasser conducted the orchestra at the German Theater and the German Union Brass Band, which furnished music for balls, parties, excursions, and celebrations. The latter is mentioned in the old city directory as having "a very fine band wagon." Residents thrilled at the sight of this wagon and the playing of the 14-piece band under the competent Jacob Strasser.

Other pioneering instrumental music groups were White's Cotillion Band, a dance organization, with "first and second violin, clarinet, flute, cornet, first and second trumpet, first and second French horn, first baritone and contrabass", and Storm's Brass and String Band, and the German Rifle Band also led by Storm.

With the advent of the Civil War, interest in music suffered terribly, for away to the front marched the German musicians with their Scottish, English, and Irish comrades. Forty-four from Scott County, including Jacob Strasser who led a regimented band, were classified in the army as buglers and musicians.

New bands formed at home during the war were not of a lasting quality, although concerts were given at the courthouse. After the war, Strasser, while earning his living as a bookkeeper in a bank, continued his devotion to music until he died, a period of 60 years. A "kind of amiable lunatic", as he was considered by some, he was aided by Charles Luppy, who had received musical training in a military school in Germany and had been a bandmaster in the United States Army. A picture of Strasser's band taken in 1874 shows that one member played a saxophone, probably the first played in a local band west of the Mississippi.

The Great Western, another popular and long-lived local band, appeared in 1873 with Storm as its leader. Henry Restorff also led this band and did much to raise band standards. Albert Petersen, Peter Tiedermann, and Ernest Otto led active bands of later days. There were numerous fraternal bands along the way, and a boys' band in which many musicians were trained.

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Theodore Thomas and his orchestra came to Davenport in 1877. Charles Edward Russell wrote of this visit: "...to all impressionable persons hearing that concert, life was never the same afterward...Not only music had a new meaning, so had everything else that was beautiful...Dr. Braunlich and his violin-cello took on a new and interesting significance...Musical interest passed out of the bounds of 'Dutch-town' where before it had maintained an almost exclusive habitat."

The German Rifle Association, in 1870, obtained land for a playground, an area that was to mean much to the music-loving Germans. A band pavilion was built, and the park was dedicated on June 12, 1870. The event began with parades of the German fraternal and musical organizations. From that time, in agreeable weather, Schuetzen Park was a favorite resort of music lovers. Refreshments were served at tables for those who wished them, for others there were a thousand seats in front of the pavilion. Strains of music, old and new, filled the air; waltzes, polkas, and selections from operas. There were delightful promenade dances and the crowd often sang together. They sang songs of love, of heroism, of springtime, and most of all a song of freedom, Freiheit, Die Ich Meine (Freedom, which I love).

A new band shell, from which the music could be heard from a greater distance, was dedicated in 1895. For this event, excursions were arranged from Dubuque and other cities. Visiting singers formed a mass chorus. A mammoth band, directed by Jacob Strasser, played. An ice palace was erected on the ground, especially for the dedication event, and 12 Meskwaki Indians in colorful native costume encamped in the shooting hall.

In the 50 years of the park's history, besides local musicians, some of the noted outside musical organizations were engaged. Patrick Gilmore (the Boston bandmaster), a German Cavalry band, a German Navy band, Liberitti's band, all came to Schuetzen Park.

Meanwhile, there was great activity among other groups in bringing able musicians to Davenport. Pat Rooney, author of the song, Little Annie Rooney, popular in the nineties, brought his New York Star Combination Band and Orchestra to the Burtis Opera House in 1885. And among others came Dan Godfrey and his Coldstream Guards Band from England, and Chiaffarrelli's Italian Band. In the middle nineties, patrons of the Burtis House thrilled to the music of Sousa. Some never forgot his snowy-haired bass drum player who handled his instrument with such a flourish that he nearly "stole the show." Sousa played in Davenport twice later.

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The world renowned pianist, Ignace Paderewski, appeared in Davenport, as did Jan Kubelik, the violinist, and later Arturo Toscanini, the conductor.

There was light music and fun in the olden days, too. At Turner Hall, a local band played for social entertainments and dancing. After the final number, the members would line up facing the locality where they lived and start marching home, playing a lively air. One by one they dropped out as they reached their homes, until one alone remained, playing his solitary instrument the rest of the way. There is a story of the Burns Club which came to include so many German members that the Scottish song leader, Hay Donald MacMeyer, rolled his r's to the singing of:

Ich bin der Doktor Eisenbart
Villey, Villey vic tum boom.

In 1942, the Davenport Music Students' Club, organized in the winter of 1884, was considered to be the oldest such club existing in Iowa. In 1893 its members presented a program at the World Fair in Chicago and won fourth place among the clubs of the Nation.

Davenport was chosen for the Northwestern Saengerfest of 1898. For this, a special coliseum and stage had to be erected, for there was no stage in Davenport that would hold the singers. Theodore Reese was sent out to drill the singing groups in 30 or more cities for their parts in the concerts. When the singing societies began to arrive in Davenport during the last week of July, their trains were met by lively bands. The male chorus alone numbered 1,200. Rows of cots in hotels and homes had to be provided to accommodate the thousands of visitors who came to hear the singing. Music writers and critics came, including the veteran critic Hens Balatka, once a choral director in Vienna and later leader of the Philharmonic Orchestra of Chicago. The Western Union Telegraph Company imported German operators who worked all night to get stories to the morning papers. When the choruses rang out, music lovers thrilled to the superb tone and volume.

In 1907 the National Saengerfest of 1,200 voices was held in Davenport, and directed by Ernest Otto. This type of festival was then on its way out, and has since disappeared. The year 1916 saw the last of Schuetzen Park and its promenades, and throughout the World War, German songs were banned.

In 1916 the Tri-City Symphony Orchestra was organized in Davenport. It was the first symphony orchestra in Iowa.

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Ludwig Becker was engaged as the first conductor and continued to lead the orchestra until 1934. He had sat for years among the first violins under the baton of Theodore Thomas. According to Musical Iowa, the Tri-City Symphony Orchestra "became one of the outstanding organizations of its type in America." In 1940 and 1941 it numbered about 80 players and gave three concerts a season. It has presented some of the world's great artists. A Junior Auxiliary was created to assist talented boys and girls.

When, during the river improvement program in the 1930's, a new park was formed along the levee, the Wilma Petersen Memorial Music Pavilion was erected at the west end. A trust fund was put aside by a relative of Wilma Petersen, a Davenport musician who had died a short time before, the income to be used for giving free band concerts. It was at this time the Tri-City Music Association was organized.

Davenport has not been without creative genius in music. Leon (Bix) Biederbecke, grandson of Charles Biederbecke, band director of the 1850's, was born in Davenport in 1903. He became a nationally known trumpeter; both performer and composer. In a Mist, Candlelight, and In the Dark are among his popular compositions. His musical career began in his teens, when he played the trumpet on the showboats of the southern Mississippi. As one of the first band musicians to utilize the Negro style of playing, he was an outstanding exponent of improvisation, which, as a feature of swing, had its origin in folk music, especially that of the Negro. Biederbecke developed into a cornetist of such originality and ability that his playing technique influenced both jazz and other American music. Leon Biederbecke died in New York in 1931.

PAINTING

In the spring of 1845, a tall, thin man of 40 years arrived in Davenport from St. Louis. His long black hair, whiskers and mustache and his restless brown eyes emphasized his worn, haggard appearance, doubtless the result of a battle for the bare means of subsistence. The settlers soon learned that he was Johann Casper Wilde, an artist and lithographer, a native of Zurich, Switzerland. In St. Louis he had illustrated the periodical, The Valley of the Mississippi, Illustrated. He had visited Davenport in 1844 and painted an oil landscape of the town with the river, Fort Armstrong, and Rock Island. In this picture, now in the Davenport public museum, the slumbering green riverbanks, unspoiled by inroads of progress, are quiet and pastoral. Against the background stand the cabin-like frame houses of

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- early Davenport. Here and there a red brick structure dots the hillside. Trees, shrubs, a team, some cattle, and even deer are in the foreground. Colored lithographs of the picture were made for sale but very few persons bought them.

It is not known why Wilde came to Davenport, only then emerging from its crude frontier ways, but one can easily imagine the attraction of the place to a sensitive nature. Wilde was usually very serious and melancholy, but a small oil painting he did in 1846 indicates his sense of humor, although he was ill at the time. In this sketch his fancy roamed to the ferry landing of early Davenport, with Fort Armstrong in the background. Near the ferry house and bell pole appear three residents. Portly Antoine Le Claire is seated in his buggy, drawn by a white horse. Beside the buggy stand burly, congenial storekeeper Gilbert McKnown and Sam Fisher, the best fisherman and story teller in town. Another man is ringing the bell for the ferryman. The three men seem to be engaged in animated conversation. Sam Fisher is making a characteristic gesture. One leg of his trousers is rolled up to the top of one boot, the other is down to the ground. The picture came into the possession of Judge G. C. R. Mitchell where it became a family heirloom. It was finally presented to the State Historical Society of Iowa.

Wilde finished a few art commissions and began a second painting of Davenport but it was never completed. He died in Davenport in the summer of 1846, homesick for the beauty of his native Zurich. It may have been because of his activity that two years later, in 1848, there was a demand for paintings and a slowly developing appreciation of art in Davenport. The Keokuk Dispatch, August 3, 1848, advised "if you have fine paintings to sell, send them to Davenport."

Italian image vendors visited the town in 1849. The Gazette's editor must have been a little contemptuous of their ornamental nicknacks when in 1852 he mentioned a vendor in town with "little plaster images of juvenile angels, vases of unclassified bloomers (artificial flowers), cross-kneed boys and knock-kneed dogs...disposing of his wares 'sheep for a shilling.'"

Davenport began to expand in the early fifties, and the town's prosperity, especially when the population became European, encouraged esthetic surroundings. Many imposing homes were built and in them -- even then -- were some rich mahogany furnishings, gleaming andirons, and grandfather's clocks.

In July 1854 a Mr. Kelly and a Mr. Blair opened classes in painting and engraving, and in 1856 a landscape and portrait painter, J. C. Wolfe, opened a studio and solicited

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commissions. In the same year a Mr. Morris arranged a collection of oil paintings, which were sold at auction December 19. Fifty-five were bought in a very few minutes. One, November Day, Children Going to School, sold for \$42 which, according to the Gazette, was "much under its real value owing to the fluctuations of gas light, which went out entirely before the sale was closed."

Davenport remained a popular art subject in the fifties. Two landscapes of early Davenport were painted for Antoine Le Claire in 1856 by Francois Waugh, an uncle of Frederick Waugh, the marine painter. In 1857, the historian Franc B. Wilkie mentioned Mrs. Coddling, principal of the Ladies' College, "whose principal work is a painting of Davenport which for fidelity is scarcely excelled." Portraits also were in great demand.

In 1859, the Gazette mentioned two paintings by Dubufe of Adam and Eve, portraying the Temptation and the Expulsion. These were displayed on August 14 at Wesley Chapel. The admission price was 25 cents. The growing interest in art was crystallized when in 1864 an art supervisor was added to the Davenport public school faculty, the first such position in Iowa.

Several years passed before an organized program for art appreciation was begun for adults. The Bric-a-brac Club, a society of young ladies, held an art exhibition. February 22, 1876, applying the admission fees to the fund of the Women's Centennial Association. Among the pictures lent for the exhibit, the following were noted in the press: "...Mr. Stewart Ells exhibits an original etching by Rembrandt. Dr. Farquharson has an original Benjamin West besides fine old copies of Carlo Doche...Mrs. William Penn Clarke two studies by Shepherd, an old Negro woman and a man. Colonel Flagler has a head by Paul Weber...Father Roles of Rock Island has loaned several pictures of great antiquity." The exhibit was kept open for a week and considered very successful. Two years later the Davenport Art Association was formed, the forerunner of the Tri-City Art League. Sketching groups and various other art study classes developed.

When the Academy of Sciences opened its new building in 1878 it had one room with high windows and a skylight, planned to be an art gallery. Artificial lighting was supplied by means of a gas pipe, with numerous jets set high above the paintings and several feet from the wall, producing as soft and even a light as could then be had. For the opening, the new Davenport Art Association borrowed an exhibit. Seventy-nine pictures were loaned by William Penn Clarke, who owned the largest collection of reproductions of masterpieces in the city. There were paintings by local

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artists and originals by Ford, Moran, and Turner. The exhibit's success encouraged a succession by both professional and amateurs, sponsored by the Academy of Sciences. The Academy also cooperated with the schools in their art programs.

The wealthiest citizens began to collect original paintings, mostly landscapes and portraits. Some had murals executed in their homes. Travelers to Europe brought home examples of French and German art.

In 1910 there grew from the Davenport Art Association and the various study groups an organization called the Tri-City Art League, in which Roberta Hostetler of Davenport was an outstanding leader. Many Davenport, Rock Island, and Moline citizens contributed both time and money. The league rented rooms, engaged art instructors and arranged exhibits, offering prizes for excellence of work.

Morris Spielberger of Chicago was the League's first paid director and Herman More, who later became curator of the Whitney Museum of American Art in New York, was its first year-round director. R. J. McKinney was one of the professional artists engaged as a teacher.

Charles A. Ficke, a wealthy Davenport art student and patron, traveled and acquired paintings in foreign countries until he owned a collection representative of European art since the fourteenth century as well as American items. Descended from German immigrants who had prospered in Scott County, he determined to repay in some measure the debt that he felt he owed to his childhood home. In 1925 he founded the Davenport Municipal Art Gallery with a donation to the city of 330 paintings to be put on exhibit free to the public. Finding that there was no provision in the Code of Iowa for the civic ownership of art objects, a Davenport group went to the State Legislature and persuaded them to amend the Iowa law so as to make the gift acceptable. The city council then passed the ordinance legalizing a municipal art gallery, and Davenport opened the first municipal gallery in America.

The gift had one restriction, that the collection be properly housed. But a patron saw possibilities in an old armory, a location where the gallery would be accessible to all of the people. The Chicago Art Institute sent a group of advisors to plan its interior arrangements. A few objected that the collection probably was not worth the cost of remodeling the building, and Robert Harshe, a great American art authority, was engaged to appraise its value. His report, valuing the collection at half a million dollars, ended this type of protest. R. J. McKinney became the gallery's first director.

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It soon became a noted art home. Three hundred and forty-one original paintings and 500 Japanese paintings on silk have been added since 1926, besides collections of cameos and wood cuts, and Dr. Lindley's contribution of a \$35,000 miscellaneous art collection. The gallery has also been presented with the Carnegie art library of 5,000 volumes, valued at \$12,000. The building became the center of the Tri-City art activities, presenting noteworthy exhibits and talks by prominent artists. The Tri-City Art League was merged into the new Friends of Art, which began to foster plays, musicals, and all forms of the fine arts. It sponsored a free art school which offered instruction to children as well as adults.

The gallery became steadily more popular and its attendance exceeded 2,000 a month. A part of the treasures have always been accessible to other institutions. The Davenport, Rock Island, and Moline schools are constant borrowers. The walls of the Davenport Chamber of Commerce, the public library, and the Y. M. C. A. buildings have been continuously adorned with frequently changed loans of paintings. The colleges within a radius of 100 miles obtain exhibits, and distant art galleries request the loans of unusual items.

Karl Free, Assistant Curator of Graphic Arts in the Whitney Museum of American Art, New York City, was born in Davenport May 16, 1903. While employed as a draftsman in a Davenport factory, he studied at the Tri-City Art League under the instruction of Herman More. He was awarded a three-year scholarship for meritorious work and resumed study at the Art Students' League of New York. He later spent two years in European art centers. Since the founding of the Whitney Museum of American Art in 1930, Karl Free has been its assistant curator of graphic arts. In 1935, with great competition, he was awarded the commission of painting Huguenots in Florida and Arrival of Mail at New Amsterdam for the post office building in Washington, D. C. He has since painted a mural for the post office building at Princeton, New Jersey. In the Whitney Museum are his Landscape, Oyster Bay and Entry of the White House. His Wind-blown Trees and Fantasia are in the Museum of Modern Art, New York, and his Rising Storm is in the Davenport Municipal Art Gallery.

Perhaps no work of art in Davenport was more appreciated by Davenporters than the Centennial Mural adorning the wall of the First National Bank building. It was painted by Helen J. Hinrichsen, a resident of Davenport, and presented to the city by Charles Walgreen. The painting, 30 by 8 feet, depicts three eras of local history, the Indians, the Pioneers, and the Builders.

Mrs. Hinrichsen's Rotundities, a portraiture of Grant Wood and John Stewart Curry, won fourth place in figure painting in the Iowa Art Salon in 1934, and the next year was accepted by the Pennsylvania Academy of Fine Arts for exhibition. The same year her Cosmic Urge was accepted for Iowa's traveling art exhibit. Another of her popular paintings is Farmers' Holiday. In 1937 she painted Prairie Pioneer, an historical mural, for the Masonic Temple in Cherokee, Iowa.

Hiram Thompson, a former student at the Tri-Cities Art League, painted for the Davenport Trust and Savings Bank building the mural depicting the treaty between the Government and the Sac and Fox Indians. Other prominent muralists are Albert G. Hull, who painted the 8 by 18-foot historical mural in the museum of the Rock Island arsenal, John Bloom, who executed murals in adjacent counties, and Criss Glazell, director in the Sioux City Art Center, who won second place in oil landscape with his Winter at the Iowa Art Salon in 1941.

Among other artists living in Davenport are Louise Grilk and Grace French Evans; the miniature painter, Edna A. Robertson; and Virginia R. French, whose pastel Alma Lee won fourth prize in the Iowa Art Salon in 1929. Miss French has sold an etching, a pastel, and a painting to the Davenport Municipal Art Gallery and has twice won the Tri-City art prize. James A. Kelley, a commercial artist, illustrated L. W. Ramsey's travel book, Time Out for Adventure.

George Antone Keller, a Davenport plumber who had never studied art, won first award for a plastic in the Davenport Tri-City exhibit in 1934. His subject, The Stoker, depicted life-size a brawny worker wielding a scoop shovel. It won a gold medal for work of distinction in the all-Iowa Exhibit in 1937. The next year it won first place in plastic in the Midwestern Artists' exhibit. Carl F. Heeschen won first place in sculpture with his Man and Beast in the Iowa Art Salon of 1941, where John Bloom won third place with his Snake Charmer.

The interest of patrons who have contributed time and money in the interest of the arts has been sustained. Dr. A. L. Hagenboeck, a prominent surgeon of Davenport, was an earnest art student and critic. He lectured on the history of art once a year for ten years at the University of Iowa.

Dr. C. T. Lindley, one of the first presidents of the Tri-City Labor Congress, strove constantly to interest the workers in art. Several artists of the city owe their success to his friendly aid and criticism.

LITERATURE

Frank Luther Mott, head of the School of Journalism of Iowa State University, wrote, "Three elements of background are desirable and possibly necessary to literary production--the natural, the historical and the cultural." These elements overlapped in Davenport. Its writers would possibly add the unnamed influence which Cowper Powys wrote "was exercised upon my nature by the psychic aura diffused throughout the vast land from the life of the aboriginal Indians."

Floyd Dell, of the modern writers' group, said, "Davenport was what it was because it was so largely German and Jewish, with an 1848 European revolutionary foundation, and a liberal and socialist superstructure. There was also some native American mysticism in the picture...The town had the bravado of an old Mississippi riverport...It had its nose not too closely pressed against the grindstone of practical fact."

Undoubtedly, Davenport was not only a home for European refugees, but a place where freedom of expression was always fostered. The early literary clubs, theater societies, and musical groups were the first vehicles of expression.

Although most of the group of authors who became noted left Davenport to seek the contacts of a wider literary world, yet the city and its courageous builders appear in their works. From the earliest day of settlement, material irresistible to writers was stored up in the annals of Scott County. Iowa's first saga of the prairies, the Life of Black Hawk, dictated to Le Claire in 1833, was translated to English by Le Claire himself. It was written by J. B. Patterson of Rock Island in 1834, a tragic chapter in the history of a vanishing race. After Black Hawk was released to his people he called upon Antoine Le Claire and expressed a desire to have a history of his life written, in order "that people of the United States, among whom he had been traveling and by whom he had been treated with great respect, friendship, and hospitality, might know the causes that had impelled him to act as he had done, and the principles by which he was governed."

Black Hawk addressed the introduction to Brigadier General Atkinson and said in closing -- "that you may never experience the humility that the American Government has reduced me to, is the wish of him, who, in his native forests was once as proud and bold as yourself."

Black Hawk took time in this account of his conflicts with the whites to tell of Indian philosophy and lore, and of

his meditations while he looked from the top of a cliff "with wonder and pleasure at the grand scenes that were presented by the sun's rays even across the mighty water." The book has run to at least 14 editions.

Perhaps the earliest local historian was Willard Barrows, who came to Davenport in 1838 as a surveyor. He published Barrow's New Map of Iowa with Notes in 1845. On a trip to California in the early fifties he wrote travel articles of the western country, and wrote the history of Scott County for the first State Historical Society of Iowa. This history is in the Annals of Iowa for 1863.

Franc B. Wilkie wrote Davenport Past and Present, (1858). He went south with the First Iowa Regiment in 1861, and became army correspondent for the New York Times. He was well known as a newspaper man and wrote several books, among them Chicago Journalism and The Gambler.

J. M. D. Burrows, who came to Scott County to farm in 1839 and later kept store in Davenport, published his book Fifty Years in Iowa in 1888. It tells of pioneering hardships, successes, and losses, and also depicts the resilience of the rugged builders of Scott County.

Ambrose C. Fulton, a pioneer mill owner of Davenport who had lived his early years as a sailor, published his Life's Voyage in 1898. It was written from his "diary of a Sailor on land and sea" which was "jotted down during a seventy years' voyage." Some of this "voyage" concerns his life in Davenport, where he promoted various enterprises. Fulton said it required courage to "sail on a more dangerous sea -- the sea of ink," but the result was a narrative which holds attention.

A later historian, Harry F. Downer, wrote The History of Davenport and Scott County in 1910. After his first work as teacher and newspaper man, he entered social work and wrote numerous papers dealing with social problems. The Boy and His Job and Friendly Chats With Possible Americans are usually found wherever there is interest in vocational training.

Charles A. Ficke, at the age of two, came in 1852 to Scott County from Germany with his parents. They settled on a farm near Long Grove, where Charles spent his childhood, and where his sensitive mind recorded much of the family's life in those early days. He was a lawyer, and one of the founders of the Davenport Contemporary Club in 1896. He wrote ten pamphlets on current problems for the club. He traveled extensively and became interested in art. In 1930 he published his Memories of Fourscore Years, a story of his life and of Davenport and Scott County.

Walter A. Blair, born in 1856, wrote A Raft Pilot's Log (1930). He lived with his father at Princeton in 1878 when he began his service as clerk on the Le Claire Belle, a steam raftboat owned by Captain Sam Van Sant. Blair obtained a pilot's license and with Captain Van Sant organized the Le Claire Navigation Company. His book is a delightful source of Mississippi River and rafting data.

Alice French came to Davenport when a mere child and lived there until her death in 1934. She began to write for publication in the seventies, under the pen name, Octave Thanet. Her first efforts were not rewarded and she saw plenty of hard work on her way to literary success. French's first book, Knitters in the Sun, was published in 1887. The Davenport of the nineties is pictured in her Stories of a Western Town (1893). Her father manufactured agricultural implements and many of her works were based upon problems of capital and labor. This was the theme of her first novel, The Man of the Hour. (1905). It was written at the time of the Pullman strike in 1894. Her books were popular during the nineties and the following decade and some of her short stories were used as models in text books. Miss French abandoned novel writing and became prominent in social work during her later life. Her 21 books played a great part in bringing Davenport to the fore in literature.

Charles Edward Russell (1860-1941) gained his first experience in journalism in his father's newspaper office, the Davenport Gazette. While a student in the Academy at St. Johnsbury, Vermont, he began to write articles favoring free trade which were published in his father's paper, despite the fact that the Gazette was an "old line Republican organ." Afterwards, in 1881 and while he was managing editor, Russell and Henry J. Philpott, editor of the Des Moines Leader, founded the Iowa State Free Trade League, the first such organization in the Midwest. In 1884 he served as night editor of the Minneapolis Tribune, and the next year was managing editor of the Detroit Tribune.

Changing to reporting, he worked on the New York Times and the New York World. Here he studied crime-breeding tenement districts and became intensely interested in social conditions. In 1902 he managed the Chicago American. After 1904 he began to devote his time to writing books and lecturing on sociology. Extensively traveled, he became a student of foreign politics. In 1917 he was appointed envoy to Russia by President Wilson, and wrote several books on Russia after his return to America.

A versatile and prolific writer, he produced 26 books. The American Orchestra and Theodore Thomas (1927) was

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awarded the Pulitzer prize for the best biography of the year 1927. For material for his A Rafting on the Mississippi (1928) he returned to Davenport, where he said the book had been forming in his mind since he had played along the river as a boy.

In 1915 a group of Davenporters in the East were taking part in the beginning of a restless new movement in literature. They opened a little theater in Provincetown, Massachusetts, which was to start a new chapter in American drama and literature, and later to discover Eugene O'Neill. The leader of this theater group was George Cram Cook (1873-1924).

Cook was a name deeply imbedded in the history of Davenport. Both his father and grandfather were lawyers. His mother was the daughter of a farmer who owned many acres of timbered hills and fertile land near Buffalo. Her love for the outdoors impelled her to have her family's old log home moved from the woods to a spot of her choosing on the Mississippi. Here George and his mother spent many a happy hour. Friends who loved books, art, and music met there for informal talks. The family traveled and by the time George was eight he had memories of Denver, Nantucket, and Washington, where his father had argued a case in the Supreme Court.

George, or Jig, as he was called, went to Kemper Hall, the military school where he was captain of B Company. He was only 14 when he entered the State University of Iowa. He said, much later, "I know no place in the world where the mystery of existence is felt so deeply as in this rustic University." At the age of 19 he won his A. B. at Harvard, a lonely upper classman. He continued his studies at Heidelberg, Germany, and at Geneva, Switzerland. He was 23 when in 1895 he began teaching English in Iowa University, where he remained for three years. In 1898 he enlisted in the army to serve in the war with Spain. He later told the story of his company's battle with typhoid in the booklet, Company B of Davenport.

His desire to write caused him to halt his teaching career to produce novels, In Hampton Roads (1899), and Roderick Taliaferro (1908), a romance of Mexico. Afterward, in 1902-03, he taught English at Leland Stanford University in California but resigned at the close of the year to continue writing.

Cook went back to the log cabin home on the Mississippi, and raised and sold vegetables to experience a richer intimacy with the soil. His companion for a time at the cabin was Floyd Dell, a 17-year old poet by whom, according to Susan Glaspell, Cook was "challenged, nettled, charmed, and enraged into new scrutinies of old truths, into defenses,

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revealings, creation." Cook wrote Evolution and the Superman (1906), and his novel The Chasm, which was not published until 1911, the same year that he was called to the Chicago Evening Post as a co-editor of the book page. About this time he wrote articles for The Forum and Metropolitan criticising the lack of professional freedom in American universities. In 1913 he married Susan Glaspell, whom he had long known in Davenport. The two became members of a colony of writers and artists in Provincetown, Massachusetts, which developed into the famed Provincetown Players of New York City. Cook was director of the players, and his vision and enthusiasm brought together a remarkable group of playwrights and actors. Among these was Eugene O'Neill, whose plays were first produced by the players in their little made-over stable on MacDougal Street, New York.

Suppressed Desires, a jibe at psychoanalysis, was written by Cook and his wife and both took parts in the play. It was first put on in Provincetown and was later given by the players in New York. This and other one-act plays by Cook & Glaspell, and by Glaspell alone, became popular with little theater groups throughout the country.

Cook kept up an unflagging interest in the little theater throughout the turmoil of the World War days and the war's aftermath. The Provincetown's prospectus of 1918, written by Cook, said: "The social justification which we feel to be valid now for makers and players of plays is that they shall help to keep alive in the world the light of imagination. Without it the wreck of the world that was cannot be cleared away and the new world shaped."

One of Cook's plays, Athenian Women, given in April, 1918, was the group's first full-length play. The Spring, a play dealing with incarnation, went back to his early impressions of Black Hawk and the Indian mysticism. It opened January 31, 1921.

After eight seasons, and a rift over taking plays to Broadway, where Jig (George Cram Cook) felt the group would lose its independence and the ideals it stood for, he and Susan left for Greece for a year of study and replenishment.

In Greece he translated his Athenian Women into Greek and made up his anthology Greek Coins (1925). He was never to leave this land of his dreams. He died January 10, 1924, and was buried beside the Temple of Apollo.

His poem "I See the Hills", in Greek Coins, from which

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an excerpt follows, was written in his mother's cabin in Buffalo:

Southward from my window I see the hills of Illinois.
The river spreads between -- a frozen tumult of
jagged blocks of ice.
The slopes of the hills rise sunlit covered with snow,
The crests of the hills are black with woods;
The valleys are black with the shadow of the hills.

Susan Glaspell (1882-) was born and reared in Davenport. After she had received her Ph. B. degree at Drake University in Des Moines she obtained a post as State House and Legislature reporter for the Des Moines Daily News. A period of employment on the Des Moines Capital followed. Her experiences, with her keen understanding of politics, gave her a fund of material from which she developed her short stories.

She went to Chicago University for further graduate work and in 1909 her first novel, The Glory of the Conquered, was published and became a best seller. It was soon followed by an historical novel, The Visioning. The setting of the story was in the Tri-Cities, much of the action occurring at Rock Island. After Miss Glaspell's marriage to George Cram Cook in 1913, she did much work in collaboration with him as a playwright, player, and director of the Provincetown Players.

Among her plays was The Inheritors, produced by the Provincetown Players in 1921 with Ann Harding making her first stage appearance in it. Miss Glaspell chose the character of Nicholas Fejervary of Davenport as her protagonist and touched on the theme of the conscientious objector in war. When this play was produced in the Rusholme Theatre in Manchester, England, a Manchester critic stated: "Miss Glaspell's theme puts her in the company of Ibsen and of Galsworthy, and though her exuberant and romantic technique is far different from theirs, she need not fear the comparison." Glaspell went to Greece with her husband in 1922, and in 1923 returned to the United States. She married Norman Matson, author and critic, in 1925. The next year The Road to the Temple, her biography of George Cram Cook, was published. The book was reissued in 1941 because, as Miss Glaspell said, "Events seem to have caught up with it." Her play, Alison's House (1930), received the Pulitzer drama prize. She has also written the novels Brook Evans (1928), Fugitive's Return (1929), Ambrose Holt and Family (1931), and The Morning is Near Us (1939). The latter is a combined mystery and psychological novel, with an American small town setting.

For three years, Miss Glaspell was director of the national service and play bureau of the federal theater at Chicago.

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Arthur Davison Ficke, the son of Charles A. Ficke, became one of Iowa's three poets of national rank. He was born in Davenport, November 10, 1883. As a child he traveled in the Orient with his parents, and when very young became interested in Eastern art. On the third floor of his home in Davenport was a little theater which provided expression for his fancies and perhaps encouraged his later creative work. Poems he wrote while attending Harvard appeared in the Harvard Advocate.

In 1907 the young poet began the study of law in the State University of Iowa where he also taught English. From the Isles, his first volume of poems, was published that year. He was admitted to the bar in 1908 and began practicing law with his father. He was an able lawyer but his heart was not in the work. After his return from France at the close of the World War, his father encouraged him to abandon law for literature.

The poet's awareness of barriers between father and son are revealed in the following lines, the first stanza of his poem:

To My Father

...And thus we face each other, day by day,
Across the desk with tangled papers strewn...
Your hair grows whiter and my hair turns grey,
And many a Fall goes by, and many a June...
And still through all the turmoil of the hours
No hour is born in which at last to break
The silence--let the deep imprisoned powers
Rise eloquent to the daylight world and speak.
And doubtless you or I shall to the grave
Go down with this strange silence still unbroken;
And for all gifts, all wisdom, that you gave
My wonder still unvoiced, my thanks unspoken...
...Know that if I first to the ending come
It was flood, not dearth, of speech that held me dumb.

Ficke studied the development of Japanese art and wrote two books on the subject. He also wrote plays. His Mr. Faust (1913) was produced by the Provincetown Players in New York City in 1922. Edwin Bjorkman said of Mr. Faust, "It is, first of all, and throughout, a living, breathing, work of art."

Despite the mysticism, Ficke had a refreshing sense of humor. It was at Davenport, in collaboration with Wittmer Bynner, a poet who often visited the Ficke home, that Spectra was written, a good natured thrust at modern poetry. Each wrote several poems a day and in three weeks the book

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was finished. The reviewers were soon busy with Spectra; the following is typical of the poems:

I have not written, reader,
That you may read...
They sit in rows in the bare schoolroom
Reading.
Throwing rocks at windows is better.
And oh, the tortoise shell cat with
the can tied on!
I would rather be a can-tier
Than a writer for readers.

Ostensibly the writers were Anne Knish (Ficke) and Samuel Morgan (Bynner). Before the truth was revealed, well known poets and editors had praised the book. By that time, Ficke was a major in the A. E. F. in France, and the New York Times said, "Ficke is trying to live it down in the trenches."

His April Elegy (1917) and Sonnets of a Portrait Painter (1914) are especially well liked. Nocturne in a Library (1925) is praised. Beauty of form and sincerity mark many poems in Selected Poems (1926), Mountain Against Mountain (1929), and The Secret (1936).

In 1939 Ficke's novel, Mrs. Norton of Mexico, appeared. R. L. Martin said of it in the New York Times, "This is one of the most agreeable books ever to have come out of Mexico for the humor, serenity and casually expert workmanship."

Harry Hansen was born in Davenport in 1884. As a high school student he reported for local newspapers and had a book column in the Davenport Republican, which he continued while he attended the University of Chicago. After his graduation he reported for the Chicago Daily News and was promoted until in 1920 he became literary editor. During his 14 years of service for this paper he spent several years abroad as a war correspondent. He reported the Paris Peace Conference in 1919, and afterwards wrote the Adventure of the Fourteen Points.

He began a 16-year period of book reviewing for Harper's Magazine in 1923. That year his Midwest Portraits was published, dealing mainly with Chicago writers, but including some from Davenport as well. He worked on the staff of the New York World from 1926 to 1931 and since then has conducted a book review column for the New York World-Telegram. He became editor of the O. Henry prize stories and chairman of the O. Henry Memorial Award in 1933. He ventured into fiction with Your Life Lies Before You. (1935), a

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story of Davenport. Numerous essays and magazine articles have come from the pen of this versatile writer, lecturer, and translator.

He once wrote to Ralph W. Cram: "My absence from Davenport...has made me all the more sensitive to the richness of the backgrounds that I found in the good old town. The spell that frontier history cast over me...lingers on..."

Floyd Dell was not born in Davenport and did not live there long, but it was there that the stimulating friendships of literary people no doubt determined and influenced his career as poet and novelist.

He came to Davenport with his parents in 1903 when 16 years old. His parents were poor, but Davenport impressed him then "as though it were understood that in this town life was meant to be enjoyed!" He left high school to work in a candy factory, but his knack at poetry induced his friends to persuade him to seek other employment. Dell went to the Times office and, though he was still in his teens, was given an assignment as a reporter. Failing at this, he began to write human interest stories for the paper. Soon a job editing the Tri-Cities Worker's Magazine gave him opportunity to express his convictions. He was already being taken seriously as a poet.

Dell was delighted when offered a position with the Davenport Democrat by Ralph W. Cram. One of the first assignments was to write a poem appropriate for the paper's fiftieth anniversary; his poem, The Founders, was set up in heavy type on the front page.

Dell has mentioned his Davenport friendships many times. He said that Fred Feuchter, a mail carrier, taught him "sensible ways of dealing with the world attitudes, rather than specific things." Rabbi Fineshriber he considered the best speaker he had ever heard. Marilla Freeman, the librarian, aroused him from his realm of dreams. And there was Harry Hansen, with whom he walked and talked about poetry and plays. Too, there was "the magic of Jig Cook's friendship."

When Dell lost his job on the Democrat he went to stay with Jig on the farm. Susan Glaspell describes him as "spraying the apple trees with arguments...weeding potatoes and theories, plowing the earth to its greatest poems!" Delightful evening were spent in talk about poetry, science, history, and politics, and both men wrote. From the cabin, Dell said, they "tramped the nine miles in to Davenport" to call upon their friends, among them Susan Glaspell, "who had begun a brilliant career as a novelist." At the Contemporary Club, Dell met Arthur Davison Ficke, then a young lawyer,

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who read them his paper The Use of Injunction in Labor Cases. Years later Ficke dedicated a poem, A Most Outrageous Person, to Floyd Dell. It refers to those warm and exuberant qualities in him which dull people could never forgive.

In the fall of 1908, with a letter of introduction from Marilla Freeman to the editorial writer of the Chicago Evening Post, he went to Chicago and landed a job as reporter. He pleased the editors and when in 1909 the paper developed a supplement, The Friday Literary Review, Dell became assistant editor. He was given many privileges and trained for the job of literary editor to which he succeeded in 1911. He persuaded George Cram Cook to be his assistant. While holding this position, Dell wrote his book of essays, Women as World Builders (1913).

Dell built the book section into a lively and stimulating organ and was the first to recognize some obscure modern writers. But his desire to put his own thoughts onto the printed page outgrew his job.

He went to New York in 1913 where he became associate editor of The Masses. Here he was in intimate touch with the Provincetown Players and wrote several plays with a strong theme of freedom of thought behind a mask of humor.

Dell continued to write -- novels, short stories, plays, biography, discussions, and criticisms, and has been associated with several newspapers in New York. In Moon Calf (1920) the friends of Dell's Davenport days appeared, here and there, under various guises. This novel was called by Ben Ray Redman, of the Saturday Review of Literature, "a masterpiece of fiction." In Homecoming (1933), a largely autobiographical work, Davenport people and places appeared under their true names.

Floyd Dell's criticism of the contemporary educational system, entitled Were You Ever a Child (1918), received international recognition. His Little Accident (1928), which was taken as a comedy on Broadway, was meant as a serious play. The Golden Spike (1934), according to Basil Davenport in the Saturday Review of Literature, "handles a young love story with tenderness, a college campus with penetrating irony, and a whole host of characters with sympathy."

Besides his writings which have been mentioned are the novels: The Briary-Bush (1921), Janet March (1923), This Mad Ideal (1925), Runaway (1925), An Old Man's Folly (1926), Souvenir (1929), Love Without Money (1931), Diana Stair (1932). He has also written sociological books: Looking at Life (1924), Intellectual Vagabondage (1926), The Outline of

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Marriage (1926-27), Love in the Machine Age (1930), and a biography of Upton Sinclair (1927). He edited, with Paul Jordan Smith, Burton's Anatomy of Melancholy (1927).

From the background of an insurgent youth, Dell has come to write calmly for and about the youth of later generations.

Besides its seven noted writers, Davenport claims a number of outstanding nonprofessionals, some of whom have gained recognition outside of their home city.

Leonidas W. Ramsey, born in 1891, was trained in landscape gardening and became author of three books on gardening and landscaping, and a travel book, Time Out for Adventure (1934). The adventure was in Mexico. It was listed as a best-seller of non-fiction in the Chicago Tribune and the New York Herald Tribune in 1934. Howard S. Phillips, editor of Mexican Life, wrote of it: "...it provides the visitor with all the essential information in the happiest form imaginable." Mr. Ramsey has written articles for American Home, Ladies' Home Journal, and Better Homes and Gardens.

Bartlett J. Palmer, born in 1881, is the author of several publications, among them a travel book, Around the World with B. J.

Ilija Mimovic (born in 1895), whose pseudonym is Victor Komski, settled in Davenport in the late twenties. He wrote Blackbirds' Field (1934), which recounts the author's experiences in the Balkan Wars and the World War. Rae D. Henkle, in the New York Times Book Review, said, "The book is written with vigor and color and intense feeling...a book that is vivid and vital and deserves attention because it has something to tell American readers what they need to know."

George Rockwell Putnam, living in Washington, D. C., at this writing, is author of Sentinel of the Coasts, a noted work on lighthouses. He is a contributor to the National Geographic. Ralph W. Cram, veteran pilot, has written numerous articles and a series of articles on aviation.

Eloise B. Cram, his daughter, associated with the zoological division of the Bureau of Animal Industry, Washington, D. C., and later with the Public Health Institute, has written more than 90 papers on parasitic diseases.

Dr. Gerald L. Wendt was born in Davenport in 1891. Editor of the textbook series The Sciences, he is also author of Science for the World of Tomorrow (1939).

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History, philosophy, sociology, science, and law have authors who were born in Davenport. Henry Carter Adams (1851-1921) wrote books on economics, jurisprudence, science of finance, philanthropy, and social progress. Paul Shorey (1847-1933) was the author of The Unity of Plato's Thought, The Assault on Humanism, and other books. John F. Dillon wrote several books regarded as authoritative on legal subjects.

Floyd Dell once wrote, "I wonder what Davenport is like now and if there are boys and girls growing up there who dream wild, foolish, beautiful dreams...."

Perhaps. It is hoped that the boys and girls of Scott County will live up to and better the inspiring record of the past.

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