

choosing sides, for or against, and it was hard to tell which was which. John Brown personally conducted his trains across Iowa, Illinois and Michigan. His cargoes were kept under cover in the cities and towns, but on the prairies they often got out and walked for miles in the free air. The 'stations' were always under suspicion and were watched. The best were far from the county seats and big towns. That is why the places of Grinnell, Mitchell and Jordan were favorites. The need for hailing signs and secret signals became more and more apparent as the nation drew near to the final showdown which was brought to a head by the John Brown crusade and final great mistake of attempting to start an insurrection."

Many were they who heard the story of the gate at Cherry Place as told by its builder as his hairs grew whiter and his heart very soft.

THE MILL AT ADEL

In the *Fort Des Moines, Iowa, Star*, a weekly newspaper published by Curtis Bates, Dec. 5, 1850, was printed a letter from someone at Adel, signed simply "Dallas," giving an account of a trip up the Raccoon river and describing the country. In this article appeared the following:

"Gentlemen of other states have visited this place and the natural mill race in the great bend of north fork of Coon river in particular. The mill race and property was purchased by Benjamin Coffin, Esq., of Fort Des Moines, who anticipates erecting a fine mill. This property includes the inlet and outlet of the race (80 acres), 40 acres above and 40 acres below; also two and three-fourths acres donated by the county off the town quarter. This natural race is a good two miles in length, with a fall of some eight to sixteen feet or more. There is a ferry boat to be established at the town of Adel, and one on the middle fork at New Ireland (Redfield) by Mr. (Thos.) Cavanagh."

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