

hundred and eighty dollars. The dedication services were held on the 15th of September, 1856. This building was destroyed by fire on the 2d of June, 1859, supposed to be the work of an incendiary.

The Congregational Church was organized in 1849. Rev. H. W. Cobb was stated supply from June, 1850, to December, 1851, and the Rev. L. R. White from that date to June 1st, 1854. The church edifice was erected in 1853, at a cost of one thousand and sixty dollars, labor and material at that time being very cheap.

There are Catholic, United Presbyterian and Disciples' Churches in the city, the statistics of which I am unable to give.

The "Bratton House" was commenced in the Summer of 1854, finished the following season, and opened by H. E. and D. B. Brown, in October, 1855.

A Boat Yard, called the Marine Railway, was commenced in March, 1856, and the first boat was "hailed out," the 18th September of the same year.

CHAPTER VII.

PRINCETON TOWNSHIP.

1835.—The first permanent claimants to land in this Township were Giles M. and Haswell H. Pinneo, who made their claims in the Autumn of 1835, and moved on to them as permanent settlers in the Spring of 1836. George W. Harlan had made some claims on speculation even before this, but made no real settlement. Giles M. Pinneo settled where he now lives, and Haswell H. took his claim where a part of the city of Princeton now stands. Many of the "old settlers" will remember his neat hewed log cabin and the comforts it often afforded to those who came beneath its roof. He died many years since, much respected by all who knew him.

In the Spring of 1836, Thomas Hubbard, Sen., who had been living on the opposite side of the river from the time of the Black Hawk War, moved over and settled on what is now a part of the city of Princeton. Mr. Hubbard was from Kentucky, had served in the Black Hawk War, and seemed to have had much of the old Kentucky hatred for Indians. While settled upon the Illinois side of the river, he had frequent attacks from them, which were repelled in true pioneer spirit. The Indians were in the habit of stealing from him such few articles of "animal civilization" as he was able to get around him, such as fowls, hogs and cattle. He had procured some bees from the forest, which, at that time, were plenty, when one day on his return to his cabin he found they had been robbed by the Indians. He was soon upon their trail with his rifle, and came up with them as they were leaving the shore in their canoes. He fired upon them, when the fire was returned from the canoes, Hubbard taking to a tree for shelter. Several shots were passed and one Indian was killed. Many other skirmishes were often related by the old man, of his exploits with the redskins. In his old age he became superstitious and somewhat shattered in mind. He returned, I believe, to Kentucky, and died there some years since.

Some time in the year 1837, Daniel Hire settled about four miles from the Mississippi river, upon the Wabesipinicon bottom, near where he now lives. Benjamin F. Pike came up from Rockingham in the Spring of 1838, and brought with him a small stock of goods, which was the first store of any kind ever opened in the township. The same year Jesse R. James and Samuel Sturdivant settled near Lost Grove, and that Winter, John B. Doty, Esq., settled about two miles from the Mississippi, where he now lives. The first frame house built in the township was by Daniel Hire, in 1837.

In the Spring of 1838, Benjamin Doolittle established the first public ferry across the Wabesipinicon, on the road from Davenport to Camanche. Jonas Barber built a mill this year propelled by steam, which was the first of any kind built in the township. There was a distillery also built the same year

by Jacob Rose. The immigrants of this year were Abijah Goodrich and family, Avery D. Pinneo, Gideon Averill, Wm. Palmer, Franklin Rowe, Sterling Parkhurst and Matthias L. Pinneo.

From the year 1840, settlement was slow in the township for ten years, but has gradually filled up so that at present there are about two hundred and sixty voters. The first deaths in the township were Mrs. Mary Sweet and Mrs. Lucy Goodrich. The first children born were Henry Hire, Thos. Doty and Albert Pinneo.

In the first settlement of Princeton township, like other places at that day, the pioneer families underwent many privations. Supplies of every kind, except wild meat, had to be obtained from Fort Armstrong, on Rock Island. These were taken up by water over the Rapids in Indian canoes. It was but little they were able to purchase, and all that was expected in those days were the bare necessities of life. A story is told of Mr. Pinneo making a journey to Davenport after it became settled and a store had been established, with a lot of beans, in order to exchange them for goods to make clothing for his family. It was bitter cold weather, and on the way he had an attack of the ague. He exchanged his beans with much difficulty at 25 cents per bushel, heaping measure, and took thin "five cent" calico at the rate of 25 to 37½ cents per yard. These were the beginnings of some of those who settled in this township. But brighter days have dawned on many of the "Old Settlers" who are now enjoying the fruits of early toil.

Princeton City was laid off (a part of it) in 1852, and recorded. Other portions were laid off but never recorded. Additions have been made since.

The first Post Office was established in 1841, and Haswell H. Pinneo appointed Postmaster. The first store was opened in 1840, by B. F. Pike, as before stated. The next one was opened by a company known as "Lawyer Hammond & Co." In 1848, Col. W. F. Breckenridge, from Pennsylvania, opened a store in the city, calling the place at that time "Pinnacle Point."

There is a Presbyterian and a Methodist Church organized in the city.

The city of Princeton was incorporated January, 1857, and in the month of March following, the first charter election was held. Samuel Porter was elected the first Mayor, and resigned in May. At a special election held soon after, William Shew was elected Mayor to fill the vacancy. At this time the city contained about two hundred and fifty inhabitants, one store, kept by Walker & Armstrong, two public houses and fifteen dwellings, one smith shop, one steam saw mill, by John Forsyth, one church and forty-six dwellings.

In the month of March, 1858, William H. Thompson was elected Mayor. This year the population was about five hundred. The improvements were greater in the youthful city of Princeton than at any other point on the Mississippi river, for the number of inhabitants. This year there was built one steam saw mill, by Isaac Sherman, from Cleveland, Ohio, at a cost of eight thousand dollars, capable of cutting thirty thousand feet of lumber per day, two steam grist mills (first class) one by McKinstry & Hubbard, at a cost of twelve thousand dollars; one by Hurbert & Fischback, at a cost of nine thousand dollars, but before it was completed the firm failed. D. D. McCoy built a large house and opened a fancy dry goods store. This season there were sixty-two dwellings built, amongst which was the dwelling of Dr. G. S. Bell, which cost about five thousand dollars.

In March, 1859, Thomas Galt, M. D., was elected Mayor. This year the population had reached one thousand, but owing to the hard times, there was not so much improvement as the year previous. Walker & Patterson built a steam planing mill, with all the improved machinery for making sash, doors and blinds, which was a great benefit to the place and surrounding country, besides being remunerative to its enterprising projectors. F. G. Welch this year built a fancy store, three stories high, but Mr. Welch did not live to enjoy his enterprising undertaking. Mr. R. Bennett also built a large store and opened a good stock of dry goods and groceries, and

with the assistance of Abl. Kurney started a tin shop. This year there was another church built and thirty-two dwellings. Dr. Galt built a residence for himself, which is the finest building in the place. It is of brick, 36x40, two stories and a half high, and finished in the latest style—an honor to the enterprising Doctor, of which he is eminently deserving. At this time there were fifteen carpenters, six blacksmiths, four shoemakers, two tailors, one tinker, seven stores, one drug store, two churches, two public houses, one livery stable, two steam saw mills, two steam grist mills, one steam planing mill, two carriage shops, four blacksmith shops, two public schools, two private schools, one lawyer.

Princeton now bids fair to outrival some of her more successful neighbors. By the 4th of July, 1860, there will be a direct communication with Chicago by railroad. The iron for the Sterling and Rock Island road is contracted for, and a portion of it will be delivered by rail this winter. The balance will be delivered as soon as the ice leaves the river, as it comes by the way of New Orleans. The road, when finished, will be thirty-six miles nearer Chicago than by the Chicago and Rock Island road; fifty-six miles nearer Chicago from this place than by way of Davenport. There has also been twenty-seven thousand five hundred dollars of stock taken and secured by the citizens of Princeton, by bond and mortgage, of the Sterling and Rock Island road. There is a great opening for manufactures by water power. There is a chance of securing a water power of seventeen and a half feet fall with the outlay of thirty thousand dollars. By tapping the Wabesipinicon river about four miles above this place, the water can be brought into the city at any desired point with the above amount of fall—the survey has been made by scientific engineers, and the result as stated is therefore unquestionable.

The changes that have taken place in this township since its first settlement, have been as great as any other portion of Scott county. It has much very fine agricultural lands, with abundance of timber and rock, and contains some of the best farms in the county. We prophesy that at no very distant

day the city of Princeton will be one of the most flourishing towns upon the Mississippi river. It has the material in and around it, and its enterprising inhabitants will allow no opportunity to pass unimproved that will tend to advance the interests of their thriving and beautiful city.

CHAPTER VIII.

WINFIELD OR LONG GROVE TOWNSHIP.

This grove of timber of considerable extent, lies between Walnut, or Pease's Grove, and Allen's Grove. It is about twelve miles from Davenport and five miles from the Wabesipinicon river. There are some of the best farms around this grove of any in the county or the State. The face of the country is gently rolling, the soil of the richest quality, and the beautifully cultivated fields, sloping away from the grove on every side, present one of the most interesting agricultural scenes in the Western country.

The settlement was begun in the Autumn of 1837, by John C. and William Quinn, Joseph and James Quinn, George Daily, Alphonso Warren and Aaron Norris, with their families, from Ohio. The Quinns first settled on the banks of the Wabesipinicon river, established a ferry, and subsequently laid out a town called Point Pleasant. The following year, 1838, Charles Elder and family, from Pennsylvania, Elihu Alvord, from New York, H. H. Pease, from Indiana, Alexander and James Brownlie, from Scotland, with families, settled in the grove, and the little band of hardy pioneers began their life in earnest upon the new and fertile soil of Iowa.

Nowhere in all the West do I remember of having witnessed such a beginning as was exhibited in this little colony. There seemed to be more of the faith of the Puritan Fathers among the emigrants than any that I had ever witnessed. All seemed to feel an entire dependence upon one another and on the ruling hand of Providence. One common interest seemed

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