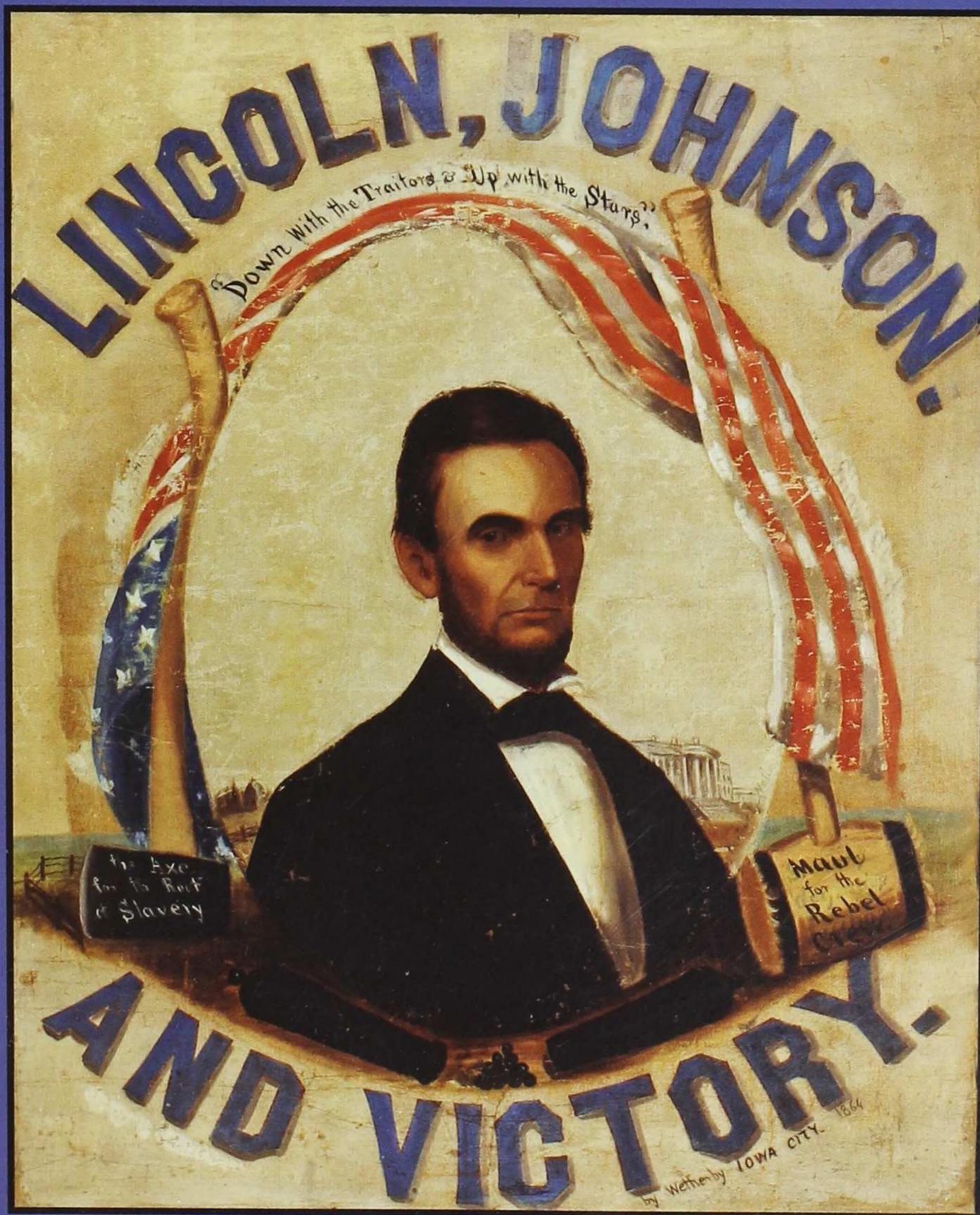


Iowa Heritage

ILLUSTRATED



Front Porch

Dear Readers,

"There are so many hard lines in his face," John Henry Brown confided in his diary, "that it becomes a mask to the inner man. His true character only shines out when in an animated conversation, or when telling an amusing tale."

Brown painted miniature portraits on ivory, and in 1860 he was painting Abraham Lincoln's likeness. "He is said to be a homely man; I do not think so."

Why do we never tire of looking at images of Lincoln? Is it because we, like Brown, yearn to understand Lincoln, to decode his expressions, to mine some depth not yet reached by historians? To try to know more about this enigmatic, complicated, and controversial individual?

Lincoln permeates much of this issue, as he does our public memory and national identity. Author Grant Veeder explores the several connections between Lincoln and Iowa, fleshing out the events and individuals behind these connections. Images remind us of his rise from politician to mythic savior. Letters and newspaper articles written by Iowans after the assassination reveal reactions ranging from profound grief to misguided revenge.

Details of Lincoln's murder reached newspapers, communities, and military camps in bits and pieces that were often inaccurate and contradictory. Rumors etched away at any known facts. After four years of reading newspapers saturated with casualty lists, most Northerners must have been desolate as the wrenching news began to arrive just days after jubilant reports of the war's end. Yet plenty of Americans—in the North and South—had felt desolation again and again when soldiers slowly recovering from wounds finally succumbed on the trip back home.

This issue is more about Lincoln's life than his death, but from our viewpoint tragedy is foreshadowed even in the early likenesses of him. When I scrutinize photographs of Lincoln, I long to glimpse a smile. Do we never see a smile because he was shrouded by his own melancholia, his wife's depression, his sons' deaths, his nation's agony? Or perhaps there is no smile on Lincoln's face for the same reason that there are none on the faces of our 1860s ancestors—because cameras required exposure times longer than an individual could hold a smile.

In letters from Lincoln, however, we do glimpse a smile spreading across his face as he puts to paper a joke or a story. Grant Veeder's vignettes in this issue replenish our idea of Lincoln as a plain-spoken man who used humor to entertain his friends, to warm up his audience, to win over his adversaries. For as Veeder also shows us, Lincoln was a man with ambitions, who lived—and died—in volatile times.

The Editor

Readers' Correspondence

I loved the photos of the country schools in the last issue. I went to Laurel Hill, four miles south of Wilton, starting school with four other little girls. Three of us still see each other regularly and we once planned a very successful reunion. We are proud of our country-school heritage and have started another project. At Wild Cat Den, east of Muscatine, there is an old school called Melpine, which has been turned into a museum of sorts and a meeting place. Inside are photos and info about country schools, but a friend noticed there was nothing about Laurel Hill. We have gathered some photos and names so as to have our school represented. A state senator (Jack Rife) and state representative (Janis Torrence Laughlin) attended there, as did many other worthwhile people. The three of us girls here in Wilton each have an oil painting of our little school, done by a local senior citizen artist, Faye Grunder. Students got a good education in country schools. I moved to town in March of 1951, a fifth grader, and was right up with everyone else except that they were memorizing the states and capitals and I had not done that. Thanks for the good work you do at the magazine.

Anita Hartley, Wilton, Iowa

It was nice to see your tribute to wrestling in the last issue and the emphasis on Frank Gotch. He truly was a remarkable athlete and a very interesting fellow. Not only was Hollywood courting him in late 1916 to be the star of an action serial, but the Republican Party of Iowa was looking at him as a possible candidate for governor.

Regarding the articles, three minor errors should be corrected. Earl Caddock was a great amateur wrestler from Walnut and Anita who became world professional champion after Gotch. He was also a World War I hero. The article has his name misspelled as Craddock. Dan Gable won three state high school championships, not two. And I am the author of *The Encyclopedia of American Wrestling*, not the editor. Again, thanks for giving wrestling such a good play in the magazine.

Mike Chapman, Newton, Iowa

I was pleased to see the story and pictures of the one-room schoolhouses by Michael Harker. I attended a country school for eight years. It was a wonderful experience. My first five years of teaching were spent in this type of setting. I enjoy every issue of *Iowa Heritage* magazine.

Marjorie Goodman, Cedar Rapids, Iowa

Iowa Heritage Illustrated

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Subscriptions, Back Issues

\$24.95 (1 year, 4 issues)
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2 years: \$44.95; 3 years: \$64.95
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Submissions, Queries, & Reprint Permission

Contact the editor (see top of column). Submission guidelines: www.iowaHistory.org.

STATE HISTORICAL SOCIETY of IOWA

Iowa Heritage Illustrated (ISSN 1088-5943) is published quarterly by the State Historical Society of Iowa, a division of the Department of Cultural Affairs, State of Iowa. © 2008 State Historical Society of Iowa. The State Historical Society of Iowa and the editor are not responsible for contributors' statements of opinion. Printed with soy-based ink on recycled paper.

Our two locations for collections and programs are in Des Moines (515-281-8741) and Iowa City (319-335-3916), with historic sites throughout Iowa.

Periodical postage paid at Iowa City, IA. Postmaster: Send address changes to State Historical Society of Iowa, 402 Iowa Ave., Iowa City, IA 52240-1806.

Iowa Heritage

ILLUSTRATED

The Magazine of the State Historical Society of Iowa

Winter 2008, 89: 4

LIBRARY OF CONGRESS



This 1860 image of Abraham Lincoln was created by lithographer Leopold Grozelier and printed in Boston.

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by Grant Veeder

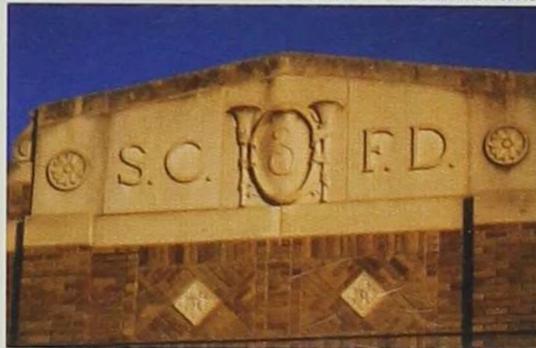
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STATE HISTORIC PRESERVATION OFFICE



The cornice of Sioux City's Fire Station Number 3 stands out against a brilliant blue sky. The fire station is one of several Iowa properties recently added to the National Register of Historic Places and showcased in this issue.

COURTESY PUTNAM MUSEUM



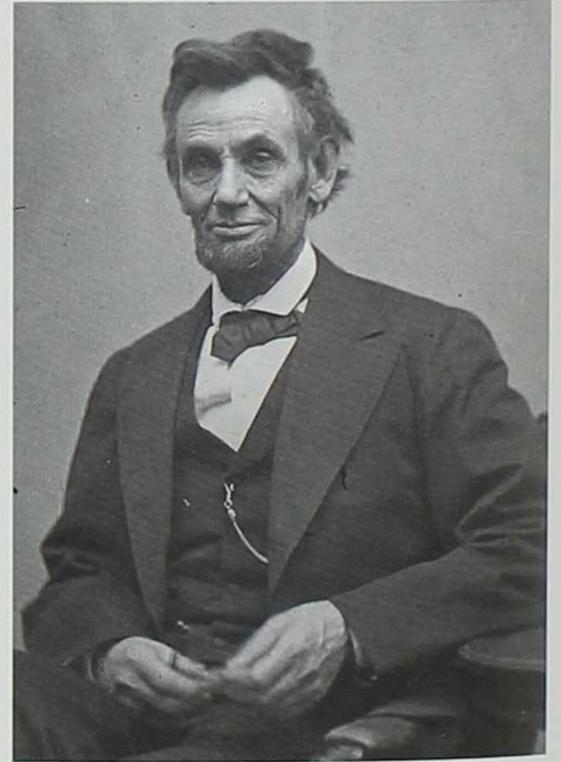
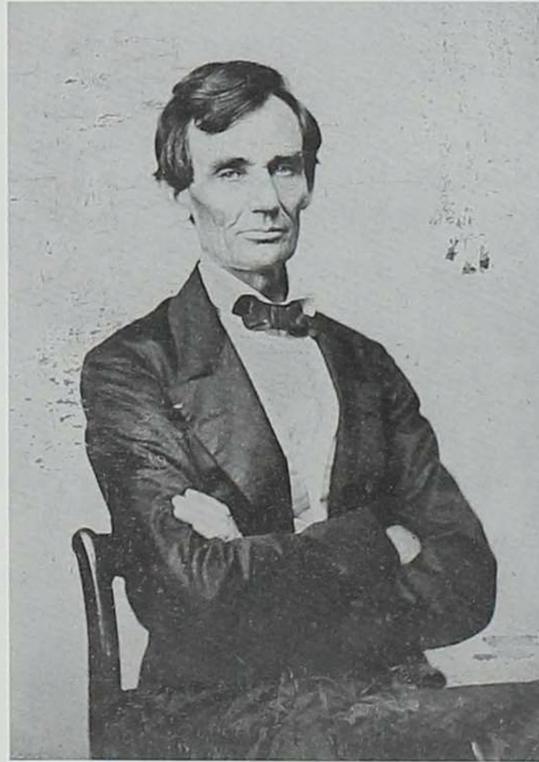
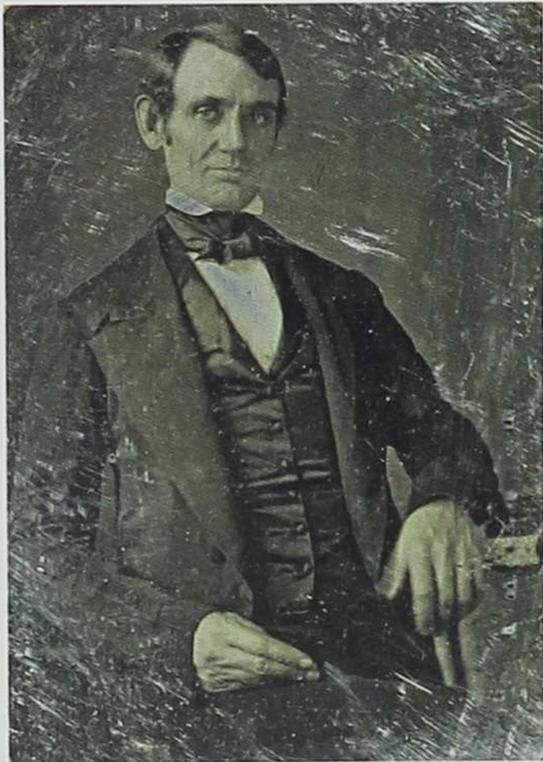
On the Cover

On this large 1864 banner, Abraham Lincoln is flanked by the slogans "An Axe for the Root of Slavery" and "Maul for the Rebel Crew." The canvas was painted by Iowa City artist/photographer Isaac Wetherby. Barely visible under the name "Johnson" are the letters spelling "Hamlin," Lincoln's 1860 running mate. A strong supporter of Lincoln, Wetherby created and sold several banners, as well as transparencies that were illuminated in torch-lit, night-time parades.

ABRAHAM LINCOLN

AND THE

HAWKEYE STATE



1846: CONGRESSMAN-ELECT FROM ILLINOIS. EARLIEST KNOWN PHOTOGRAPH OF LINCOLN

1860: CANDIDATE FOR U.S. PRESIDENT

1865: PRESIDENT, IN FINAL MONTHS OF SECOND TERM

SOURCE: LIBRARY OF CONGRESS

To celebrate the bicentennial anniversary of Abraham Lincoln's birth, historians and biographers are writing an astounding number of books and articles about our 16th president. The attention is well deserved: we owe Lincoln the lion's share of credit for saving the United States from disintegration and ending its abhorrent reliance on slavery.

But the attraction to Lincoln goes beyond his mighty acts of state. His unaffected nature, his compassion, and his martyr's death have bestowed a historic charisma upon him that attracts adherents from all lands and eras.

It is an intensely human reaction to seek to discover what we might have in common with such a beloved figure. Iowans will be pleased to find that Lincoln was connected to Iowa in ways that closely tied him to many aspects of the early history of our state.

BY GRANT VEEDER

ended on August 2 in a massacre of women and children, as well as Sauk warriors and a few Meskwaki warriors, at the Battle of Bad Axe on the Mississippi River.

Back in time for a little campaigning, Lincoln relied more on his personality than a detailed platform. "My politics are short and sweet, like the old woman's dance," he quipped from the stump. The top four vote-getters in Sangamon County would win seats in the legislature in the August 6 election. Lincoln ran eighth out of thirteen candidates.

Thus ended Lincoln's campaigns, military and political, of 1832. His political experience would bear fruit in two years when he ran successfully for the legislature; his military service would result, after a much longer time, in the acquisition of real estate.

Following an established tradition for other conflicts, Congress passed a law in 1850 that awarded land grant warrants to veterans of any Indian war after 1790. Lincoln received a warrant good for 40 acres. He eventually engaged Dubuque attorney John P. Davies to use it to acquire a parcel in Tama County. His title was perfected in 1855, for the following described land: "The Northwest quarter of the Southwest quarter of Section 20 in Township 84 North, Range 15 West." The land is marked by a plaque, four miles north and two miles west of Toledo.

Again in 1855, Congress gave veterans more land. Lincoln this time received a warrant for 120 acres, which he ultimately used for a piece of ground in Crawford County. Acting as his own attorney, he took possession shortly before his 1860 election to the presidency, of the following described parcel: "The East half of the North East quarter and Northwest quarter of the North East quarter of Section Eighteen in Township Eighty four North of Range Thirty nine west." A plaque marks this site as well, a mile east of Schleswig.

Lincoln also held property in the city of Council Bluffs. Lincoln's friend, Norman B. Judd, was a railroad attorney who had borrowed \$2,500 from Lincoln in 1857, at 10 percent interest per year, to purchase land there, believing the area was destined for a major rail-

road. In 1859, Judd wanted to renew and increase the loan, and offered seventeen city lots in Council Bluffs and ten acres along the route of the Mississippi and Missouri Railroad as collateral. After visiting the Missouri Slope town that year, Lincoln accepted the terms, and the land was quitclaimed to him.

Lincoln the land baron never made it big. After he became president, he knew he might be criticized for starting a transcontinental railroad at the town where he owned land, but he did just that because it made the most sense. However, he realized nothing from the venture—the property reverted to Judd when the loan was repaid after Lincoln's death.

Lincoln died without seeing the land he acquired in Tama and Crawford counties. In 1874, his widow, Mary Todd Lincoln, sold the 40 acres to their son Robert for \$100. The next year Robert and his wife, Mary Harlan Lincoln, sold the land to Adam Brecht of Tama County for \$500.

After Mary Todd Lincoln's death in 1882, Robert was the sole surviving heir of his parents, his three brothers all having died before reaching full adulthood. He and his wife sold the 120-acre Crawford County parcel in 1892 while living in London, where Robert was serving as American minister to Great Britain. Henry Edwards of Crawford County bought the land for \$1,300.

There's a postscript that brings this story full circle. Although the U.S. government had attempted to remove the entire Meskwaki tribe to Kansas after the 1832 Black Hawk War, they refused to abandon their homelands in Iowa. In 1857, the Iowa legislature, in unprecedented fashion, allowed the tribe to purchase land in Tama County, just a few miles from Lincoln's land, and the tribe lives there to this day.

'I have loved the name of Rutledge to this day'

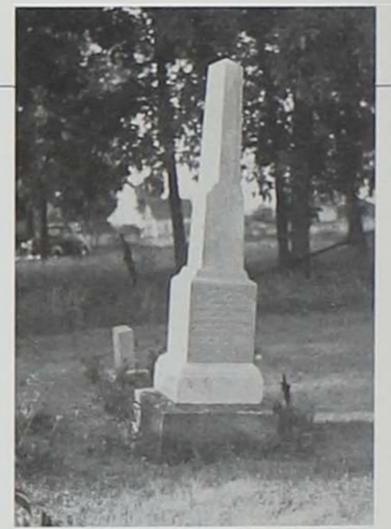
FEW STORIES OF LINCOLN'S YOUTH are as romantic, or as controversial, as his relationship with Ann Rutledge. And there's enough of an Iowa connection that we should repeat the story here.

Around 1832, Ann was betrothed to a New Yorker calling himself John McNeil, whose visit home that year to assist his family became indefinitely prolonged. She waited in vain three years for his return. Meanwhile, young Abe Lincoln came to board at her father's tavern. Lincoln was gawky and uncomfortable in the company of eligible females, but he was often a great favorite of women who came to know him in relaxed circumstances, and besides, Ann wasn't technically eligible, was she?

The Rutledges moved from New Salem to nearby Sand Ridge, but Lincoln continued to visit. His status in Sangamon County was steadily improving, as he became the New Salem postmaster in May of 1833 and assistant Sangamon County surveyor later that year, and was elected to the state legislature in 1834. Various witnesses claim he was paying court to Ann, and some believe that they made an agreement to marry once McNeil finally showed himself so Ann could break their engagement. However, in the summer of 1835, Ann became ill with typhoid. Lincoln visited her alone during her illness and left much distressed. After she died on August 25, Lincoln sank into a depression so profound that his friends maintained a suicide vigil. Ann was 22; Lincoln, 26.

This story is one of a long list of tragedies that Lincoln had to overcome in his life, but it is one that only came to light after his death, which succeeded Ann's by 30 years. And the reputation of the man who first spread the tale doomed it to skepticism and outright scorn by many historians.

William Herndon, nine years Lincoln's junior, became Abe's law partner in 1844, and their practice wasn't dissolved until Lincoln's death in 1865. After the assassination, Herndon was obsessed with the idea of telling the true story of the martyr whom he knew so well as a mortal. He began gathering information from



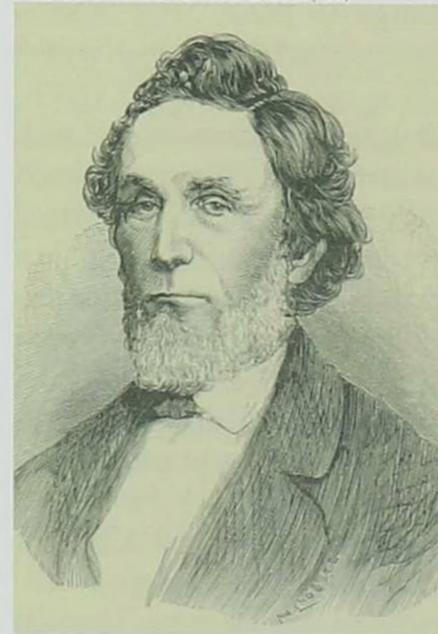
Lincoln's friends and acquaintances for a biography that he never quite finished, although his research and recollections provided the basis for works by at least two other authors.

While long an associate of Lincoln, Herndon was not a favorite of Lincoln's wife. When sophisticated Mary Todd first came to Springfield, Illinois, in 1837, she met the frontier-bred Herndon at a social. Impressed with his dance partner's gracefulness, Herndon blurted that she "seemed to glide through the waltz with the ease of a serpent." You try that sometime. Mary was mortified, and in time she and Herndon became bitter enemies. Mary and Abe married in 1842, and Billy Herndon, who would see Lincoln daily at their law office, was never welcome in the Lincoln home.

Years later, after getting wind of the touching story of Lincoln and his sweetheart Ann Rutledge, Herndon tracked down 1830s residents of New Salem and quizzed them on the romance. He pulled his research together in an 1866 lecture. Despite indignant protests from the late president's wife and eldest son, Herndon published his talk in a small booklet, and soon no biography of Lincoln was complete without this intimate look at the adored leader as a young man.

Later historians, some reacting to the traditional portrayal of Mary Todd Lincoln as a hysterical harpy, criticized Herndon for asking leading questions and inventing unwarranted assumptions, such as asserting that Ann died of anguish over being engaged to two swains at once. By the mid-20th century,

THE EVERY-DAY LIFE OF ABRAHAM LINCOLN (1886)



Lincoln's law partner and biographer William Herndon (c. 1870).

it became fashionable to deny that anything more than an innocent friendship existed between Abe and Ann.

However, the dispute never completely died down, and there are now serious historians who are willing to overlook Herndon's excesses and accept the earnestness of his eyewitnesses. You may draw your own conclusions, but I choose to believe that Lincoln captured the heart of the winsome Ann, only to see his darling decline and perish. Her death did, in fact, affect him so deeply that it pained him to think about the rain falling on her grave.

And now, the Iowa connection: the village of New Salem petered out when the adjacent Sangamon River proved ill suited to navigation. The Rutledge family, minus Ann and her father, James, who also succumbed to typhoid in 1835, moved in 1839 to Iowa. Ann's mother, Mary, took her surviving three sons and three daughters to Birmingham in northern Van Buren County in Iowa. Some of them wound up in Oskaloosa, and some eventually left the state. Robert Rutledge became sheriff of Van Buren County.

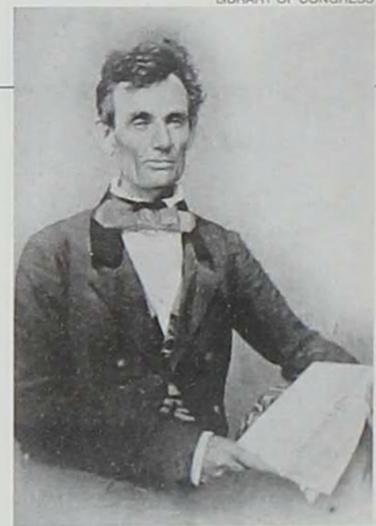
Lincoln's regard for the family remained constant, and he supposedly told an old friend visiting shortly after his election as president that "I have loved the name of Rutledge to this day." Evidence of this attachment may be found in the fact that he appointed Robert Rutledge as U.S. provost marshal in Iowa's First Congressional District during the Civil War.

Pilgrims still go to Ann Rutledge's grave near the restored New Salem, but Iowans may visit the grave markers of her mother (*top left*) and her brother John

PHOTOS OF GRAVE MARKERS: SHSI (IOWA CITY)



(*above*) at Bethel Methodist Episcopal Cemetery in Lick Creek Township in Van Buren County. Nancy Rutledge Prewitt, Ann's sister, is buried in Fairfield's Evergreen Cemetery.



Springfield attorney argues the Mississippi Bridge case

LINCOLN WAS A NATURAL public speaker whose abilities to clearly explain difficult concepts and to emotionally sway his listeners formed a strong underpinning to his successful legal career. The wide respect for his reputation led to his involvement in a lawsuit that had a dramatic effect on Iowa's early growth.

The first bridge across the Mississippi River, three years in the building and completed in 1856, connected Rock Island, Illinois, and Davenport, Iowa, and was a major breakthrough for western travel and commerce. Riverboat operators previously had a monopoly on the large-scale movement of passengers and goods, and had tried unsuccessfully to block construction of the railroad bridge.

Fifteen days after the bridge's gala opening, a steamboat, the *Effie Afton*, struck one of its piers. A stove on the boat overturned, and the *Effie Afton* burned to the waterline. The bridge also caught fire and suffered extensive damage. News of the bridge fire prompted riverboats all along the Mississippi to ring bells and blow whistles in celebration.

The owners of the steamboat sued the railroad company that built the bridge, saying it was a hazard to navigation and should be dismantled. The lawsuit, *Hurd et al. v. the Rock Island Railroad*, would be a crucial test of the powers of the established river traffic forces and of the upstart railroads. Noted Springfield lawyer Abraham Lincoln had experience working for both sides, but in this case he was one of several attorneys hired by Norman Judd for the railroad companies.

According to a long-accepted but possibly apocryphal story, Lincoln traveled to the bridge site to get the facts firsthand. He supposedly walked out on the repaired bridge and met a boy from Davenport who turned out to be the son of the resident engineer on the project. Lincoln and the boy are said to have timed a floating log to calculate the speed of the current. Lincoln also familiarized himself with details like the dimensions of the bridge, the angle of the piers, the curve of the river, and the depth of the channel.

The trial took place in Chicago in September 1857.

Lincoln handled the summation for the defense team, and his speech was recorded in both a pro-riverboat newspaper and a pro-railroad sheet. He displayed an impressive mastery of the pertinent data, and was able to demonstrate that the accident occurred not because the bridge was a hazard but because the *Effie Afton's* starboard paddle wheel failed. He also stressed the vital importance of allowing railroads to span the Mississippi. He said that east-to-west travel was "growing larger and larger, building up new countries with a rapidity never before seen in the history of the world."

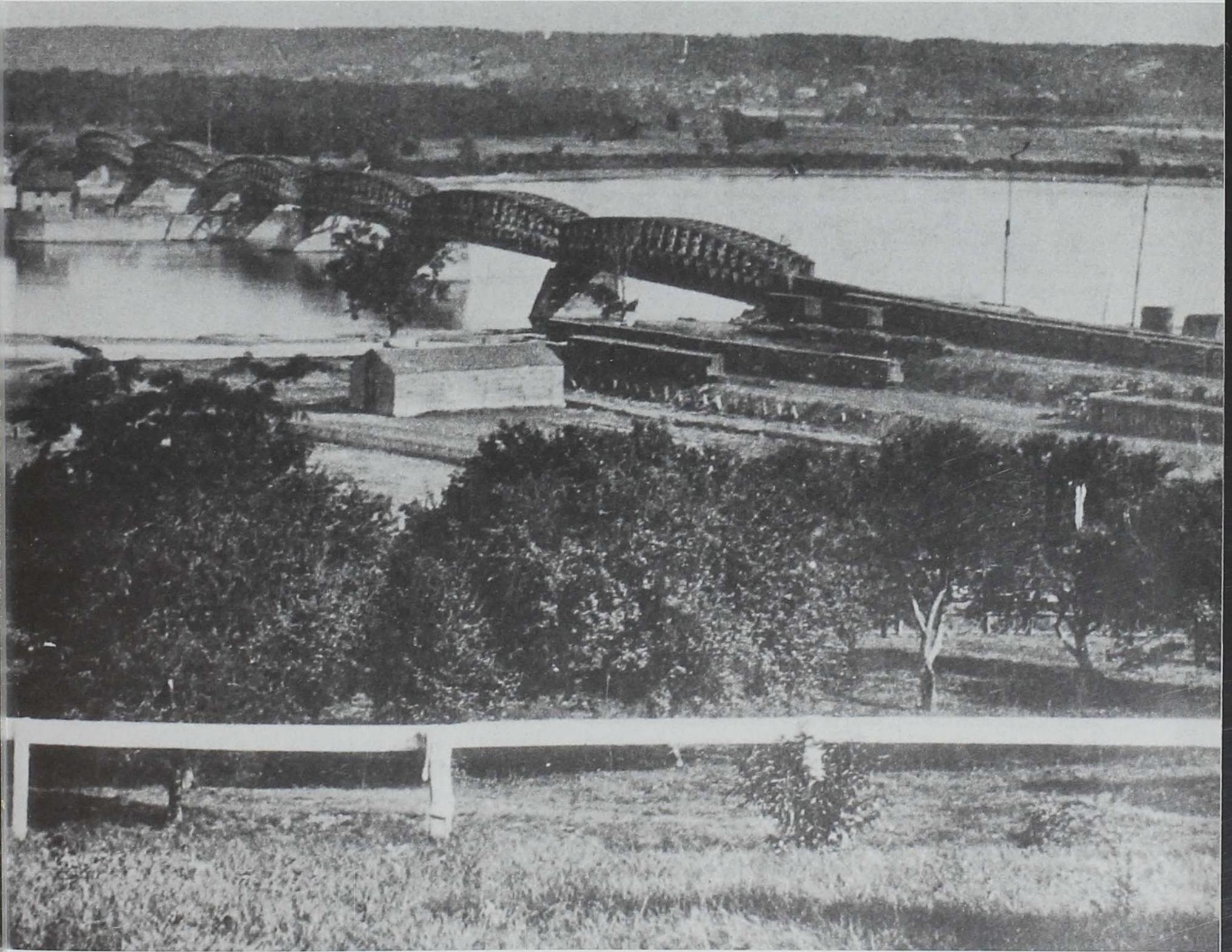
Incidentally, several prominent citizens of Rock Island and Moline who had witnessed float tests were called as witnesses at the trial, including Moline plow manufacturer John Deere. The 55-year-old Deere testified that he did not see a cross-current affecting the draw under the bridge, but under cross-examination he admitted that he had no knowledge of river navigation.

The trial resulted in a hung jury, which allowed the bridge to stand. Further litigation reinforced this result. The decision helped to hasten the end of the riverboat era and quickened the pace of expansion and economic growth in the trans-Mississippi West, particularly in Iowa. From his earliest days in politics Lincoln had championed internal improvements, by both water and rail, and he pushed for new railroads in both his professional and political careers.

The current Government Bridge in the Quad Cities is near the site of the original bridge. Completed in 1896, it is the fourth to cross what is now Arsenal Island from Rock Island to Davenport.



SHSI (IOWA CITY), COURTESY PUTNAM MUSEUM



Photographed here in 1865, the first bridge across the Mississippi River, between Rock Island and Davenport, came to symbolize railroad interests winning out over steamboat operators, and thus a general shift in economic power. Opposite: Lincoln was campaigning in Chicago for the U.S. Senate on October 27, 1854, when this photograph was taken.

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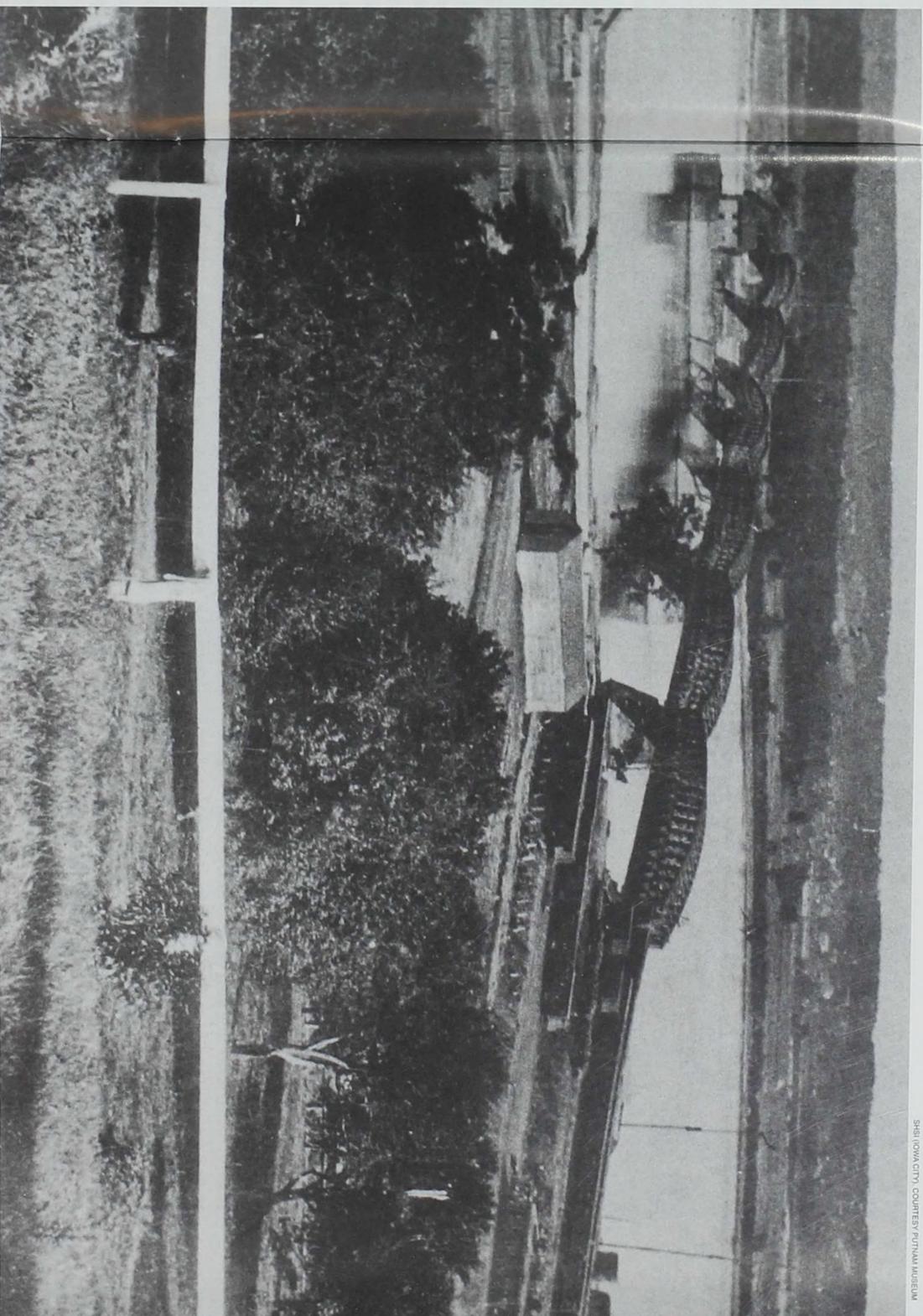
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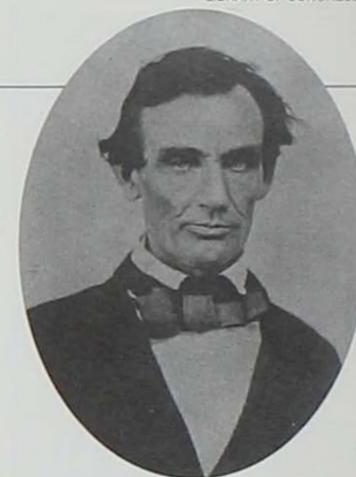
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Burlington says 'huzza for Lincoln'

LINCOLN'S LEGAL PRACTICE saw steady growth, while his political career advanced by fits and starts. After an unsuccessful run for one of Illinois's U.S. Senate seats in 1854-55, he stood for the other in 1858. In October of that year, he went to Burlington, Iowa, to give a speech. There may not have been any voters in Burlington who could help him in his Senate race, but he had a number of reasons to make such a visit.

One reason was the doggedness of Burlington residents over the years in inviting Lincoln to come. He had turned down invitations in 1844, 1856, and 1857 that we know of. Burlington was a small settlement at the time, but it had served as the second capital of the Wisconsin Territory in 1837 and was from 1838 to 1840 the capital of the Iowa Territory after it separated from Wisconsin. Thus, it was an important political center in the state, and it was the home of James W. Grimes. A member of the first territorial legislature at Burlington who was elected governor in 1854, Grimes authored at least two of the requests for Lincoln visits.

Lincoln explained his disinclination to visit in 1856 in his reply to Grimes: "1. I can hardly spare the time. 2. I am superstitious. I have scarcely known a party preceding an election to call in help from the neighboring States, but [that] they lost the State."

When Grimes invited him again in 1857, Lincoln wrote that he was very anxious for Republican success in Iowa's 1858 congressional elections but "I lost nearly all the working-part of last year, giving my time to the canvass; and I am altogether too poor to lose two years together."

When 1858 came around, Lincoln was trying again to fulfill his life's dream of election to the Senate. His opponent was Democratic incumbent Stephen A. Douglas, whose Kansas-Nebraska Bill of 1854, which gave new states the right to vote on allowing slavery, had electrified the slavery issue and brought Lincoln out of self-imposed political exile.

Lincoln proposed a series of debates, and Douglas agreed to hold seven. The fifth was scheduled for October 7 in Galesburg, about 46 miles east of Bur-

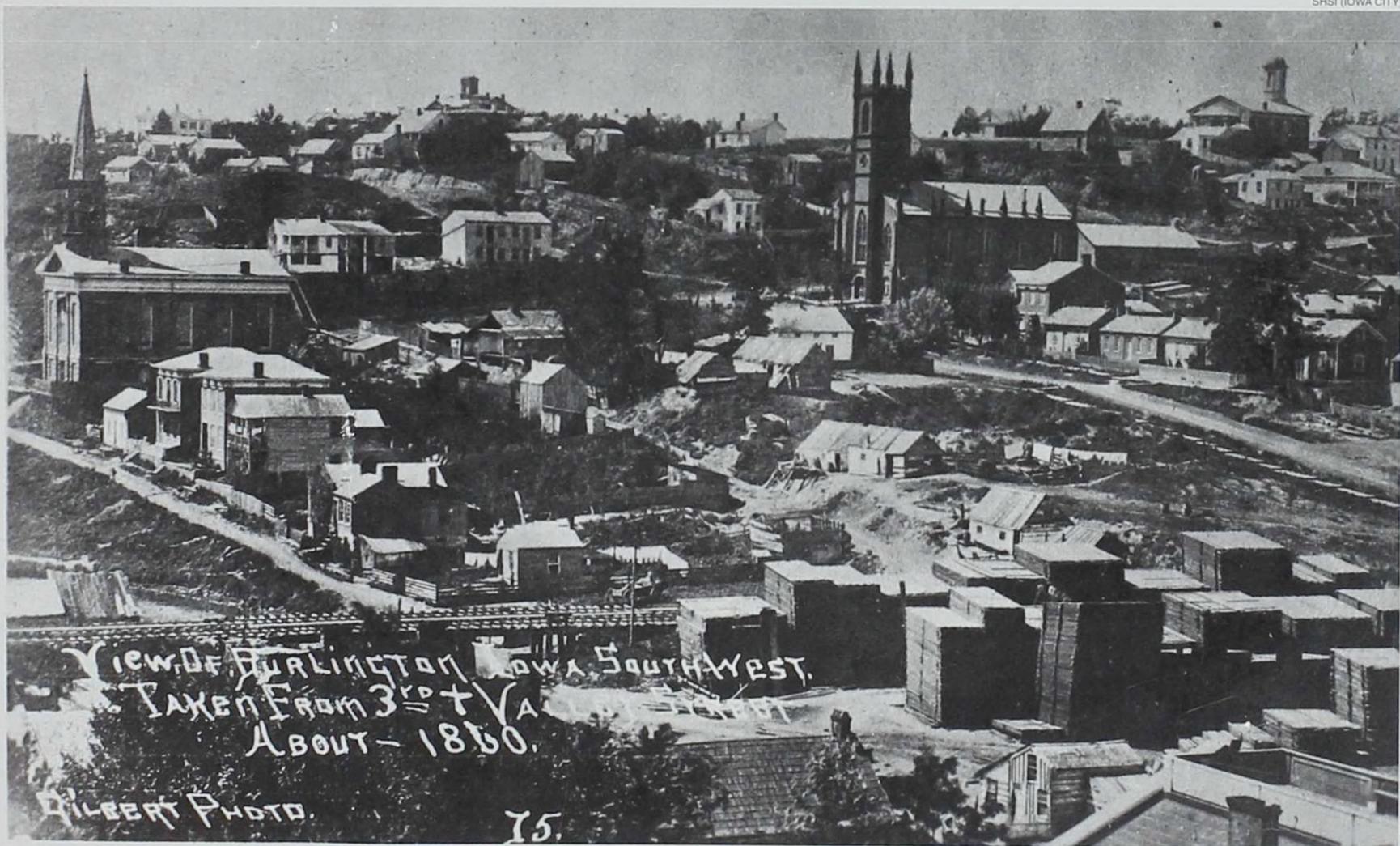
lington. They would follow that debate with one down the Mississippi River in Quincy on October 13. Des Moines County Republican Chairman Charles Darwin reasoned that Burlington wouldn't be out of Lincoln's way, so he sent him an invitation to speak.

Another factor influenced Lincoln's acceptance of Darwin's request. Part of Lincoln's electoral strategy was to speak in a town after Douglas had spoken there so that he could answer Douglas's points, and Douglas had already agreed to talk in Burlington. Consequently, after a 1 p.m. speech in Oquawka, Illinois, on October 9, Lincoln immediately embarked on the Rock Island packet to travel 20 miles downriver to address an Iowa crowd in Burlington that evening. The staunchly Republican *Burlington Hawk-Eye* had given details of the impending visit in its October 8 edition, and wound up by saying of Lincoln, "He says he has got so used to speaking that it don't hurt him a bit, and he will talk just as long as we want to hear him! Huzza for Lincoln!"

On his arrival, Lincoln checked in at the Barret House to freshen up before his speech. Years later, eyewitnesses at the hotel recalled instances of Lincoln's simplicity. On arrival, he handed the clerk a small packet wrapped in newspaper and said, "Please take good care of that. It is my boiled shirt. I will need it this afternoon." Apparently it was also the sum total of his luggage.

Later, the editor of the *Hawk-Eye* saw him putting the shirt on. Clark Dunham said that Lincoln came down the stairs to meet a local delegation with his arms stretched high as he struggled to pull his white shirt over his head. He finished tucking his shirttail into his trousers just as he reached the group.

What Dunham did after meeting Lincoln at the hotel is something of a mystery, because his October 11 newspaper reporting on the speech stated, "We regret exceedingly that it is not in our power to report his speech in full this morning." No transcript of the oration has yet been uncovered. Still, the *Hawk-Eye* described the speech as "a logical discourse, replete with sound argument, clear, concise and vigorous, earnest,



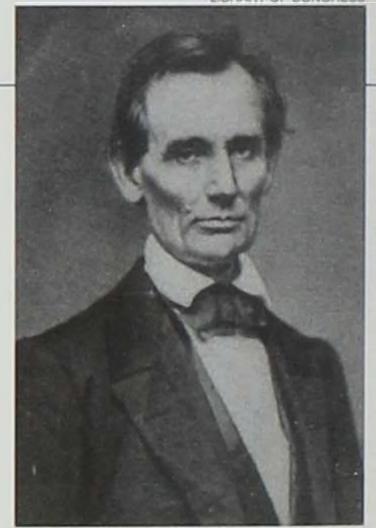
Burlington, about 1860. Lincoln spoke here in 1858, addressing the public and visiting Governor James Grimes. Opposite: A week before Lincoln spoke in Burlington, he posed for this photograph.

impassioned and eloquent." It estimated the crowd at "twelve to fifteen hundred ladies and gentlemen." Lincoln spoke for two hours, and it apparently didn't "hurt him a bit": the newspaper reported (perhaps with a touch of bias) that Lincoln "appeared Saturday evening fresh and vigorous. There was nothing in his voice, manner or appearance to show the arduous labors of the last two months." This in contrast to Douglas, "whose voice is cracked and husky, temper soured and general appearance denoting exhaustion."

The speech was given at Grimes House, a hall owned by Governor Grimes. After spending the night at the Barret House, Lincoln visited Grimes at his home

on Sunday before leaving town. Presumably, Lincoln had devoted at least a portion of his speech to politicking for Grimes, who, like Lincoln, was running for the Senate. Unlike Lincoln, he was successful.

The loss was disappointing to Lincoln, but Grimes's biographer, William Salter, who heard both Lincoln and Douglas speak in Burlington, put it in perspective. "Had Mr. Lincoln been elected senator," he wrote, "in all probability he would never have become President." And his visit to Burlington would likely have been forgotten.



Lincoln and railroad notables visit Dubuque

LINCOLN'S NEXT recorded Iowa visit was to Dubuque, where he arrived with little fanfare but in first-class style. He was wearing his attorney hat again, although by now his political renown went before him.

The man who had grown up in log cabins was a big noise in the Republican Party after his 1858 Senate race against Douglas. The contest received nationwide coverage, which largely focused on the seven debates between the two held from August through October. Lincoln's debate oratory put him on the road to the White House, although he wasn't seriously considered as a presidential candidate until after his Cooper Union speech in New York in February 1860.

At the time of his Dubuque visit in the spring of 1859, he was a popular political speaker on a mainly regional basis who still needed to work his day job to provide for his wife and four sons. As he said of his public speaking in a letter to Hawkins Taylor of Keokuk later in the year, "I am constantly receiving invitations which I am compelled to decline." He couldn't afford to accept them. "It is bad to be poor," he stated somewhat exaggeratedly. "I shall go to the wall for bread and meat, if I neglect my business this year as well as last."

Lincoln the lawyer took on local cases riding Illinois's Eighth Judicial District from 1837 until the year he was elected president. However, by the late 1850s he was a highly respected attorney frequently in the hire of the railroad companies, which deserve much of the credit both for Lincoln's relative prosperity and for the phenomenal growth in Illinois's population and economy. Lincoln received an annual retainer and a free railroad pass from the Illinois Central, which kept employing him even after he sued them to collect a then-enormous \$5,000 fee for their 1856 case against McLean County, Illinois.

In April 1859, Lincoln was reportedly in Galena, Illinois, arguing successfully in a trial on the Illinois Central's behalf. More court hearings involving the railroad company were forthcoming in Galena, and Lincoln and his clients took advantage of the hiatus

to travel 15 miles or so to the Key City of Dubuque. Since there wasn't a bridge there until 1868, they had to detrain in Dunleith (now East Dubuque) and take the ferry across the Mississippi.

Lincoln wasn't just traveling on his free railroad pass. He and the railroad officials arrived in Dunleith in a private car, and then put up at the swank Julien House in Dubuque.

The Illinois Central hoped at that time to establish a western terminus in Dubuque, and also to extend its line through eastern Iowa. However, we can only guess whether the railroad officials and their hotshot attorney transacted any business to this end while spending a day and a night at the hotel. No records have come to light that detail their activities except the scanty remembrances presented in F. I. Herriott's article "Iowa and the First Nomination of Abraham Lincoln." Herriott wrote that a number of young Republican leaders, including future Senator William B. Allison, "attended at the Julien House to observe the notables," and were mightily impressed by their private car.

Herriott also briefly described what was apparently a separate private meeting, where a number of local lawyers got to meet "Senator Douglas' great antagonist." Despite lingering rumors, there is no record that Lincoln gave a speech or did any politicking beyond this small group.

After the brief side trip, it was back to work at the courthouse in Galena for Lincoln, and on to greater fame and greater trials.

The Illinois Central eventually expanded into Iowa, leasing the Dubuque and Sioux City road from Dubuque to Iowa Falls in 1867, and reaching Sioux City in 1870. The Julien House burned down in 1913. The present Julien Inn stands on the same site at Second and Main streets.

Right: Acclaimed for his public speaking, Lincoln wrote Hawkins Taylor, a prominent Keokuk Republican, that he must reject his invitation to speak. Above: Lincoln posed for Mathew Brady on February 27, 1860, only hours before speaking at Cooper Union in New York—a speech and a photograph, he later said, that landed him in the White House.

Springfield, Ill., Sep. 1. 1859.

Hawkins Taylor, Esq.

My dear Sir:

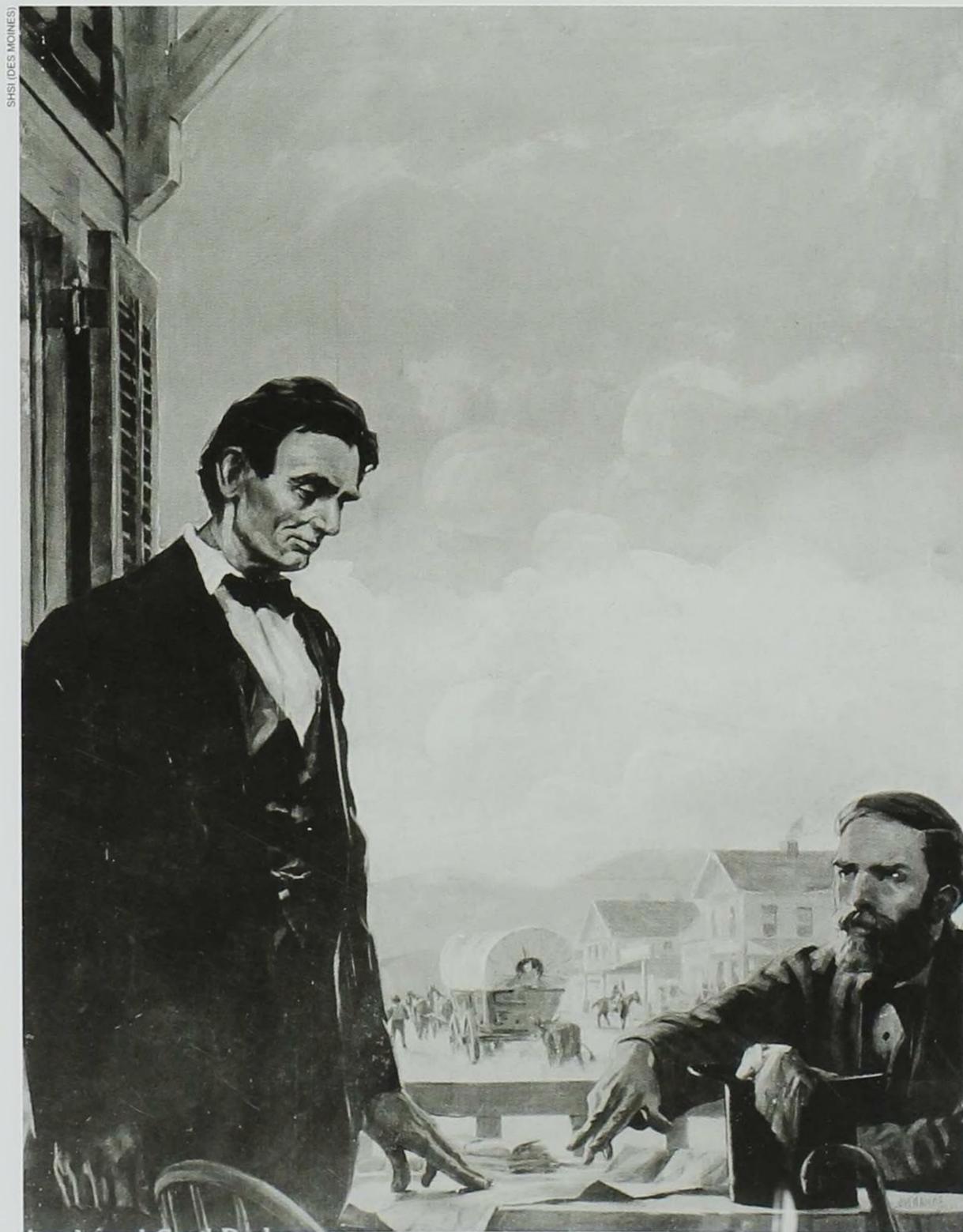
Yours of the 3rd is just received.

There is some mistake about my expected attendance of the U. S. Court in your City on the 3rd Tuesday of this month. I have had no thought of being there. It is hard to be poor. I shall go to the wall for bread and meat, if I neglect my business this year as well as last. It would please me much to see the City, and your people, of Keokuk, but for this year it is little less than an impossibility.

I am constantly receiving invitations which I am compelled to decline. I was pressing urged to go to Minnesota; and I now have two invitations to go to Ohio. These last are prompted by Douglas' going there; and I am really tempted to make a flying trip to Columbus & Cincinnati.

I do hope you will have no serious troubles in Iowa. What thinks Quincy about it? I have not known him to be mistaken about an election in Iowa. Present my respects to Col. Carter, & my other friends; and believe me
Yours truly
A. Lincoln

The distinguished 'Sucker' from Illinois tours Council Bluffs



Lincoln confers in Council Bluffs with civil engineer Grenville Dodge over possible sites for the eastern terminus of a transcontinental railroad. In the background, a covered wagon heads west. (This depiction was derived from a painting by C. Everett Johnson.)

LIKE HIS VISITS to Burlington and Dubuque, Abraham Lincoln's stop in Council Bluffs was brief. However, the long-term effects on his personal affairs and the history of Iowa and the nation were much more profound.

In the summer of 1859, Lincoln traveled to the Kansas Territory with Illinois Secretary of State Ozias Hatch to speak on behalf of the Republican Party. When finished, instead of heading home by train, they arranged to return to Illinois by steamboat down the Missouri. First, however, they went upriver to Council Bluffs. A trip to Iowa's western slope had been on Lincoln's mind for several months. As noted earlier, Norman Judd was offering some parcels in Council Bluffs as security on a loan he wanted from Lincoln. Lincoln also had several old friends from Springfield he could visit in Council Bluffs. On a tour of the hilly town, Lincoln and Hatch and their friends saw the riverboat hang up on a sandbar. "Now we have you as prisoners for two or three days," said the hosts, knowing it would take that long to lighten the craft sufficiently to float it.

In addition to viewing Judd's properties, Lincoln now had time to deliver a

speech. On short notice, the *Council Bluffs Nonpareil* spread the word, referring to Lincoln by a quaint epithet applied to Illinoisans: "The distinguished 'Sucker' has yielded to the solicitations of our citizens and will speak on the political issues of the day at Concert Hall. The celebrity of the speaker will most certainly insure him a full house. Go and hear 'Old Abe.'"

The local Republicans also liberally distributed handbills, and Concert Hall was packed. The Republican *Nonpareil* said that Lincoln's "masterly and unanswerable speech" was remarkable for "the dexterity with which he applied the political scalpel to the Democratic carcass." (The *Democratic Weekly Bugle* found him uninspiring.)

The next day, Lincoln was introduced to Grenville Dodge. This was perhaps the single most crucial meeting that Lincoln ever held with an Iowan. Dodge was a civil engineer working for the Mississippi and Missouri Railroad. At this time there was no railroad in Council Bluffs running in any direction, but many railroad men thought like Judd—that this location had great potential as the starting point of a transcontinental line. When Lincoln heard that Dodge had surveyed the area extensively, he was keen to meet him. By the 1850s, the location of a transcontinental railroad had become part of the fierce sectional rivalry between the North and South, but the terminus was also a bone of contention within regions: Dodge recalled that "there was a great competition for this initial point, extending from Sioux City to Kansas City."

As Dodge told it, Lincoln had asked him, "Dodge, what's the best route for a Pacific railroad to the West?" and Dodge rejoined, "From this town out the Platte Valley." He explained that the river valley of the meandering, shallow Platte provided uniform grade all the way to the Rocky Mountains. Lincoln skillfully interrogated him to draw out the pertinent facts. Dodge wasn't a totally disinterested party. He, like Judd and others, was speculating on property in Council Bluffs, and it wouldn't hurt him to convince a rising politician of the advantages of this route. But we shouldn't

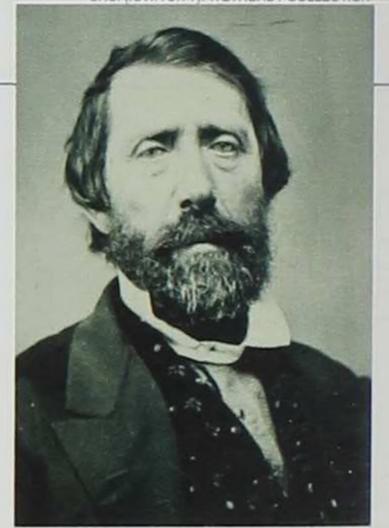
see Dodge's sales job as completely cynical, because he was utterly convinced of the superiority of the Platte Valley route.

Lincoln's steamboat was soon ready, and he disappeared down the muddy Missouri, never to return to Iowa. But an impression had been made. The proposed security on the loan looked good, so he okayed the deal and Judd deeded him the lots. Eventually, it was Lincoln's choice to locate the railroad's eastern terminus, something no one could have predicted in August 1859. On November 17, 1863, two days before he delivered his Gettysburg Address, Lincoln signed the order designating Council Bluffs as the site.

By the time Judd's \$3,000 plus interest was paid, Lincoln was dead. It was up to his heirs to convey the property back to Judd.

Why didn't Lincoln try to make a killing on real estate, as did Judd and many speculators of that period? (Lincoln had dabbled in potential canal lands back in the 1830s.) Lincoln's friends wondered the same thing. While conversing in Council Bluffs with one of his old Springfield neighbors, Lincoln pulled out the land warrant that Congress had awarded him four years earlier for his service in the Black Hawk War.

"Mr. Lincoln, why did you not . . . enter this in the Danville Land District as your friend Judge David Davis did, which was the foundation of his great wealth?" exclaimed a friend. Lincoln said that he had been thinking about using the land warrant to get some land in Iowa or Kansas. (Within the year he used it to buy 120 acres in Crawford County.) He then added, with visible emotion, that he initially had a great desire to give the warrant to his sons, "that they would always be reminded that their father was a soldier!" The man who would in a few years be called "Father Abraham" by a nation demonstrated in Council Bluffs, as he did wherever he went, why he inspired such affection.



Governor Kirkwood politicks for Lincoln

LINCOLN'S ASCENT in politics introduced him to governmental figures across the nation, including various Iowans. For instance, Governor Samuel J. Kirkwood (*right*), who was one of Iowa's most popular politicians in the Civil War era, had occasion to become acquainted with Lincoln.

Kirkwood's background was similar to Lincoln's in many respects. Lincoln was born in the slave state of Kentucky, went with his family to clear and farm land in Indiana, and moved to Illinois, where he held various jobs, including deputy county surveyor and store clerk, before becoming a lawyer and a politician. Kirkwood was born in the slave state of Maryland, and went with his family to clear and farm land in Ohio, where he subsequently held various jobs, including deputy county assessor and store clerk, before he, too, became a lawyer and a politician. He was actively involved in the Ohio constitutional convention of 1850, and moved to Iowa City in 1855, then the state capital. He quickly became politically involved in Iowa, getting himself elected to the legislature in 1856 and becoming a candidate for governor in 1859.

Transportation being what it was in the mid-19th century, prominent people, even in neighboring states, often knew each other by reputation rather than by personal acquaintance. Thus it was that Lincoln stumped for Kirkwood for governor and Kirkwood worked Lincoln's candidacy at the Republican convention before the two ever met. Lincoln put in the good word for Kirkwood during his speech in Council Bluffs in August 1859. Kirkwood went on to win his election, taking the oath as governor in January 1860.

At the time of his Council Bluffs visit, Lincoln had some presidential candidate buzz, although it was fairly minor. His prominence grew after his well-received and widely reported speech at Cooper Union in New York in February 1860, but he still wasn't in the front rank of candidates. However, a number of factors were converging in his favor. The convention was being held in Chicago, which made it easier for Lincoln's handlers to pack the hall with his supporters. Lincoln

also benefited from misgivings within the party about two more prominent candidates, Salmon P. Chase of Ohio and William H. Seward of New York, the clear front-runner.

Seward was seen by some as too liberal, and Chase had alienated various Republican elements, even in his own state, as governor of Ohio. Lincoln, like Seward and Chase, was staunchly opposed to the expansion of slavery into federal territories, but he was more successful at conveying a less divisive and hence more electable stance. In the eyes of Kirkwood, he had the stature of a statesman rather than a politician. Kirkwood, though not a delegate, went to the convention to work for Lincoln's nomination.

Without primaries and caucuses determining events in advance, the conventions of that era were comparatively wide open. Campaign operatives like Kirkwood worked tirelessly to bag votes. Acquainted with much of the delegation from his former state of Ohio, Kirkwood was able to capitalize on the fact that Chase did little to ensure the support of his home state.

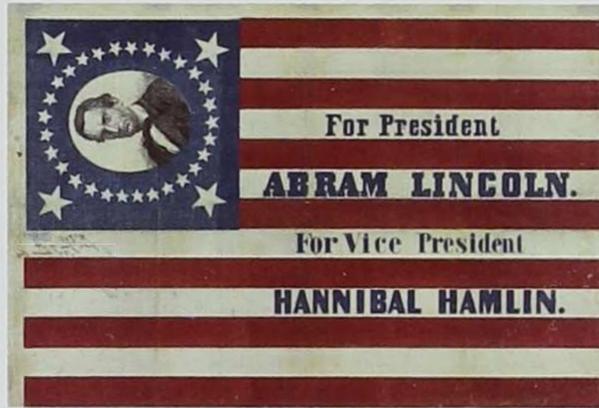
One of the Iowa delegates recounted how Kirkwood had come to his room late on the night before the nomination vote. Iowa Attorney General Charles Nourse said Kirkwood was "nervous and very uneasy and glum." However, the picture began to improve in the wee hours of the morning. Lincoln's men started banking an increasing number of "second choice" commitments.

This was important because Seward, generally expected to be the nominee, didn't have the votes needed to win on the first ballot. After he fell short, Lincoln's strength quickly grew, and he was nominated on the third ballot.

The established practice at the time was for presidential candidates to stay away from conventions and to not campaign once nominated. Thus it was that Kirkwood started thinking in the months after Lincoln's election that he should finally meet the president-elect before he left Illinois for his March inauguration in Washington.

Kirkwood traveled to Springfield in January 1861

In January 1861, Iowa Governor Samuel Kirkwood (left) met privately with the newly elected president in his home in Springfield (right). Center: 1860 campaign banner.



and had a singular experience. Arriving unannounced, he was fortunate to find Illinois Secretary of State Ozias Hatch, whom he had met at the convention. Hatch and Governor Richard Yates proposed that rather than trying to meet Lincoln at his temporary office, which was constantly besieged by office seekers and well-wishers, Kirkwood should walk with them to Lincoln's house.

Kirkwood was uneasy about this, but he was also in a hurry to return to Iowa, so he consented. By chance they met Lincoln coming in the opposite direction. After introductions, Lincoln said he was on an errand and they should go ahead and wait for him at the house. As they were about to separate, Lincoln offered that he and Kirkwood could have a more private conversation if they met in Kirkwood's hotel room. Within an hour they were doing just that.

Their talk centered on the secession crisis. South Carolina had seceded in December and six more states would be out of the Union by February 1. Lincoln was gratified to hear Kirkwood say that the Iowa people "were devotedly attached to the Union of the States, and would never consent to its dissolution on any terms." When they were finished, Kirkwood walked Lincoln to the door of the hotel, exciting considerable curiosity about who he was and why he was there.

In the conflict that ensued, Kirkwood, as Iowa's war governor, made several trips to Washington and saw Lincoln on various occasions. One of the more memorable of these followed the Loyal War Governors' Conference in Altoona, Pennsylvania, in September 1862. The war was going badly for the North, but the governors agreed to support the president's policies, including his recently announced and controversial Emancipation Proclamation, which was to take effect on January 1, 1863. The delegation moved on to Washington to report their consensus to the president.

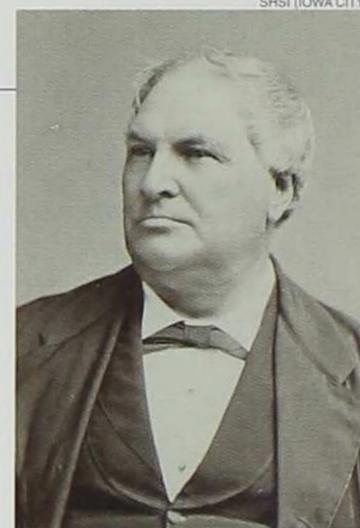
Some at the conference had also expressed their dissatisfaction with the Union Army's leading general, the arrogant and dilatory George B. McClellan. Kirkwood thought he knew Lincoln well enough by this time that he could speak candidly on the subject, and

found himself saying, "Mr. President, our Iowa people fear and I fear that the Administration is afraid to remove General McClellan." When he saw Lincoln's face coloring, Kirkwood realized he had expressed himself less than adroitly. He did his best to recover, and after a brief silence, Lincoln told him that he would fire McClellan if and when he felt it would benefit the Union cause. McClellan was removed less than two months later; he became Lincoln's Democratic opponent in the 1864 presidential election.

By that time Kirkwood was no longer governor, having declined, as was then customary, to seek a third term. During his tenure (January 1860 to January 1864), the course of the Civil War created responsibilities that governors today would find bizarre. For example, when he found he was being unfairly criticized for Iowa soldiers going without wages due to lack of funds in the state treasury, he personally borrowed money to pay them. He also risked his life by going in advance of a military contingent to face down a large force of Southern sympathizers who had gathered after the murder of one of their leaders in Keokuk County. The press of his duties caused him to decline a presidential appointment as minister to Denmark in 1863.

Although he was out of office at the time of Lincoln's assassination, Kirkwood was asked to deliver a eulogy in Iowa City after a mile-long funeral procession halted at the State University of Iowa campus. In it, he said that Lincoln had "an almost intuitive knowledge of the habits and peculiarities of the mass of our people with whom he was so thoroughly identified, a frank, genial nature, and heart so kindly in all its impulses that I do not believe he ever knew what it was to hate any man."

Kirkwood filled an unexpired term as U.S. senator, 1866-1867, was once again elected governor, 1876-1877, and was elected to a full term as senator in 1877, but did not complete it, owing to his appointment as secretary of the interior, where he served from 1881 to 1882 under Presidents Garfield and Arthur. He died in 1894 and is buried in Iowa City.



The Effie Afton catches up with Justice Miller

AS LINCOLN BECAME the first Republican president in 1860, he and his administration had both the opportunity and the burden of appointing a daunting number of officeholders, over 40,000 by one count. He appointed Iowans to various positions, some high, some not so high. The president can make no appointments more prestigious than those to the United States Supreme Court, and Lincoln used one of these rare opportunities to elevate Samuel Freeman Miller of Keokuk, Iowa.

Miller (*right*) was born in Kentucky in 1816 and started his professional life as a doctor. However, he found he didn't like practicing medicine, so he became a lawyer. He also didn't like slavery, so he moved to Iowa. He was a successful lawyer in Keokuk, where, as fate would have it, he became involved in a dispute that Illinois lawyer Abraham Lincoln had also litigated.

As recounted earlier, in 1856 the steamboat *Effie Afton* had crashed into the first bridge to cross the Mississippi River, and when the boat's owners brought suit in Chicago against the Rock Island Railroad, Lincoln appeared for the railroad. The trial ended in a hung jury, strengthening the steamboat owners' belief that they couldn't get a fair jury in a railroad town like Chicago. They then brought suit against the bridge's co-owner, the Mississippi and Missouri Railroad Company, which was located in Davenport. That meant the trial would be held in the U.S. District Court for the Southern District of Iowa in Keokuk, where pro-river traffic sentiment prevailed. They hired local attorney Samuel F. Miller to prosecute the case.

Miller was successful in the *Effie Afton* trial heard from April to June 1860. The jury found for the plaintiffs and the three spans on the Iowa end of the bridge were ordered to be torn down. The defendants appealed the case to the U.S. Supreme Court.

In the meantime, Supreme Court Justice Peter Daniel died while the suit was being tried in Keokuk. His vacancy on the high court was still unfilled when Lincoln took the presidential oath in March 1861.

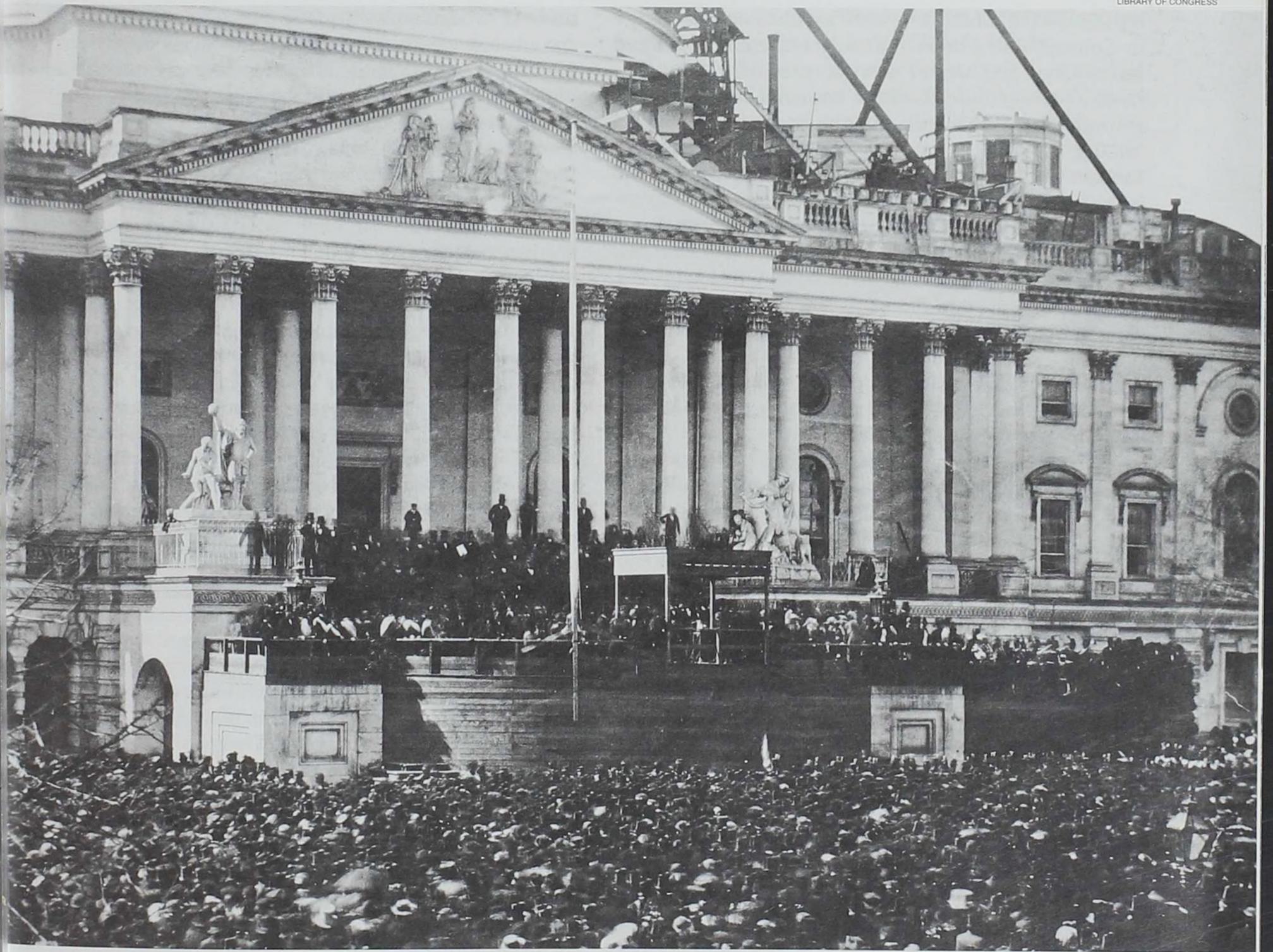
Although his prior political experience looks scant

on paper, Lincoln was a well-seasoned operative who had helped bring the Republican Party into existence. He knew the importance of judiciously applied political patronage. He had to perform a balancing act that satisfied key constituencies, one of which was the strongly Republican western state of Iowa.

Despite having in common their respective *Effie Afton* lawsuits, Lincoln and Miller didn't know each other. But Miller was widely respected and strongly endorsed by politicians, lawyers, and judges in Iowa and nearby states. Miller's politics were also congenial to the president, a key element in any Supreme Court appointment. Lincoln finally appointed Miller in July 1862 to fill Justice Daniel's vacancy.

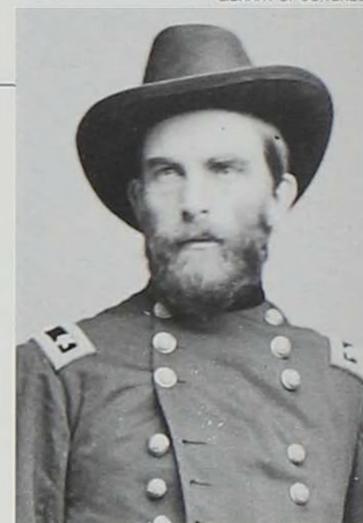
Miller hadn't been on the court for six months when the *Effie Afton* caught up with him. The appeal of his successful case against the Mississippi and Missouri Railroad came before the Supreme Court in December 1862. Miller excused himself from hearing the appeal, and in January 1863 the Court reversed the lower court's ruling on a 5-3 vote. In essence, the majority said that because the main channel of the river was on the Illinois side, it made no sense to remove the Iowa end of the bridge. Another reason was more understood than spoken: with the Civil War now raging, it would be folly for the federal government to remove a major railroad link across the Mississippi River.

Miller quickly became a very active jurist and made a significant imprint on constitutional law in the United States. He authored over 100 decisions, more than any other justice to that time. Among them was *Wabash v. Illinois*, which ruled that the federal government could regulate commerce between states and led to the formation of the Interstate Commerce Commission. In the 1880s, he was looked upon as a possible presidential candidate. He died in 1890 while still a member of the Court, and is buried in Keokuk.



Lincoln's first inauguration, March 4, 1861. (Note that the capitol is not yet completed.) Among his duties as president would be filling a vacancy on the Supreme Court. He chose Iowan Samuel Freeman Miller (opposite).

General Dodge confers with 'that tall, gaunt, stooping, homely man'



BY 1859, WHEN LINCOLN MET with Grenville Dodge in Council Bluffs, he had already rocketed to national prominence and would soon be president. Similarly, Dodge (*right*) would rise from a town leader to a well-respected army general, a highly successful railroad builder, and a political deal-maker. His path crossed Lincoln's several more times in the last five years of the president's life.

Dodge was born in Massachusetts in 1831 and moved west in 1851 after studying civil engineering at Norwich University. He soon became involved in railroad surveys, which took him from Illinois to Iowa to Nebraska. Settling in Council Bluffs in 1856, he partnered in a banking and real estate company but continued to work closely with officials of the Mississippi and Missouri and other railroads, who hoped to build a railroad across Iowa from Davenport to the Missouri River.

The ending point on the Missouri stood a good chance of being the starting point of a transcontinental line, so the location question inspired much strategizing, lobbying, and unsavory dealing, and Dodge was in the middle of all of it. At one point he assured his friends in Council Bluffs that their town would get the railroad "if we only try. I think of nothing else."

Dodge's meeting with Lincoln in 1859 proved especially serendipitous when Lincoln became a serious challenger for the Republican nomination for president in 1860. Railroad interests backed Lincoln because they knew he supported a railroad to the Pacific. Lincoln's friend Norman Judd, now acting as one of his political managers, summoned Dodge to the Republican convention in Chicago, where he worked alongside Governor Kirkwood and others. Dodge considered himself a mere messenger in the effort, but he was part of the machine that got Lincoln the candidacy. Lincoln's election led directly to civil war, which would have a profound effect on Dodge's life, but before the war started it was politics as usual, and Dodge joined friends in Washington to lobby for patronage appointments for Iowans. He strongly supported Lincoln's determination to preserve the Union. After hearing Lincoln deliver his inaugural

address, Dodge wrote his wife that "Old Abe delivered the greatest speech of the age. . . . It is backbone all over." He visited Lincoln at the White House a few weeks later, and largely succeeded in his lobbying efforts.

Before Dodge left Washington, the newly formed Confederate army fired on Fort Sumter. Dodge, who had received military training at Norwich and had drilled a militia in Council Bluffs, sought an officer's commission. He wasn't immediately successful, but the dogged persistence that was becoming one of his trademarks led to his appointment as colonel of an Iowa regiment. His political connections and his solid leadership in the Battle of Pea Ridge led to Lincoln recommending his appointment to brigadier general in April 1862.

Dodge's reputation as a superb officer and his knowledge of railroad building put him in close cooperation with Generals Grant and Sherman. The war in the West saw Dodge and his men building railroads and railroad bridges with a rapidity that astonished both armies. Less visible was his success as a spymaster. Dodge paid liberal sums to Southern Unionists who risked their lives to gather information for the North. When his immediate superior demanded the names and messages of his agents, Dodge successfully petitioned Grant to keep the network secret. His intelligence regarding rebel troop strengths enabled Grant to deploy his forces decisively in the successful siege of Vicksburg in mid-1863.

Now a corps commander, Dodge was bedeviled by thousands of escaped slaves following his troops around northern Mississippi. For their safety, he armed some as guards on his own authority. Soon thereafter, he was summoned to the White House. Worried that he was going to be punished for making such a sensitive decision without orders, he was relieved to learn that Lincoln was instead ready to settle on a Missouri River terminus for a transcontinental railroad. Dodge reviewed the pros and cons of sites from Sioux City to Kansas City, with emphasis on the merits of his hometown. A few months later, Lincoln followed his advice and ordered the Union Pacific to start in Council

Bluffs. Dodge immediately wrote his brother, "I want property in Omaha if you can get any."

His ambition in his military career matched that in his business endeavors. Influential friends like Grant and Sherman lobbied for his promotion to major general, but his independent streak didn't always help them. Capturing a soldier from one of his Southern Unionist units who had deserted to the enemy, Dodge had him executed before his trial could be passed up the ladder for review. Lincoln—notoriously lenient in such appeals—was shocked, and he didn't forget this breach of protocol. When Dodge's promotion was suggested, he answered, "Do you mean a man who shoots a deserter and then sends the proceedings to the President for approval should be promoted?"

However, Dodge's outstanding record in the field continued to grow, and by the time of Sherman's campaign against Atlanta in 1864, where his spies were again critical, Lincoln had sent his appointment as major general to the Senate for approval. Soon after his confirmation, Dodge's service was interrupted. Trying to view the enemy lines from an advanced trench position, he was directed to a peephole. As soon as he put his eye to the aperture he was shot in the head. The bullet didn't penetrate his skull, but he was severely injured and spent several months recovering.

While on what he called "confederate leave of absence," Dodge visited Grant at City Point, Virginia, from where the latter directed the Army of the Potomac. Things weren't going well, and Dodge detected many differences from the more practical Western army that Grant had molded. As he departed, Grant asked him to stop in Washington and visit the president. Dodge was puzzled by this, but Grant offered no explanation. Calling at the White House, Dodge experienced a characteristic Lincoln interlude.

Lincoln was engaged with other guests when Dodge arrived, so after a short time he started to make a respectful exit. Lincoln asked him to stay. The other visitors left, and, sensing Dodge's nervousness, Lincoln indulged his habit of reading aloud from a book by the

comic writer Artemus Ward. Dodge soon laughed and began to relax. Lincoln invited him to lunch.

In a conversation reminiscent of their discussion in Council Bluffs five years earlier, Lincoln quizzed Dodge about what he had seen at City Point. After hearing Dodge's misgivings about the situation there, Lincoln asked his opinion of Grant. Dodge asserted his complete confidence in the general-in-chief, and said that he had no doubt he would whip Lee's army. Lincoln grasped Dodge's hand in both of his and said, "You don't know how glad I am to hear you say that."

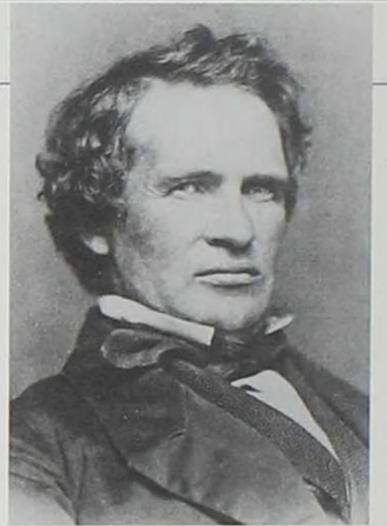
When Dodge was recovered enough to return to active duty, Lincoln appointed him as the commander of the guerrilla-plagued Department of Missouri, where he became widely hated for his draconian efficiency. He was in St. Louis when Lincoln was assassinated, and he and his troops took part in the final funeral ceremonies in Springfield. He also embarked on a campaign against Plains Indians that continued after the South was defeated.

When the Civil War ended, Dodge was 34 years old, and his greatest fame lay before him. As chief engineer of the Union Pacific Railroad, he pushed the rails west to their meeting with the Central Pacific at Promontory Point, Utah, in 1869, in one of the greatest engineering achievements of the age. He followed this success with the building of several other major railroads. He served a term in Congress, but found that it interfered with his railroad business. He grew wealthy and traveled in exclusive circles, becoming a particular favorite of President Theodore Roosevelt.

In 1914, Dodge completed his *Personal Recollections of President Abraham Lincoln, General Ulysses S. Grant and General William T. Sherman*. In it, he said of Lincoln, "Back of him were the masses of the people, their eyes fixed with pathetic faith and loyalty upon that tall, gaunt, stooping, homely man, who to their minds meant everything that makes a cause worth dying for."

Dodge died in 1916, and was mourned throughout the country that Dodge helped Lincoln to save and Lincoln helped Dodge to build.

Lincoln and Senator Grimes test their friendship



LINCOLN WAS WELL ACQUAINTED with both of Iowa's senators while he was president, but his relationships with them were vastly different. Senator James W. Grimes of Burlington was a political ally of Lincoln for many years, but that changed once Lincoln became president and the Civil War began.

James Wilson Grimes (*right*) was born in New Hampshire in 1816. He attended Dartmouth College and studied law before moving west in 1836, settling in Burlington. Iowa became a territory in 1838, and Grimes was a member of its first Legislative Assembly. In a bit of foreshadowing, he fought with Territorial Governor Robert Lucas over what he perceived as executive interference with legislative prerogatives, comparing Lucas with Britain's King George III.

Grimes, like Lincoln, was a Whig, and being in adjacent states, they came to one another's notice. As recounted earlier, Grimes had invited Lincoln to Burlington a number of times, and they finally met in 1858, while then-governor Grimes and Lincoln were both seeking seats in the U.S. Senate. Lincoln was unsuccessful but Grimes was elected, and took office in March 1859.

Lincoln and Grimes likely counted themselves friends by this time, but their friendship would be tested to the breaking point.

Southerners considered Lincoln a threat to their "peculiar institution" of slavery, and his election in 1860 set off a chain reaction of secession that saw eleven states leave the Union. Faced with the nation's greatest crisis, he responded with an exercise of executive authority that met with a storm of criticism even from many supporters of the Union. Given Grimes's experience in the Iowa territorial legislature, it's no surprise that he was one of Lincoln's critics.

After the fall of Fort Sumter, Lincoln began to call up troops on his own authority. Grimes felt that this was the exclusive domain of the legislative branch, and in a private letter he called Lincoln's order "the most extraordinary assumption of power that any President has attempted to exercise." In letters and utterances for

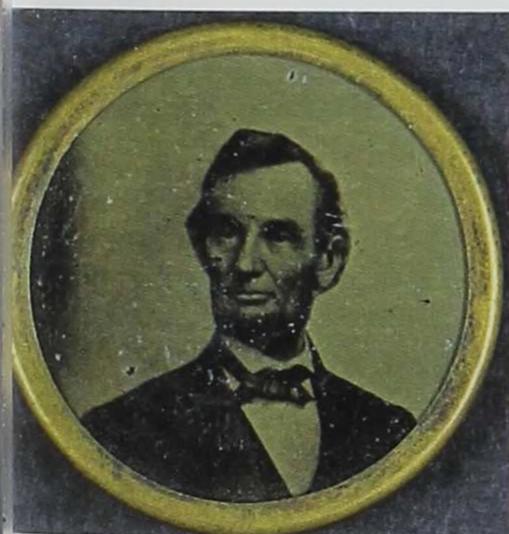
the public, Grimes was careful to support the president for the sake of the Union and party unity. But on the floor of the Senate, he jealously asserted that body's rights as he saw them delineated by the Constitution. Once, when Lincoln proposed legislation for Senate action, Grimes said, "I do not recognize the right of the President to send a bill in here."

Furthermore, he had little confidence in Lincoln's ability to deal with the huge burden that the war placed upon his office. He wrote to Salmon P. Chase, who served Lincoln as secretary of the treasury but who hoped to replace him in the 1864 election, as follows: "I need not tell you that the expressions of confidence in the management of the President . . . proceed from the confessed necessity of supporting him as the only tangible head of the loyal Government, and not from any real confidence in his wisdom."

Despite his disagreement about methods, Grimes was a stalwart supporter of Union forces. He met several times a week with Gustavus Fox, the assistant secretary of the navy, and soon became the Senate's acknowledged expert on that branch of the service. He also agitated frequently and passionately for the emancipation of slaves and was frustrated when Lincoln countermanded the orders of military commanders who had freed slaves in their districts.

Grimes and many of his brethren in the Senate felt Lincoln was too much under the influence of Chase's rival, Secretary of State William H. Seward. After the disastrous federal defeat at Fredericksburg in December 1862, the Senate Republicans caucused to discuss this and other grievances. Grimes was one of a delegation of nine senators who presented their complaints to the president, hoping this would result in the removal of Seward.

Lincoln, already chagrined by the bloody losses at Fredericksburg, was agitated by this revolt. "They wish to get rid of me, and I am sometimes half disposed to gratify them," he told a friend. However, he skillfully maneuvered Chase into backing down from the rumors he had been spreading about Seward,



After the 1864 election, Lincoln called Senator James Grimes (opposite) “a valuable friend, a dangerous enemy.” Left: Campaign button from the election. Center and right: Crowds gather in Washington for the 1865 inauguration.

and emerged from the crisis more in control than ever.

The war, with its appalling losses, continued year after year. For a time in 1864, it appeared that Lincoln's re-election was in jeopardy, but Union victories in the fall ensured his success. Presidential secretary John Hay recorded in his diary an election post-mortem that Lincoln held with Navy Secretary Gideon Welles and Assistant Secretary Fox. Fox voiced his satisfaction with the defeat of some of the administration's most vocal critics. Lincoln responded that he usually bore little personal resentment, and expressed bewilderment at the antipathy of these officeholders.

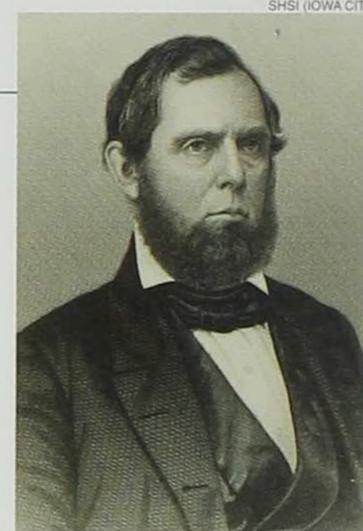
Undoubtedly aware that Fox would repeat his words to Grimes, Lincoln went on: “But my greatest disappointment of all has been with Grimes. Before I came here, I certainly expected to rely upon Grimes more than any other one man in the Senate. I like him very much. He is a great strong fellow. He is a valuable friend, a dangerous enemy. . . . But he got wrong against me, I do not clearly know how, and has always been cool and almost hostile to me. I am glad he has always been the friend of the Navy and generally of the Administration.”

Grimes's greatest fame came after Lincoln's death, when President Andrew Johnson fell foul of the Radi-

cal Republicans. The dispute lay in disagreement over Southern reconstruction, but the result was a presidential impeachment by the House of Representatives in 1868 over Johnson's firing of Secretary of War Edwin Stanton. When the Senate met to consider conviction, a very ill Grimes rose with assistance to vote no, preventing the necessary two-thirds majority. Once again, Grimes was standing on principle and a strict reading of the law, and it led to much bitter abuse. It was years before public sentiment began to appreciate that cooler heads had prevailed.

Grimes's health problems became chronic, and he resigned his Senate seat in 1869. He died in 1872 at the age of 55.

Senator Harlan advises the president



AT THE OTHER END of the spectrum from his sour relationship with Senator Grimes was Lincoln's friendship with Iowa's senior senator, James Harlan (*right*).

Born in 1820, Harlan was an Illinois native who grew up in Indiana. He moved to Iowa in 1843, where he worked as a schoolteacher and a lawyer before becoming head of the Mount Pleasant Collegiate Institute (later Iowa Wesleyan College) in 1853. He was elected U.S. senator in 1855 and quickly became one of the prominent antislavery Republicans in the passionate days leading to the Civil War.

Harlan first met Lincoln shortly before the latter's inauguration, when Lincoln came to the capital and asked him for advice on cabinet selections. Lincoln specifically asked whether he should appoint Simon Cameron of Pennsylvania as secretary of war and Salmon P. Chase of Ohio as secretary of the treasury, or the other way around. Lincoln's final decision (using the above configuration) matched Harlan's assertive recommendation, leading Harlan years later to write in an autobiographical manuscript, "I soon had reason to think, and still think, that my advice was effective in settling that question." It is possible that Lincoln had already made up his mind on the issue, so he may have been appealing to Harlan's vanity more than sincerely consulting him. Either way, he had taken the first step in building a friendship that would have a lasting effect on both men and their families.

Once the War Between the States had begun in earnest, Harlan was one of the radicals who called for emancipating the slaves and allowing them into the military, and he gave a speech to this effect on July 11, 1862. Lincoln announced his Emancipation Proclamation (which eventually included a provision for arming former slaves) on September 22, but this time Harlan was rather more modest about his role. Regarding the effect of his speech, he later wrote, "Whether, or not, it had any influence on the President's mind, is not for me to say."

Also in 1862, Lincoln appointed Samuel F. Miller of Keokuk to the Supreme Court. Harlan lobbied heavily for this appointment, and felt that he swayed Lincoln's deci-

sion. "I think [Miller] was indebted to me, more than to any one man living, for this great distinction," he wrote. Lincoln contemplated several changes in his cabinet after his re-election in 1864. Prominent Methodist interests successfully pushed Harlan's name in connection to the Interior portfolio. Harlan was reluctant to leave the Senate, but accepted Lincoln's offer, believing he could be of more use in the Department of the Interior.

The friendship between Lincoln and Harlan grew to the point where Harlan became a fixture in Lincoln's entourage during public occasions. Most noticeably, Harlan escorted First Lady Mary Lincoln at her husband's second inaugural on March 4, 1865. At the evening ball, the Lincolns' eldest son, Robert, escorted Senator Harlan's daughter Mary.

Harlan was also present when the president gave what would be his final speech. Lincoln spoke from a White House window to an exultant crowd shortly after Lee's surrender to Grant. The audience then called for remarks from other officials in the president's party, including Harlan, who favored them with a few words.

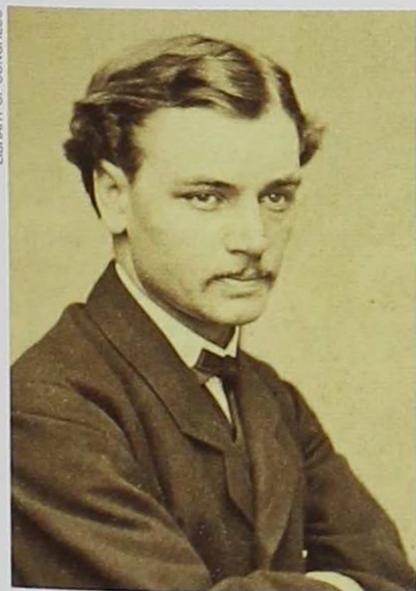
Present in the crowd that night was John Wilkes Booth; three days later he shot Lincoln. A shaken Harlan served on the congressional committee that accompanied Lincoln's body on a long, circuitous train ride back to Springfield, Illinois. He was also chosen as president of the Lincoln Monument Association.

Although Lincoln had appointed Harlan as secretary of the interior before the assassination, he didn't take office until May. Harlan soon found himself at odds with Lincoln's successor, Andrew Johnson, and he only stayed in office about a year. However, he had entered the position determined to "get the pack of thieves now preying on the Govt. under its auspices out of power." His housecleaning earned him the bitter enmity of many former government workers and their friends.

The Iowa legislature returned Harlan to the Senate after he left his Interior post in 1866, but to get there he had to step over several other interested parties who had expected him to be out of the running, including

the incumbent, former governor Samuel Kirkwood. This caused lingering dissatisfaction that, combined with ongoing allegations (most if not all scurrilous) of corrupt practices while secretary of the interior, prevented Harlan from winning any more elections, though he ran for re-election to the Senate in 1872 and was mentioned as a possible candidate in other campaigns as late as 1895.

Meanwhile, love had blossomed between Harlan's daughter Mary and Lincoln's son Robert, and they were married in 1868. Robert Lincoln became a prominent lawyer and served as secretary of war to Presidents Garfield and Arthur and was minister to Great Britain under Benjamin Harrison. He practiced law in Chicago for many years, and Mary Harlan Lincoln usu-



Robert Todd Lincoln and Mary Eunice Harlan, eldest children of the president and the senator, married in 1868.

Having served four years in the depths of a great, and yet unended national peril, I can view this call to a second term, in no wise more flattering to myself, than as an expression of the public judgment, that I may better finish a difficult work, in which I have labored from the first, than could any one less severely schooled to the task. In this view, and with assured reliance on that Almighty Ruler who has so graciously sustained us thus far; and with increased gratitude to the generous people for their continued confidence, I accept the renewed trust, with its yet onerous and perplexing duties and responsibilities.

Please communicate this to the two Houses of Congress.

Notified by a special committee from Congress of his re-election, Lincoln wrote this message of acceptance, as one "severely schooled to the task" of ending the "national peril." Representative James Falconer Wilson of Iowa was on the committee.

ally took their three children, Mary ("Mamie"), Abraham II ("Jack"), and Jessie, to spend their summers at her parents' home in Mount Pleasant.

James Harlan died in 1899, and the intimate details of his friendship with Lincoln perished with him. His biographer asked him in his later years to write a magazine piece on the private side of their relationship, but Harlan responded, "I fear I cannot trust myself to write on a subject so close to my heart."

Robert and Mary Harlan's son, Jack, died in 1890 at 17. His sisters, Mamie and Jessie, had three children between them; the three died without issue. When Jessie's son, Robert Todd Lincoln Beckwith, died in 1985, the direct lines of Abraham Lincoln and James Harlan were extinguished.

The Harlan-Lincoln House still stands at the corner of Broad and Main on the Iowa Wesleyan campus in Mount Pleasant and may be toured by appointment.

ABRAHAM LINCOLN AND THE HAWKEYE STATE

Abraham Lincoln had various personal connections with Iowa in addition to those related here. Other Iowans who knew Lincoln include Henry P. Scholte, one of Pella's founders, who translated Lincoln's 1860 campaign material into Dutch and German for his fellow immigrants,

and Congressman Josiah Grinnell, who visited Lincoln numerous times in the White House. These and other Lincoln/Iowa stories should be kept alive so that Iowans will not only preserve the memory of a revered leader, but will also feel his vivid presence in our shared histories. ❖



Author Grant Veeder's fascination with Lincoln began when he was studying for his master's degree in history at the University of Northern Iowa. He has served as Black Hawk county auditor since 1988. He represents the Iowa State Association of Counties on the Iowa Abraham Lincoln Bicentennial Commission and has lectured on Lincoln's connections to Iowa on behalf of the commission. An earlier version of this article appeared in Iowa County magazine and on the commission's Web site.

Above: A pair of Lincoln's glasses (State Historical Society of Iowa collections-Des Moines). Photo by Charles Scott.

ACKNOWLEDGMENTS AND SOURCES

I would like to thank my fellow members of the Iowa Abraham Lincoln Bicentennial Commission for their support of my research on Lincoln's connections to Iowa, especially Dr. Blaine Houmes, whose broad knowledge and generous assistance were vital to getting me started, and to Pam Rees of the State Library of Iowa, who provided a wealth of journal and newspaper articles. Also, thanks to the Iowa legislature and Governor Chet Culver for forming the state commission, and to Bill Peterson, executive director of the Iowa State Association of Counties, for appointing me to represent that outstanding organization on the IALBC.

The sources for this article include: "A Brief Historical Sketch of the Illinois Central Railroad," Illinois Central Historical Society, www.icrrhistorical.org/icrr-history.html; "Abraham Lincoln and Iowa," Abraham Lincoln's Classroom, Lincoln Institute, www.abrahamlincolnsclassroom.org; Roy P. Basler, ed., *Abraham Lincoln: His Speeches and Writings* (New York: Da Capo Press, 1946); Johnson Brigham, *James Harlan* (Iowa City: State Historical Society of Iowa, 1913); Grenville M. Dodge, *Personal Recollections of President Abraham Lincoln* . . . (Council Bluffs: Monarch Printing Company, 1914); David Herbert Donald, *Lincoln* (New York: Simon & Schuster, 1995); Doris Kearns Goodwin, *Team of Rivals* (New York: Simon & Schuster, 2005); John Hay, *Lincoln and the Civil War in the Diaries and Letters of John Hay* (New York: Dodd, Mead & Company, 1939); William H. Herndon and Jesse W. Weik, *Herndon's Life of Lincoln* (New York: Da Capo Press, 1942, 1983); F. I. Herriott, "Iowa and the First Nomination

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Records of land owned by Lincoln are in county recorders' offices. For Tama County: Deed Record, Book 43, p. 162; Deed Record, Book 44, p. 392; and Patent from United States to Abraham Lincoln, Patent Record No. 165. For Crawford County: Book D, No. 468, p. 53; and Land Deed Record, Book 13, p. 209. For Pottawattamie County: Quitclaim Deed, Mary Lincoln to N. B. Judd, Filed Oct. 12, 1867, Book 7, p. 121 (there is also a quitclaim deed from Robert Lincoln to Judd of the same date, and a Commissioner's Deed filed on behalf of the minor Thomas Lincoln by Special Commissioner Morris P. Brewer to Judd on Feb. 17, 1868); and Quitclaim Deed, N. B. Judd and wife to Abram Lincoln, Filed Feb. 14, 1860, Book O, p. 443.

Annotations to the original manuscript are held in the *Iowa Heritage Illustrated* production files, State Historical Society of Iowa (Iowa City).

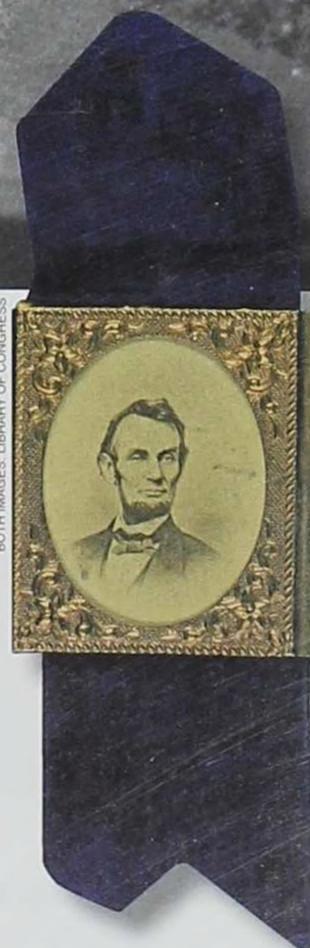


Soldiers stand ready on Pennsylvania Avenue for Lincoln's funeral in Washington. Right: After his death, this 1864 campaign button was matted in brass and attached to a velvet ribbon as a mourning badge.

Iowans Mourn Lincoln

Disbelief, anger, and grief swept across Iowa in the wake of Lincoln's assassination. On April 15, Governor William Stone requested all Iowans "to assemble in their respective places of worship" for noon services on April 27 and to suspend "travel within the state, and all secular employment." But as the following pages demonstrate, many did not wait until April 27 to eulogize their president and to give voice to their emotions, in letters and newspapers. —*The Editor*

BOTH IMAGES: LIBRARY OF CONGRESS



Daily State Register.

SATURDAY, APRIL 15, 1865.

EXTRA.

DEATH OF PRESIDENT LINCOLN!

DES MOINES, April 15, 1865.

The following dispatch has just been received:

President Lincoln was shot through the head last night at Ford's Theatre and died this morning. The assassin is supposed to be J. Wilkes Booth.

About the same time a desperado called at Secretary Seward's, pretending to be a messenger from his physician. Being refused admittance, he attacked Fred. Seward, son of the Secretary, knocking him down; then passed on to the Secretary's room, where, after cutting down two male attendants, he cut Mr. Seward's throat. The wound at last accounts was not considered fatal.

Letters found in Booth's trunk show that this assassination was contemplated before the 4th of March, but fell through from some cause.

The wildest excitement prevails at Washington. The Vice President's House and residences of the different Secretaries are closely guarded.

LATER.—Mr. Seward died this morning

CORRESPONDENCE

[APRIL 16, 1865
FROM MUSCATINE]

A Nation mourns as a Nation never mourned before. When I left Dubuque on Wednesday last loyal men had not got over their rejoicings over the surrender of Lee and his army. From Dubuque I went to Davenport, and from there to Grinnell, and all along the road joy and rejoicing was the order of the day. On Friday I went to Iowa City. The next morning while I was standing in the post-office conversing with Ex-Gov. Kirkwood, Judge Brainerd, and others, a gentleman stepped up and said that a report had reached Davenport that President Lincoln and Secretary Seward had been assassinated,—the dispatch having been received just as the train left for the west. The news spread through the city like wild-fire. "Can it be?" was the exclamation from all. Where, how, by whom the deed was done, could not be learned for Iowa City has no telegraph, and no further information could be had until Monday noon. To wait until then without hearing the particulars was a suspense not to be borne. A courier was started on horseback for Muscatine. . . . A large number of citizens who would not wait went down to the train to Davenport. I arrived in [Muscatine] last night at 7 p.m., and found the report to be true. O I never can forget the feelings that I had when I stepped from the cars and looking here and there saw the flags at half mast and the stores and dwellings draped in mourning.

Peter Melendy
to the Cedar Falls Gazette

Sunday April 16, 1865

[Dear Brother James]

You too, [in Mount Pleasant] are participating in the general dismay and grief over the shocking tragedy at Washington which marks this time in black for all posterity. How giddy one gets in trying to follow the terribly swift succession of events with which the pages of the volume of our national history are so rapidly filled up. This tragic end of the Author of the Emancipation Proclamation surrounds his brow with the martyr's crown. I will hand him down to posterity almost a saint.

If some of the disappointed leaders of the Rebellion thirsting for revenge had done this it would have seemed less shocking than that one who during all this war has been from city to city everywhere warmly received and loaded with applause and confidence. One who has enjoyed all the blessings and emoluments of a free county should madly cry "sic semper tyrannis". It is too shocking.

... Booth has acted in Boston several times since

we have been here but as he was regarded second rate, I never went to hear him. His photograph shows him an unusually fine looking young man of refined and pleasing exterior, the very last style of person to be suspected of such a crime. The evidence today is so conclusive that there seems no room for doubt. . . .

Yesterday I went to town. Crossing the long bridge over the Charles just before entering Boston one is surrounded by a perfect girdle of cities and the sight of all the scores of flags drooping at half mast affected me just as the passionate burst of grief over the grave of some friend. All places of amusement, all prominent business houses were closed and being rapidly festooned with the sorrowful emblems of grief.

... Wonder what the orthodox in the country to whom the theatre is such a bugbear will say about the President being killed at the theatre! Will they regard it as a just punishment for so heinous a crime?

Cordelia [Throop Cole]

[to Iowa City]

Morehead City N.C.

Apl. 19th 1865

My Dear Father

... We are enjoying ourselves finely nowadays over the good news [of Lee's surrender] but on Monday we received very sad news which has put a stop to our joyfulness. The assassination of Pres.

Lincoln has cast a gloom of sorrow over all. We cannot hardly believe it—for we have received no official news from Washington, but we are fearful. The flags have all been at half mast since we got the first report. I cannot tell you or express the feeling of the men and we are waiting very impatiently indeed for further light on the subject.

We all hope the report is false, but if so, we have lost one of the very best men of our Country.

We believe the Rebels have

caused his death and every soldier now goes in for having revenge and to wipe and exterminate every traitor from the United States. We have acted too honorable with them in every respect since the war began and they have not returned it in any instance.

If they have killed Abraham Lincoln they have lost their best friend and I fear they will feel it too, for we are not yet through with them. But we hope all will come out right yet.

Today we received an Official Order from Gen. W. T. Sherman that a cessation of hostilities has been established, and he ordered all troops to go into camp and that he expected peace to be declared soon and that he would lead his army home. The news was received with cheers and great rejoicing, but not as much so if we only knew that our

President was still living. You will no doubt hear good news ere this reaches you. The health of the Regiment is very good. . . .

Mr. Brown has just come in the tent and says that news has come that Lincoln is not dead but shot in the arm. We all hope tis true. The latest dispatch from Sherman is that he has sent orders to the Chief Q.M. here . . . [for] ten days rations, for 30,000 Rebels. That looks as though the war is very nearly ended. . . .

The Brass band is playing down town at Head Quarters and as the wind gently blows the sound up this way it sounds splendid. . . . If Peace is soon declared I will be at home to help you plow corn and make hay. . . .

Son J. W. Lee
[22nd Iowa Infantry]

THE ABUSE OF THE TELEGRAPH

While all admit that the invention by which news is transmitted a thousand miles in less than a thousand seconds, is a great invention, and in many instances a great benefit to the word; yet all must deplore and denounce its abuse.

The fact that it sends news with such rapidity is one of its defects and often produces the most serious consequences. Still, we hardly think after all, that the telegraph is to blame for all the bad results caused by the transmission of false reports.

Men sending them are to blame. Why did Secretary Stanton send the report that Secretary Seward's throat was cut, and afterwards telegraph all over the Union that he was dead, when neither statement was true? The effect of such a false report was to greatly and unnecessarily excite the people who were already greatly excited over the assassination of President Lincoln, and might have produced most serious consequences. We ask again, why did Secretary Stanton send out such a false report?

Council Bluffs Weekly Bugle
April 20, 1865

WATERLOO IN MOURNING

The feeling of sadness which succeeded the confirmation of the terrible news was deep and overwhelming. . . . All the stores, shops and offices were closed and crape displayed; many of the private residences being similarly draped. Flags were run up at half-mast, surrounded with black trimming. The splendid large flag belonging to the citizens of the town, was suspended over Commercial street. . . . To this was attached a portrait of Abraham Lincoln, which was encircled with crape—the flag being heavily trimmed with black. We cannot give language to the feelings which were depicted upon the countenances of our citizens. Strong men, unused to tears, went to their homes, weeping like children. In truth, there were few in our loyal town, who did not give way to a grief as poignant as to stir the heart to a depth never before sounded. As might be expected, threats of vengeance were freely made, and partially put into

execution. . . . Most of the stores remained closed till evening. There was no desire to engage in any business, the disposition being rather to abstain from any, and give the day to feelings of gloom and sadness. On Sunday, the various churches in the town were draped in mourning, and Russell's Hall, where the Presbyterians hold services, was shrouded with the emblems of grief. . . . The services in the Baptist church, in the evening, were of the most impressive character. . . . The whole congregation was frequently in tears. . . .

We said last week, in this column, that Waterloo was never so happy, as when the news of the surrender of Gen. Lee was received, and our words were true. We say, this week, that Waterloo was never so sad, so oppressed and overwhelmed with grief as on Saturday last, and the gloom has not yet passed away.

Waterloo Courier
April 20, 1865

MOB LAW

We are aware, that in times of great excitement, men will do things and justify things, which in their moments of sober reflection they would condemn and abhor.

. . . We saw on the day that the news of the assassination of President Lincoln was received in this city, a disposition on the part of some persons, whom we will not name, to resort to mob violence. We are happy to state however, that better councils prevailed, and the city remained quiet. . . .

Because Abraham Lincoln was assassinated by a desperado, or by one belonging to a band of conspirators, it affords no reason why others who had nothing

to do in the matter should be mobbed or driven from their homes. It should also be remembered that there is a great difference of opinion relative to the causes which brought on the present desolating war, and which we have no doubt were in a remote degree the cause of the assassination of the President.

. . . If the people of Council Bluffs desire to be secure in their persons and property, they will frown down all attempts to introduce mob law among us.

Council Bluffs Weekly Bugle
April 20, 1865



In Iowa City a mile-long procession wound through the streets on April 19 to honor the memory of Lincoln. Four horses, each led by an African American groom, pulled a hearse carrying a coffin. All were draped in flags and mourning. The procession comprised local dignitaries as pallbearers; musicians ("the instruments . . . draped and all drum hoops entirely swathed in black"); soldiers; Odd Fellows, Good Templars, and Masons; Ladies' Aid Society; Irish and Bohemian benevolent associations; the fire department; local office-holders; the president, faculty, and students of the State University of Iowa; primary and secondary schools; citizens; and, at the end, a group identified as the "African Association."

The procession ended at the steps of the Old Capitol (above) on the university campus. A large banner suspended from the columns reflected the prevailing mood: "Hung be the heavens all in black."

After hymns and prayers, former Governor

Samuel Kirkwood delivered the oration: "While none doubted [Lincoln's] capacity to conduct the affairs of the nation under ordinary circumstances, wisely and well, many good men feared that his inexperience in public affairs would unfit him for a leader in the fierce, wild whirl of passion through which it was found the nation must pass." He continued, "Every fiery trial . . . proved more clearly his peculiar fitness for his most difficult position."

"The heart of the President was filled with kindness towards those who had sought our ruin—when, as is believed, he was devising liberal and generous plans by which they might again arise and enjoy the high privileges they had so wantonly thrown away."

Minute guns were fired throughout the day, and the tolling of the city bells echoed across the town.

Compiled from articles in Iowa City Republican
April 19 and 26, 1865

A DAY OF MOURNING

It was befitting that our people should assemble as they did, from parts of the country last Wednesday, to express their heart-felt sorrow and indignation over the tragic and wicked assassination of our great and good President, and the exercises throughout were well suited to the solemnity of the occasion. The District Court then in session [in Glenwood] was adjourned, places of business closed and houses and flags becomingly draped in mourning. At one o'clock the bells began their solemn toll and the people repaired to the large Courtroom until it was crowded to overflowing, to participate in the solemn exercise. The venerable Mayor, Rev. Williams, called the meeting to order [and] introduced the exercises by reading a short lesson from the Bible and leading in a prayer most appropriate for the occasion.

. . . [The following resolutions] were unanimously adopted:

We, the people of Mills county assembled in mass to mourn the untimely death of our great and good President, and to mingle our tears with those of the loyal

people of the United States everywhere, do adopt the following sentiments as the feeble expression of our feelings.

1st. We recognize in the assassination of President LINCOLN, an act of villainy and wickedness without a parallel in the history of mankind save in the crucifixion of the Saviour of the world—

2d. That the removal from the Presidency of ABRAHAM LINCOLN, at this juncture in our national affairs, at the moment when our country was rejoicing . . . and when the bright halo of peace was dawning upon a restored Union, can only be regarded as a national calamity. . . .

3rd. . . . While WASHINGTON will be remembered as the Father of his Country, to ABRAHAM LINCOLN will be awarded the application of its Preserver and Savior.

4th. That we rejoice that the Presidency has fallen into the hands of so devoted a defender of the Union, and so wise and tried a Statesman as ANDREW JOHNSON.

Glenwood Opinion
April 22, 1865

VIOLENCE

A Copperhead [antiwar Democrat] of Eddyville was whipped within an inch of his life last Saturday, for declaring "Lincoln had been served just right, and deserved death four years ago." The castigation was administered by a party of loyal men, after which the death-deserving vagabond was ordered to leave town.

The *Nonpareil* says several Copperheads of Council Bluffs were forced to leave on the double-quick for expressing their joy over the assassination of the President. . . . The man who throws up his cap at such a crime, and gloats over the death of a great and pure man like Mr. Lincoln, should be driven from the haunts of civilized man.

Two men were roughly handled at Davenport Monday for exulting over the death of Lincoln. They were glad to get away from the city.

A friend writes us from Mt. Pleasant that while driving along the highway some six miles east of that place his attention was attracted to the following notice conspicuously posted at the "cross roads,"

"All you Copperhead, President killing villains, don't stop here, or d—n you. I will shoot you!"

R. C. MIDDLETON

Mr. M. has been in the service, and it seems has no sympathy for the Copperheads, whose friends have murdered President Lincoln.

Burlington Weekly Hawk-Eye
April 22, 1865

THE PRESIDENT MURDERED

The last fearful crime of baffled, defeated Rebel desperadoes. . . . is but one more of the long, dark, horrid and revolting list . . . invented and perpetrated by the infernal monsters who had leagued with fiends for the destruction of our free Government and the establishment in its place of anarchy and terror. . . .

Do rebels and traitors wish to force upon the Government and the loyal people a war of *utter extermination*, which shall hunt down and utterly destroy the whole race of rebel barbarians?—They have not much farther to go in crime and infamy to merit it. Let them beware—they are standing on the very verge of destruction.

Fort Dodge, *The Iowa North West*
April 25, 1865

Right: Commemorative images like this one appeared almost immediately after Lincoln's death. In deep sorrow, Northerners were eager to acquire lithographs and cartes-de-visite that memorialized and mythologized the slain president. ❖



Entered according to Act of Congress in the year 1865, by J. A. Arthur, in the Clerk's Office of the Eastern District of Pennsylvania.

WASHINGTON AND LINCOLN, (APOTHEOSIS.)

New on the National Register

by Barbara Mitchell, Deputy State Historic Preservation Officer,
based on nominations to the National Register of Historic Places

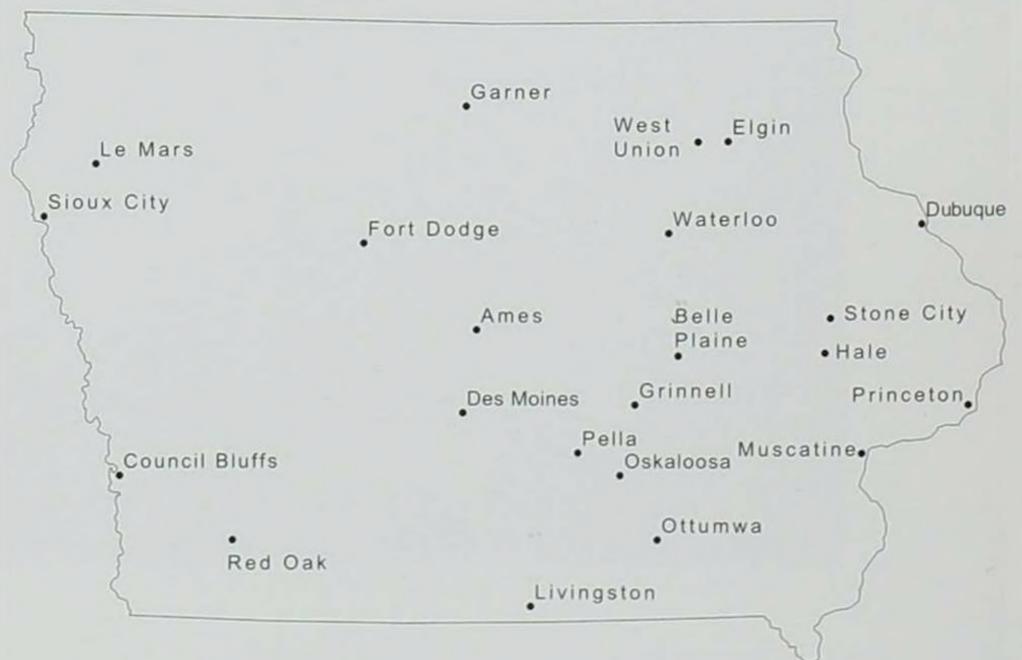


Henry and Johanna Van Maren House— Diamond Filling Station

Originally built around 1877 for Henry and Johanna Van Maren, first-generation Dutch immigrants, this two-story brick home in Pella was converted into a filling station in 1928. The filling station was ideally located to serve motorists entering Pella along the Great White Way (now Iowa 163), an early designated highway in Iowa. Pella and its annual Tulip Festival (begun in 1920) were already drawing tourists. The conversion of the home into commercial use required the construction of a one-story canopy over a concrete pump island. A vehicular drive loops under the canopy. Filling station manager John Vander Linden and his wife, Cordelia, lived in the second-floor apartment. They leased the property to Mid-Continent Petroleum Corporation of Tulsa, Oklahoma, until 1953. The property is an outstanding example of historic adaptive reuse. *William Page prepared the National Register nomination for property owner Wayne Stienstra.*

Curious about the National Register of Historic Places, historic preservation tax credits, or Historical Resource Development Program grants? Contact the State Historic Preservation Office. www.iowaHistory.org/historic-preservation Phone: 515-281-8743. Address: 600 E. Locust, Des Moines, Iowa 50319.

Historic properties come in many different shapes, sizes, and forms. Some are immediately apparent—their beautiful architectural details stand in striking contrast to the buildings that surround them. Some historic properties envelop you slowly as you stroll down the sidewalk or drive down the street. Other historic properties seem almost obscured by later alterations—these “diamonds in the rough” may not be much to look at, but have a definite connection to the people in their community. The properties listed on the National Register of Historic Places in 2008 include high-style architecture, historic districts, industrial buildings, and other diamonds in the rough. All have historical or architectural significance and are considered worthy of preservation in their community, the state of Iowa, and the nation. As you read this review of National Register listings, look beyond the architectural details to see the significance behind the façades. You will be amazed at the rich and diverse history embodied in Iowa’s historic places.



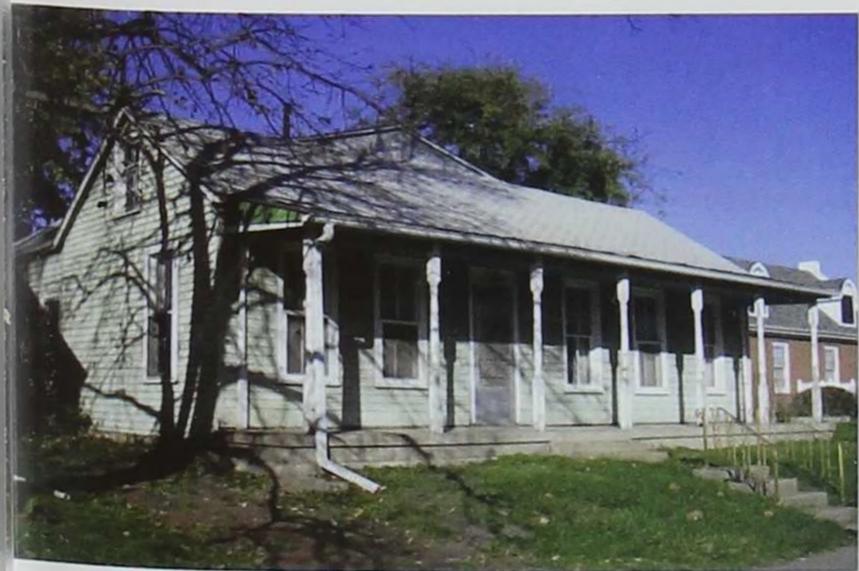


Hobson Block

In May 1885, a fire destroyed seven wooden buildings along Vine Street in West Union. As did so many towns devastated by fire, the community rebuilt in earnest—and in brick and stone. Constructed as part of that rebuilding effort, the Hobson Block is a good example of Late Victorian commercial architecture. The heavily ornamented façade features red brick trimmed with stone and cast iron. Edward Easton, a locally prominent carpenter and architect, designed the block for Joseph Hobson, a lawyer, real estate speculator, and politician. Hobson was one of West Union's wealthiest and most productive citizens. In addition to housing Hobson's law practice, the Hobson Block was home to the *Argo*, published by Joseph's sons, Frank and Leroy Hobson. Although the newspaper changed hands frequently, it was printed in the Hobson Block until at least 1940. *Jan Olive Nash and Jennifer Price of Tallgrass Historians L.C. prepared the National Register nomination for the building's owner, Richard Woodard.*

Rath Packing Company Administration Building, Building Number 48

Designed by local architect John S. Bartley in 1925, the Rath Packing Company Administration Building is a rare example of Late Gothic Revival detailing integrated into an industrial building. The Rath Packing Company in Waterloo began in 1891 with only 15 employees. By 1925, it boasted of 1,300 employees and \$22 million in sales (one-fifth of those sales were overseas). Eventually it was the nation's largest meatpacking plant. Additions to the Administration Building in 1940, 1944, and 1951 evoked the original Late Gothic Revival detailing. During the same period, the company built 20 new buildings and grew to 6,500 employees. In the 1960s, a downward trend in pork consumption nationwide began to affect the company's bottom line. On August 1, 1985, the plant closed. Today, the Administration Building and a handful of other buildings on the complex are a small remnant of the meatpacking plant. *James Jacobsen of History Pays! prepared the National Register nomination as part of a historic preservation tax credit project.*



Ten Hagen Cottage–Stegeman Store

The early Dutch colonists in Pella brought with them both ethnic traditions and architectural styles. They found rich resources of timber along the valley and uplands of the Des Moines River. The Ten Hagen Cottage–Stegeman Store in Pella is fabricated of native lumber but uses Dutch construction techniques. The heavy frame building features native walnut cladding, a simple plank floor laid directly over floor joists (some planks as wide as 20 inches), and windows exhibiting Dutch architecture's maximum use of glass, to flood the interior with natural light. Built about 1857 by A. J. C. ten Hagen and enlarged around 1876 by G. F. Stegeman for use as a general store, the building is in Strawtown, Pella's original commercial center. Although many early frame buildings have disappeared due to development pressures and the desire to modernize, the Ten Hagen Cottage–Stegeman Store stands as a remnant of the early Dutch colony. *William Page prepared the National Register nomination for the property owner, the Historic Pella Trust.*

ALL PHOTOS: STATE HISTORIC PRESERVATION OFFICE, UNLESS OTHERWISE NOTED



Franklin Regular Baptist Church

Founded in the mid-1800s, the crossroads community of Livingston in Appanoose County was once a bustling village with a brick kiln, blacksmith shop, general store, coal mine, and lumber mill. Today, only the Franklin Regular Baptist Church and one house remain. Constructed in 1881, the church is also the only surviving building directly associated with town cofounder Livingston G. Parker. Educated in engineering and law, Parker worked as a surveyor, engineer, teacher, brick maker, coal miner, farmer, publisher, and postmaster. He also served in the Civil War and ran for the state senate. Following his calling to the ministry, he was ordained in the Franklin Baptist Church and served as a circuit preacher. Although the town of Livingston was bypassed by the railroad and eventually disappeared, the church building served its congregation through the first half of the 20th century. Abandoned in 1967, it remained vacant and deteriorating until 1999, when the local cemetery association replaced the roof. Now, the Historic Livingston Foundation hopes to restore the interior for community gatherings. *The National Register nomination was prepared by Linda Ballanger of Historic Livingston Foundation.*

Ulysses Simpson Grant Elementary School

Designed by Mason City architect John Trafzer and built in 1913, Ulysses Simpson Grant Elementary School in Oskaloosa exemplifies Classical Revival styling, with contrasting colors and remarkable workmanship in brick, stone, and ornament. Between 1913 and 1921, the Oskaloosa School District replaced or enlarged its four elementary schools, as part of citywide improvements in businesses, residential areas, and public utilities. By mid-century, crowded postwar classrooms called for more improvements. Championed by the "Mothers' Crusade for Better Schools," a bond issue finally passed in 1956, funding a new high school, a replacement for Whittier School, and multipurpose additions to Grant, Webster, and Jefferson elementary schools. The architectural firm Perkins and Will of Chicago designed the additions to be used after hours; retractable stages in the gym areas provided flexibility. *James Jacobsen of History Pays! prepared the nomination as part of a historic preservation tax credit project.*



Sioux City Fire Station Number 3

In response to a rapidly growing city, the Sioux City Fire Department constructed Fire Station Number 3 in 1929 to replace an outdated firehouse from the 1880s. Number 3 reflects national firehouse design trends in the first half of the 20th century as outlined by historian Rebecca Zurier. Stations built early in the "streamline and specialization" period (1925–1945) featured characteristics of historic European buildings and began to incorporate stylistic features from the American styles of Mission, Prairie, and Sullivanesque. Integrated into a conservative storefront building type, the brick Fire Station Number 3 features cornice decoration, square and diamond-shaped medallions, and pier bases of decorative gray concrete. The parapet has stylized battlements on the three façades. Although no information has been found confirming the architect of the building, local architect William Steele may have designed it; this is based on similarities to a 1922 rendering of a proposed design for Station Number 1, attributed to Steele but never built. Fire Station Number 3 has been converted into commercial use. *Jim Jung, Patt Breden, and Margo Cheseboro of the Sioux City Historic Preservation Commission prepared the nomination.*



Interstate Power Company Building

The Interstate Power Company property in Dubuque represents the local history of electric power service, the evolution of a municipal power company into a regional energy system, and the advent of computer use in the energy industry. The Dubuque Electric Company was organized in 1916 by consolidating local power and streetcar companies. In 1924, the Dubuque Electric Company established new headquarters in the 1895 building at 1000 Main Street. By this time the company was providing power to all of Dubuque, East Dubuque, and Dyersville but was soon purchased by utility holding companies, first the Chicago-based Utilities Development Corporation, and then the Delaware-based Interstate Power Company. In 1926, Interstate Power built Iowa's first all-steel tower transmission line between Clinton and Dubuque. Although threatened by the Great Depression and downsized due to anti-trust court rulings, the company stabilized during the 1950s. In 1956, the adjacent three-story building was constructed to hold an early computer system, which took up the entire ground floor. In 1962, a fourth floor was constructed in the same style as the original building to accommodate the computer. *James Jacobsen of History Pays!* prepared the *National Register* nomination as part of a historic preservation tax credit project.

North Grinnell Historic District

The North Grinnell residential historic district developed throughout the last half of the 1800s and the first half of the 1900s. After a tornado hit the town in 1882, destroying many of the earliest houses, more substantial homes were built. The predominance of Classical Revival styling in the district's residential design is paralleled by an equally predominant use of Gothic Revival on the adjacent campus of Grinnell College. Large-scale, well-preserved residences represent the collective contributions of architects with regional and national reputations, including George Barber, Charles Edward Easton, Marion Mahony and Walter Burley Griffin, George E. Hallett and Harry D. Rawson, George Washington Maher, and Seth Justin Temple, among others. The renting of rooms and apartments to college students often financed the large houses (the college provided dormitories for its female students beginning in the mid-1880s, but not until 1917 for men). Leading merchants and community leaders also built their homes in the district, giving it an upscale feel that complemented the community's magnet for higher education. *James Jacobsen of History Pays!* prepared the nomination as part of a *Historical Resource Development Program* grant.





Des Moines Western Railway Freight House

Placed in service in 1903, the Des Moines Western Railway Freight House is associated with interurban transportation in Des Moines. Frederick Marion Hubbell originally built and leased the facility to the Des Moines, Iowa Falls & Northern Railroad. Hubbell was known for his massive real estate holdings and his role in the insurance industry, streetcar services, the Des Moines Water Works, and Iowa railroads. His Des Moines Western Railway was expected to connect Des Moines to western Iowa. Although this never came to pass, the freight house built to serve the line eventually served the Fort Dodge, Des Moines & Southern Railroad, an interurban line with both freight and passenger service. Freight service remained until 1968 when the Chicago & North Western purchased the building. *William Page prepared the National Register nomination for the property owner, the Iowa State Bar Association, as part of a historic preservation tax credit project.*

Pioneer Implement Company

During the late 1800s and early 1900s, agricultural equipment was distributed and sold within the "Implement District" in Council Bluffs. Eli L. Shugart, founder of Pioneer Implement, constructed this imposing building in 1893, during a period of great growth. The first multi-story structure in the district, the building marked the point of entry into the district from downtown. It stood apart from the other distribution warehouses as an independent and locally owned jobbing house. In 1915, Pioneer Implement closed its doors. International Harvester purchased the building, creating a campus of sorts for one of the largest and most influential agricultural implement manufacturers in the country. Its continued success is reflected in a 1927 addition to the building and the fact that International Harvester was the only agricultural implement business in the district when the company closed in 1964. Today, the building is one of only four surviving buildings in the district that served as agricultural implement warehouses. *Christina Jansen of Alley Poyner Macchietto Architecture prepared the nomination as part of a historic preservation tax credit project.*



Simmons Hardware Company Warehouse

The Simmons Hardware Company Warehouse (built in 1905/1906) reflects the days when Sioux City was a wholesale jobbing center for northwest Iowa, the Dakotas, and beyond. In 1873, Edward Campbell ("E. C.") Simmons incorporated the company. Headquartered in St. Louis, the company built and leased warehouses in Sioux City and elsewhere to provide efficient handling and shipping. One such efficiency in this warehouse was an interior railroad siding. James Riely Gordon of the New York architectural firm

Gordon, Tracy and Swartwout designed the warehouse. Coupling round-arched Romanesque styling within a massive, load-bearing brick wall was a popular approach to industrial design before the introduction of structural steel and reinforced concrete in the early 20th century. The warehouse's clock tower is a local landmark. The building is being converted into condominiums, offices, and a restaurant, under the name "Clock Tower on Water Street." *Jan Olive Nash of Tallgrass Historians L.C. prepared the nomination as part of a historic rehabilitation project.*



Sioux City Linseed Oil Works

By the late 1800s, Iowa, Minnesota, South Dakota, and North Dakota had replaced Ohio as the nation's leading flaxseed region. With its outstanding railroad connections and proximity to the heart of the growing region, Sioux City was perfectly located to take advantage of this shift. The construction of Sioux City Linseed Oil Works in 1883 anticipated the demand for a local production facility for linseed oil. Using a solvent extraction process in combination with pressed flaxseed, linseed oil served as a binding agent in oil-based paints, as a wood finish, and as a key ingredient in putties, caulk, and linoleum flooring. The local promoters of the oil works and the surrounding industrial district were Thomas Gere, Arthur Garretson, and Rensselaer Hubbard. Nearly destroyed by fire in 1891, the Sioux City Linseed Oil Works was rebuilt and continued production until 1927, when postwar development of synthetic alternatives reduced demand. *James Jacobsen of History Pays!* prepared the *National Register* nomination as part of a historic preservation tax credit project.

Foster Park Historic District

During the early 1880s dozens of British immigrants were recruited by brothers William and Fred Close to the area surrounding Le Mars. They formed what became known as the "English Colony." By mid-decade, the Close brothers controlled 100,000 acres in Plymouth County and beyond, and British immigrants were running large farms or otherwise obtaining agricultural training in the area. In Le Mars, several colonists settled into the area that would become Foster Park. The area developed briskly, due to the creation of City Park (renamed Foster Park) between 1899 and 1902 and the establishment of the Le Mars Normal School in the 1890s. The neighborhood provides a snapshot of the architecture used by prominent business and professional leaders as well as working-class families. It also contains at least three examples of the residential architecture of William Steele, one of Sioux City's most prolific and important residential architects. *Marlys Svendsen of Svendsen Tyler Inc.* prepared the nomination as part of a *Certified Local Governments* grant awarded to the *Le Mars Historic Preservation Commission*.





Dubuque Millworking Historic District

Dubuque's Millworking Historic District represents the lumber industry's transition from processing to millwork production. The district comprises most of the key buildings associated with the Carr, Ryder and Adams Company (later "Caradco") and the Farley and Loetscher Company, leading firms in Dubuque's industrial sector. Carr, Ryder and Adams manufactured window sash, doors, stairs, moldings, and, during World War II, footlockers and ammunition boxes. The enclosed lumber shed of Farley and Loetscher occupied a full city block. In the 1930s, Farm Security Administration photographer John Vachon photographed the mills in contrast to the unemployment and poverty on nearby streets. In 1978, the district served as a set for the movie *F.I.S.T.*, starring Sylvester Stallone as a 1930s union man. The district was essentially intact until the late 1980s, when construction of elevated U.S. Highway 61/151 required demolition of several buildings. *James Jacobsen of History Pays!* prepared the nomination for the City of Dubuque in anticipation of several historic preservation tax credit projects.

Sigma Sigma-Delta Chi Fraternity House

In the early 20th century, many college fraternities that had been established independently and lacked national affiliation sought national status. Begun in 1910, Sigma Sigma at Iowa State University in Ames was one of these. It achieved national status in 1933 by merging with Delta Chi. (Delta Chi was founded in 1917 as Hau Ki, a playful spelling variation of "Hawkeye" and merged with the national Delta Chi fraternity in 1923.) Sigma Sigma built this fraternity house in 1924, and when the two merged in 1933, the existing Delta Chi chapter relocated to this building, and the Sigma Sigma name disappeared. The Sigma Sigma-Delta Chi Fraternity House in Ames is an eclectic, yet imposing, mix of Craftsman, Tudor Revival, and classical styling. Offering a sense of welcome and hospitality, the fraternity house blends in with its residential surroundings, despite its considerably larger scale. Delta Chi remained active for almost seven decades until a substantial decline in pledges resulted in the chapter becoming inactive in 2001. The present owner purchased the building in 2006 and intends to convert it into a bed and breakfast, continuing its life of hospitality. *William Page prepared the nomination as part of a historic preservation tax credit project.*



Burlington Depot

Serving the Chicago, Burlington & Quincy Railroad in Ottumwa, the building locally known as the Burlington Depot is actually located 70 miles west of the town of Burlington. Plans for Ottumwa's Burlington Depot had been drawn before the start of World War II, but were put on hold during the war. The wartime arrival of a Naval Air Station and associated military personnel changed Ottumwa radically, as did postwar development accelerated with new commercial construction, public buildings, institutions, and residential areas. Built in 1951, the Ottumwa depot replicates the modern styling of the CB&Q Depot built in Burlington in 1944. Both were designed by Holabird, Root & Burgee to complement the CB&Q's streamlined Zephyrs that whisked passengers to their destinations. Flat roofs and broad eaves provide a strong horizontal emphasis, as do bands of windows and horizontal blocks of Lannon limestone laid in well-defined courses. The sleek appearance is carried inside with marble, terrazzo, and glass. Now less than a decade over the National Register's 50-year rule for historic properties, this is just one example of Ottumwa's "recent past" architecture now being recognized. *Molly Myers Naumann prepared the nomination for the property owner, the Wapello County Historical Society.*



Grocers Wholesale Company Building

The Grocers Wholesale Company Building, beside the Ninth Street viaduct in Des Moines, represents Iowa's only statewide cooperative grocery. The cooperative enabled independent grocers in portions of four states to survive despite the growing number of chain stores during the first few decades of the 20th century. Although the National Grange, a farmers cooperative of sorts, was founded in 1867 and grain elevator cooperatives appeared in the mid-1880s, there was no midwestern precedent for a grocers cooperative until Grocers Wholesale was formed in 1912. Des Moines was the perfect location for the start of a grocers cooperative. Due to its central location and excellent railroad network, the city had emerged as a dominant wholesaling and jobbing center during the 1880s. By early 1916, when the Grocers Wholesale Company Building was being constructed, the company had experienced a substantial increase in its business, with ownership growing from 67 charter members to nearly 700 independent grocers. It leased additional warehouse space until it finally built a new facility in the early 1930s, when the company vacated this building. Eventually renamed the Associated Grocers of Iowa, the cooperative finally disappeared in 1985 when it was purchased by Fairway Foods of Northfield, Minnesota. *James Jacobsen of History Pays! prepared the nomination as part of a historic preservation tax credit project.*

Stone City Historic District

This historic district is nestled in a scenic valley in Jones County. The town's first limestone quarry opened in 1850. Limestone was used for buildings, road construction, and railroad beds, and the industry flourished in the late 1870s and 1880s. Stone City's limestone was favored for its fine grain, uniformity, and warm beige tone. Stone City turned into an early company town of a few limestone mansions for quarry operators and many frame cottages for the workers. Although Portland cement and concrete were replacing limestone by 1900, quarrying continues today. The community is perhaps best known as the site of Grant Wood's 1930s Stone City Art Colony and School and as the subject of Wood's 1930 painting *Stone City, Iowa*. The acclaimed Regionalist school abruptly ended in 1934, when Wood was named state director of the Public Works of Art Project. *Leah Rogers and Jennifer Price of Tallgrass Historians L.C. prepared the National Register nomination with assistance from William Page as part of a Certified Local Governments grant to the Jones County Historic Preservation Commission.*





Community Building

The Community Building in Princeton had a rough start. In 1903, physician John Knox began constructing the building, meant to accommodate stores, offices, a ballroom, and a hospital. After twice exhausting his funds, Knox abandoned his dream after just three stories and the roof were complete. The building sat empty and incomplete for 20 years. In 1928, town leaders formed the Community Building Company, envisioning a facility for social, recreational, and commercial activities. The remodeling reduced the building to two stories. The first-story commercial space housed Henry W. Boll's grocery and general store. On the second floor, a large auditorium hosted dances, movies, plays, basketball games, meetings, and wrestling matches. In 1963, when the company dissolved, Boll purchased the building. The only remaining general store in town, Boll's was a family-owned fixture until 1997, when Henry's son Merlin retired and closed the store. Today, meetings, receptions, card games, and dinners are held on the first story, and the city hopes to finish rehabilitation. *Rebecca Lawin McCarley of SPARK Consulting prepared the nomination for the City of Princeton.*

West Hill Historic District

This district represents all historical eras of Muscatine's residential development. The earliest extant house dates to 1839. The neighborhood's development followed the town's growth. It primarily coincided with the late 19th- and early 20th-century success of the lumber and pearl button industries, when West Hill was considered the fashionable place to build a home. West Hill is also a cross section of Muscatine's residential design. High-style buildings from all eras include the Greek Revival, Italianate, Second Empire, Queen Anne, Colonial Revival, and Prairie School styles. Vernacular interpretations scattered throughout the neighborhood illustrate



the middle-class tendency to build in proximity to the upper-class elite. As such, the neighborhood represents a commingling of the households of prominent business leaders and ordinary citizens. *Rebecca Lawin McCarley of SPARK Consulting prepared the nomination for the City of Muscatine.*



Baker-DeVotie-Hollingsworth Block

In the late 1870s, East Des Moines had its own school system, township government, and commercial district, giving it a degree of independence from the action on the opposite side of the Des Moines River. The commercial district was centered along East Locust Street, between East Fourth and East Sixth streets. Within this context Duane DeVotie, George Baker, and Henry and Isaiah Hollingsworth built this business block. Constructed between 1877 and 1883, the three double-fronted commercial structures exhibited the same Italianate commercial style—with striking pressed-tin cornices, red brick with decorative limestone quoins, elongated upper-level windows, and elaborately carved window hoods. The architect has not been identified. The structure was originally listed in 1978 as the Studio Block. *James Jacobsen of History Pays! prepared the nomination as part of a historic preservation tax credit project.*



Avery Theater

Today's cineplexes are usually owned and operated by big theater chains, but in the first half of the 20th century many of Iowa's small-town movie theaters were owned by independent operators unaffiliated with nationwide studios. The Avery Theater in Garner is one of these. Built in 1931 in the Art Deco style, the Avery was designed by Twin Cities architect Henry E. Waldron and boasted a state-of-the-art sound system, comfortable women's and men's lounges, a "crying room" for the youngest theater patrons, and the latest in theater fire safety. With its stage and orchestra pit, it also served as a community assembly hall. Operated by Charles Marks until 1939, the Avery was bought and remodeled by Edna Collins Rector and husband Donald Gran. The Art Deco motifs, colors, and stylized murals still survive. The Avery changed hands several times in the 1940s until it was sold to Alice and Lloyd Kingsbury. Competition from television and drive-in movie theaters, along with a declining rural population and increasing number of automobiles reduced patronage, but the Kingsburys held on until 1970, when the Avery was converted into retail use. Today, the vacant building is the focus of a local restoration effort. *Jan Olive Nash of Tallgrass Historians L.C. prepared the nomination, with assistance from Jennifer Price and Jill Blank, as part of a Historic Resource Development Program grant.*

Elgin Block

Built in 1872, the Elgin Block anchored Elgin's business district. It also helped the town retain commercial dominance when the Burlington, Cedar Rapids and Minneapolis Railroad was routed through Lutra, an adjacent community eventually absorbed by Elgin. As an early "business condominium," the Elgin Block was built through the cooperative efforts of local merchants. The first floor housed commercial enterprises, including a general store, drugstore, bakery, harness shop, barbershop, and newspaper. Part of the second floor served as a doctor's office, millinery, and apartment; the remainder was the Elgin Concert Hall, home to graduation ceremonies, concerts, prize fights, oyster suppers, the Silver Leaf Lodge, and the Order of the Eastern Star. The third floor was used for meetings of the International Order of Odd Fellows and Rebekahs as well as parties, dances, and movies. Today, the Elgin Historical Society occupies part of the building. *Alice Howard, Ruth Jacobs, and Donna Meinhard of the Elgin Historical Society prepared the National Register nomination.*



Wahkonsa Hotel

Built in 1910, the Wahkonsa Hotel in Fort Dodge represents the city's golden age of development. It also represents the national trend toward boosterism, a civic philosophy intended to improve the community by promoting economic development and tourism. At the time of the hotel's construction, the city was experiencing a boom in population, public works, and construction. The Fort Dodge Commercial Club formed the Fort Dodge Hotel Company to advance the city's overall prosperity. The hotel's Italian Renaissance Revival style features a brick façade with large, evenly spaced storefront windows between brick pilasters, symmetrical upper stories divided by heavy stone belt courses, and brick quoins. The stately exterior appearance continues into the interior with the lobby's 16-foot ceiling, Tennessee-marble walls, and a white-and-maroon tiled floor. It is the only hotel known to be attributed to the Des Moines architectural firm Liebbe, Nourse & Rasmussen. *Jennifer F. Hembree of MacRostie Historic Advisors prepared the National Register nomination as part of a historic preservation tax credit project.*





Thos. D. Murphy Co. Factory and Power Plant

What was once considered the world's largest manufacturing facility of art calendars now stands nearly vacant and ripe for redevelopment. At the turn of the last century, art calendars brought the fine arts to the multitudes. Incorporated in 1900, the Thos. D. Murphy Co. in Red Oak was named for founder Thomas Dowling Murphy. Born in Monroe, Iowa, he entered Simpson College in 1884. Interested in literature and graphic arts, he worked at an Indianola newspaper while at Simpson. He eventually landed in Red Oak, where he first partnered with Edmund Osborne in publishing a newspaper and printing calendars, which featured public buildings and European paintings. In 1900 he began his own calendar business. The Thos. D. Murphy Calendar Co. complex was influenced by the Arts and Crafts movement. The main building, designed by Scottish-born architect Harry Lawrie and built in 1905, is clad in red brick, trimmed with Bedford limestone, and features decorative brickwork, doors, and detailing. A forced-draft ventilation system, natural light, and sanitation features made it a "model factory." *Jan Olive Nash and Megan Masana of Tallgrass Historians L.C. and Ralph Christian of the State Historical Society of Iowa prepared the National Register nomination for the property owner, Save Our Depot, Inc.*

Herring Hotel

Belle Plaine's survival and growth depended on transportation systems. The Chicago & North Western Railway arrived in 1863; the Lincoln Highway extended through town in the 1910s. One prominent business associated with rails and roads was the hotel. In 1881, William P. Herring married into the Belle Plaine hotel business of William Blossom. Within a year, he and his wife, Ida, began to operate the Tremont House, renamed the Herring Hotel. Fire destroyed it in 1894, but a new hotel rose in 1900, two blocks from the depot and next to a road that would become the Lincoln Highway. Designed by Cedar Rapids architect Charles A. Dieman and built by contractor James Park, the Herring Hotel was enlarged to accommodate a café, rathskeller, filling station, and service garage. It also served as a control station on the Lincoln Highway and headquarters of the Lincoln Highway Glad Hand Club. By the time Herring died in 1937, the Lincoln Highway (U.S. 30) had bypassed the town. The family ran the hotel until 1960. *Leah Rogers and Hesper Meidlinger of Tallgrass Historians L.C. prepared the nomination for owner James Morrow.*





PHOTO COURTESY OF NATIONAL GUARD PUBLIC AFFAIRS OFFICE

Hale Bridge

In March 2006, massive Chinook helicopters hovered in the skies above Jones County, carrying three iron spans of the 1870s Hale Bridge, one of the last remaining Iowa examples of the bowstring arch truss. Originally designed by Cleveland's King Iron Bridge and Manufacturing Company, the bridge had replaced a 349-foot wooden bridge on a rural road near Hale; from 1877 to 1879, local crews assembled one span each year on limestone piers. Originally listed on the National Register of Historic Places in 1998, the Hale Bridge was destined for demolition in 2002. The Jones County Historic Preservation Commission led the way in organizing local, state, and federal partners into preserving and moving the bridge. Two dozen members of Company B, 2nd Battalion, 211th Aviation Unit of the Iowa National Guard participated in the airlift, which was covered by Iowa media, the *New York Times*, and the History Channel's *Mega Movers* program. Once the three arches were moved and reassembled in Wapsipicon State Park, the original wooden plank decking was reinstalled so the bridge could carry a recreational trail (and occasionally a banquet). *William Page prepared the amended National Register nomination for the Jones County Historic Preservation Commission.*



PHOTO BY D. W. JONES

The Chinese Come to Iowa

by H. Roger Grant

The vital role played by thousands of Chinese laborers in building the Central Pacific Railroad, which linked the east and west coasts at Promontory, Utah Territory, is commonly known. Yet it is less widely recognized that when the track was officially completed on May 10, 1869, contractors selected an eight-man Chinese crew to place the last section of iron rail, honoring the invaluable contributions made by these people from Asia.

Chinese immigrants solved the critical shortage of workers as the line took shape eastward from its western terminal at the public wharf on the Sacramento River in Sacramento, California. Euro-American laborers found more profitable and less back-breaking work in agriculture and mining and seemed content to allow foreigners to build the Central Pacific. The Chinese willingly assumed the dangerous and difficult tasks of blasting and picking out a right-of-way across the rugged Sierra Nevada Mountains and endured the hardships of pushing track across the vast wastelands of Nevada.

The opening of the Union Pacific-Central Pacific rail artery not only strengthened the nation, but benefited Iowa. Not long after the driving of the ceremonial spikes at Promontory, three railroads—Chicago & North Western; Chicago, Burlington & Quincy; and Chicago, Rock Island & Pacific—linked Chicago, the emerging railroad mecca of America, with Council Bluffs, the eastern terminus of the Union Pacific. These carriers handled the expanding “bridge” or interchange traffic with the new transcontinental route.

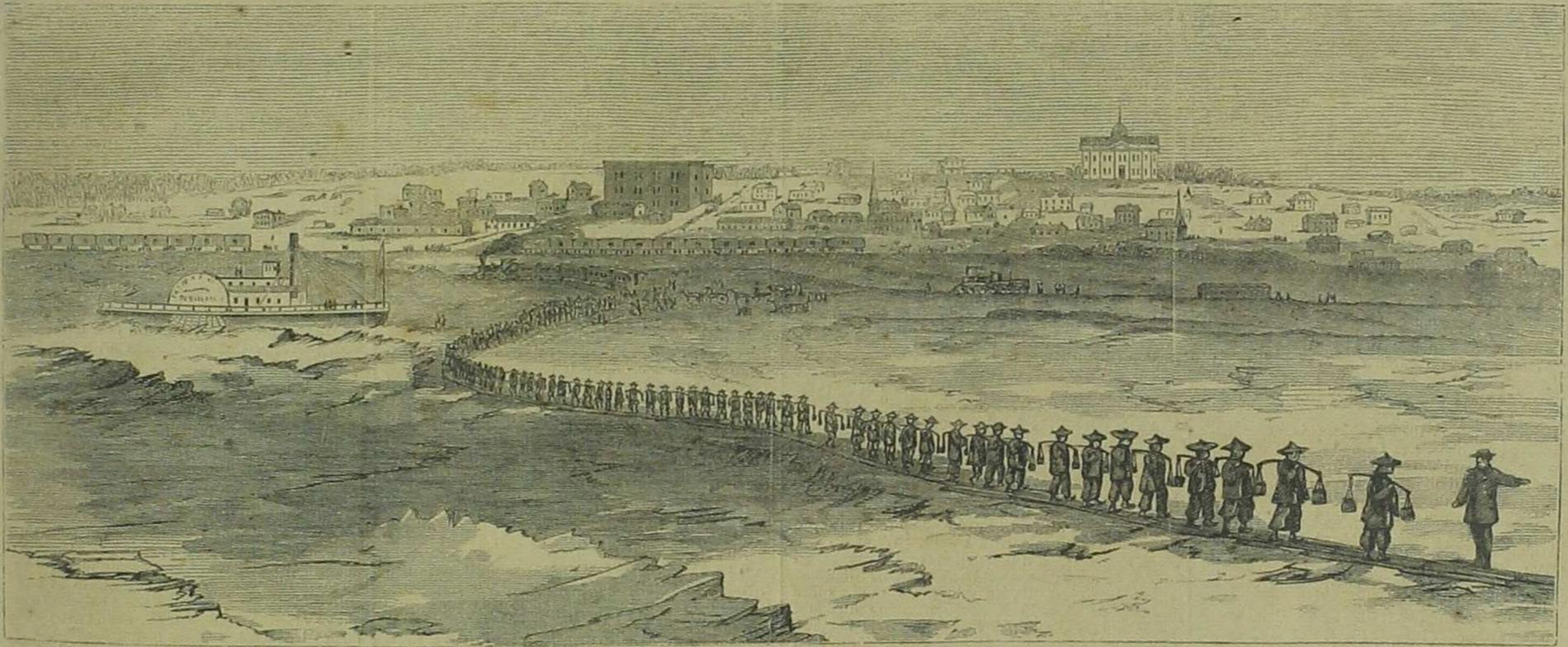
Although some Chinese returned to their homeland after the Central Pacific building period, others remained in America. California became an important center for these former railroad workers who might earn their livelihoods in farming or in restaurant and hand-laundry businesses. But some construction vet-

erans of the Central Pacific stayed with the company and remained in railroading, including building and maintenance projects outside the West. Resistance to these new Americans existed and grew. Beginning in 1868, these strong feelings led to various pieces of federal Chinese exclusion legislation and in the mid-1880s prompted a bloody strike at coal mines operated by Union Pacific in Wyoming Territory. Euro-Americans often did not take kindly to the “Heathen Chinese” who competed for good or scarce jobs, especially in the West.

Although a few Chinese drifted to Iowa and stayed, newspaper reports, both national and local, made much of a large party of Chinese passing through the Council Bluffs area months after completion of the transcontinental rails. On January 22, 1870, the widely circulated *Harper's Weekly* took notice of their activities in a brief, illustrated article, “Coolies for Texas” (right). Reported the paper: “The Mongolian invasion has begun at last in good earnest, and the advance-guard of the peaceful army has already crossed the Missouri River. On the 26th of December the first detachment of Chinese laborers engaged to work on a railroad now building in Texas, numbering 250 men, arrived opposite Council Bluffs.”

Perhaps the piece implied possible “yellow peril.” More likely, though, there existed an intrinsic interest in how these Chinese made their way from the Nebraska to the Iowa side of the stream. “The river was covered with a pack of broken ice sufficiently strong to prevent the passage of boats. [The Union Pacific would not bridge the “Mighty Mo” until 1872.] A plank walk was laid across the uneven surface, on which the Celestials passed over to the eastern side of the river . . . carrying their baggage on poles balanced over the shoulder, in true Oriental fashion.”

The Council Bluffs *Daily Nonpareil* did not ignore



CHINESE COOLIES CROSSING THE MISSOURI RIVER.—[SKETCHED BY LEAVITT BURNHAM.]

the coming into the town's midst of several hundred Chinese laborers. Under the headline "Chinamen Gone South," a story on January 14 indicated that "three hundred Chinamen came in over the Union Pacific Railroad on Monday and left in the afternoon for Memphis by the St. Joseph and Council Bluffs Railroad." Rather than suggesting that these men were bound for railroad construction in Texas, the account indicated that "they're destined for plantation work in the south. More of them are coming."

Indeed, some Chinese laborers found employment in the Deep South, including Augusta, Georgia, where they dug a canal that supplied power to mills from the waters of the Savannah River. However, another Council Bluffs paper, the *Bugle*, had announced somewhat earlier that the Chinese were headed to Memphis. "We did not learn what business they care to follow when they arrive in Memphis but understand they have been brought here under the auspices of a society organized at that point for the purpose of introducing Chinese labor into that section."

Those Chinese who made the somewhat risky crossing of the ice-choked Missouri River did not remain in Iowa, perhaps a relief to its citizenry. After all, the local press used current anti-Chinese language. The

Bugle, for one, called them "Johnny Chopstick," hardly a term of endearment. But the Chinese "invasion" warranted no meaningful concerns.

While some of these experienced railroad workers may have headed to other work sites, including Augusta, a large contingent did go to Texas, where they labored under the supervision of General John G. Walker, a former Confederate officer, on a predecessor of the gestating and strategic Texas & Pacific (T&P) Railway. The T&P would take years to complete; not until 1881 did its rails meet the Southern Pacific near El Paso, forging a second transcontinental rail route.

As with their earlier involvement with the Central Pacific, these Chinese laborers helped to bind together the American nation-state with iron rails, making possible the benefits of the long-lasting Railway Age. ♦

H. Roger Grant is the Kathryn and Calhoun Lemon Professor of History at Clemson University. His article "Iowa's Brightest Railway Project" appeared in a recent issue of this magazine.

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SHSI (IOWA CITY)

One in a Million

Margery Hudson lays a floral wreath at the monument to Abraham Lincoln in Council Bluffs, November 1923. Hudson represented the Council Bluffs chapter of the Daughters of the American Revolution.