

The
PALIMPSEST



Julien Dubuque's Grave Overlooking the Mississippi

Dubuque—The Key City of Iowa

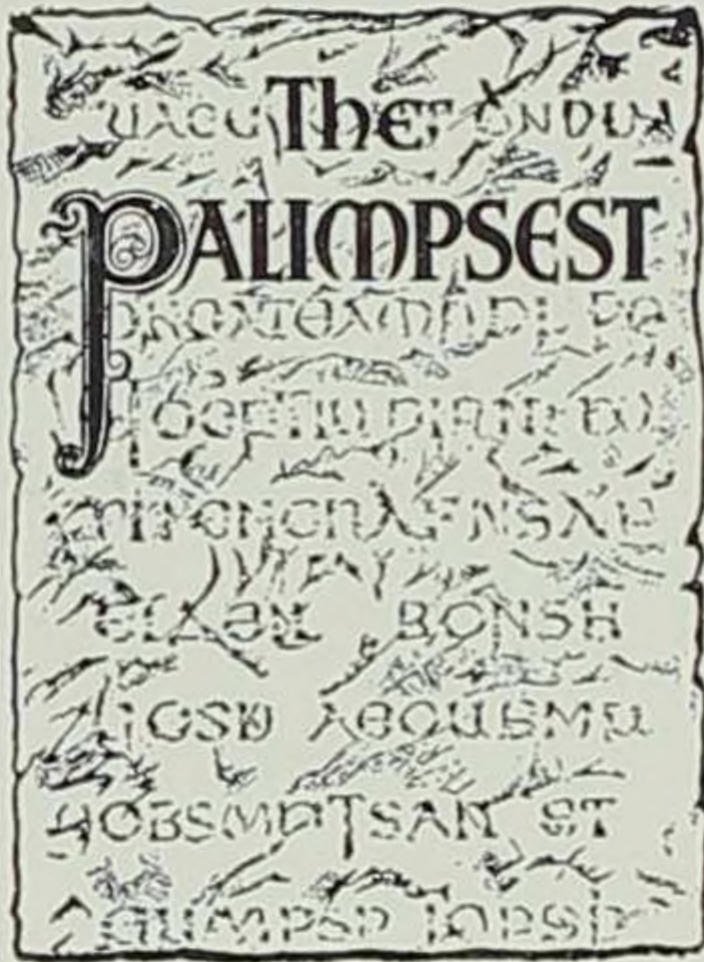
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The Meaning of Palimpsest

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the record of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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WILLIAM J. PETERSEN

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Illustrations

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THE PALIMPSEST

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The El Dorado of Iowa

On April 20, 1836, the Territory of Wisconsin was born. This wilderness empire stretched across forests and prairies from Lake Michigan to the Missouri River. A traveler who sojourned six months of 1837 along the upper Mississippi was delighted with the fertile soil and the healthful, invigorating climate, particularly of the Iowa District west of the river. Throughout this area the forests and prairies were well stocked with game — deer, bear, turkey, and large quantities of prairie hens and pheasants. The streams were “finely stored” with various kinds of fish; “clouds of pigeons” and “flocks of ducks” met the traveler on every hand, while “loquacious geese” could be heard in countless numbers.

Although farmers in the Iowa District were “on the trail” of a “golden fortune,” it was the mineral region that struck the fancy of this itinerant. “Of this new territory,” he wrote to the editor of the *Wheeling Gazette* in 1837, “DUBUQUE is the prospective capital; and no town of the upper Mis-

Mississippi, more richly merits that distinction. Being surrounded by a country rich in mineral, whose mines have not the half been proved, and are already the source of a great revenue, and an unrivalled farming and grazing region, possessing an industrious and enterprising population, it cannot fail to increase in importance and magnitude. . . . Go to that land, for we are confident there you will find the *El Dorado* of your imagination. Are you poor? Seek, and you shall obtain a competence. Art thou rich? There shall your monies reap a noble interest."

For a century and a half the lead mines of the upper Mississippi Valley had been the *El Dorado* of ambitious nations. To this wilderness country came Nicholas Perrot in 1690 to teach the dusky Miami Indians how to mine lead. Toward these same mines the avaricious Antoine Crozat cast a hungry look. On the prospects of such fabulous mines John Law established his "Company of the West" in 1717, only to shake the foundations of France when his "Mississippi Bubble" burst. Against these same mines the British sent a military force in 1780 to drive out the Spanish and prevent lead ore from reaching Washington's armies. From these same mines Julien Dubuque began to extract lead in 1788, the same year that the first settlements in Ohio were made at Marietta and Cincinnati. Along the western bank of the Mississippi the swarthy Dubuque staked out his

"Mines of Spain" in 1796 — the largest Spanish land grant in Iowaland.

The lead mines around present-day Dubuque continued to play a dramatic role after the Louisiana Purchase. Lieutenant Zebulon M. Pike visited Julien Dubuque while on his voyage of exploration to the upper Mississippi in 1805. Five years later, in 1810, Julien Dubuque died and was buried on a towering bluff at the mouth of Catfish Creek. In the years that followed, the warlike Fox Indians drove away the heirs of Chouteau and all other white men who sought to work Dubuque's mines. Past the tattered Fox village at the mouth of Catfish Creek the *Virginia* churned in 1823 on the first steamboat voyage on the upper Mississippi. On the present site of Dubuque in 1830 a group of lead miners drew up the Miners' Compact, the first expression of squatter sovereignty adopted in Iowa. From these same lead mines Colonel Zachary Taylor drove the trespassing "Sooners" during the bitter-cold winter of 1832-1833. There, on June 1, 1833, the full flood of immigration struck the "Iowa District" as sturdy miners crossed the Mississippi to stake out their claims in the Black Hawk Purchase.

Many future Dubuque notables swarmed across the Mississippi River in 1833. The Langworthy brothers — James L., Lucius H., and Edward — were among the first, soon to be followed by their brother, Solon. Alexander Levi came directly

from France in 1833 to engage in mining and merchandising. Warner Lewis, who served as an aide to Colonel Henry Dodge during the Black Hawk War and was destined to serve as Speaker of the House in the State legislature, cast his lot with the first pioneers. Thomas McCraney and Patrick Quigley were among the few who brought their families to the Dubuque mines. Present also was Patrick O'Connor, who was tried and hanged for murder by his fellow lead miners in 1834. The eccentric Thomas Kelley and the civic-minded Woodbury Massey (who was shot by a claim-jumper in 1835) were also trail-blazers. The names of Peter A. Lorimier, Jesse P. Farley, John King, Orrin Smith, Thomas McKnight, Francis Gehon, Augustus L. Gregoire, and Andrew Kee-secker are but a few in the long list of first squatters at Julien Dubuque's old Mines of Spain.

Furnaces were needed to smelt the lead. The primitive methods of the Indians had been very wasteful, less than fifty per cent of the lead being secured. The rich slag left behind was eagerly sought in later years. With the coming of the white man the cupola furnace was introduced whereby as much as seventy per cent of the lead was obtained. In 1834 Peter Lorimier built a cupola furnace at the mouth of Catfish Creek. Two more cupola furnaces were constructed during the following year — one in Dubuque and the other on the Little Maquoketa. Travelers who passed

the mouth of Catfish Creek by steamboat in 1835, according to A. M. Lea, could see "hardy miners" at Riprow who "tear the lead from the bowels of the earth." "The smelting establishments," Lea declared, "have recently been much improved, and are now conducted with scientific accuracy, yielding seventy or eighty per cent of lead from the native sulphuret."

Not satisfied with the efficiency of the cupola furnace, the smelters presently adopted the hearth furnace. What is said to have been the first furnace of this design constructed in America for smelting lead was built near Platteville, Wisconsin, in 1835. The second in the United States, and the first in Iowa, was located just above Rockdale on Catfish Creek. The hearth furnace was so efficient that practically all the lead was extracted, hence it soon replaced the old cupola furnace. Mr. Brunskill built a hearth furnace on Catfish Creek near Center Grove and Nathan Simpson erected one northeast of Dubuque.

The Dubuque *Visitor*, on October 19, 1836, expressed delight with the fine blast furnaces then operating in the neighborhood. Mr. Hulett's blast furnace smelted 70,000 pounds of ore weekly. The cupola furnace owned by Thomas McKnight had a similar output while Peter Lorimier's establishment at Riprow turned out 60,000 pounds. F. K. O'Ferrall's furnace was the largest, measuring seventy by thirty-three feet, and smelting 100,000

pounds per week. Several log furnaces were capable of producing weekly seventy pigs of lead weighing seventy pounds each.

The exact amount of lead produced in the Dubuque mineral region is not known. Many estimates include the production of the mines east of the Mississippi. In the years from 1823 to 1835 the Illinois-Wisconsin lead output was approximately 67,000,000 pounds. The years from 1835 to 1848, when the Dubuque lead mines were contributing their share to the total, constitute the period of greatest activity in the upper Mississippi lead mining country. During this time the annual production rose from 11,000,000 pounds to 55,000,000 pounds. The total valuation of lead received at Saint Louis from the Galena-Dubuque area in 1847 was \$1,654,077.60, or double the combined value of the Saint Louis fur trade and the commerce over the Santa Fé trail.

Some idea of the activity on the west bank of the Mississippi may be gleaned from personal accounts and newspaper columns. By September, 1834, John P. Sheldon, government register of the Dubuque district, thought he had issued "over a thousand" permits to mine lead between the "Turkey and Big Maquoketa" rivers and collected rent in lead valued at \$30,000. Sheldon found the main diggings located near the towns of Dubuque and Peru. Under the caption "Dame Fortune Again" the Dubuque *Visitor* on June 1, 1836, noted "with

pleasure" a new discovery of lead by Chauncey Swan & Company. On August 31st the same paper chronicled Mr. O'Mara's discovery of a new vein two miles northwest of Dubuque. Another deposit was found on David Sleator's lot and still others on the Wooten lot and the Herd lot.

During the years that followed Dubuque newspapers heralded with pride the discovery of new veins of lead. "The prospects of better times in the lead mines was never more flattering," declared the *Iowa News* on March 3, 1838. "Almost daily do we hear of new discoveries, being made in the country, and we believe miners were never more industrious than now, being prompted to further exertions by the success which has crowned the perseverance of others."

In 1838 it was estimated that not less than six million pounds of lead were shipped from Dubuque. The *Iowa News* declared that considerably more mineral was being raised in the spring of 1841 than at any previous time. With each passing year steamboats carried an ever increasing quantity of lead downstream to Saint Louis, fully 140,000 pigs or 9,800,000 pounds being shipped out of Dubuque in 1847 alone.

Prior to 1850 the lead mines were Dubuque's most valuable single asset. But the region did not gain as much in population during the 1840's as the more optimistic had been led to hope. This was due largely to the claims of the heirs of Au-

guste Chouteau to the land embraced in Julien Dubuque's old Spanish grant. For two decades the litigation of the Chouteaus hung like a sword of Damocles over the lead mines. Citizens of Dubuque actually questioned the right of the trustees to collect taxes when it was not possible for them to show a clear title to their real estate. Finally, in March, 1853, the United States Supreme Court sustained the property rights of the citizens in the case of Chouteau v. Molony. When the news reached Dubuque there was general rejoicing — bells rang, bonfires were kindled, and joy reigned supreme. A new era had dawned.

SOME PIONEERS BURIED IN DUBUQUE

Their Main Contributions Before 1860

GEORGE WALLIS JONES — Wisconsin Territorial Delegate and one of Iowa's first U.S. Senators (1848-1859). Died July 22, 1896.

STEPHEN HEMPSTEAD — Member of Constitutional Convention of 1844 and second Governor of State of Iowa. Died February 16, 1883.

THOMAS S. WILSON — Served eight years on Territorial and one year on Iowa Supreme Court. Lawyer-judge 58 years. Died May 16, 1894.

JOHN PLUMBE, JR. — Inventor, promoter, author *Sketches of Iowa and Wisconsin* (1839); father of transcontinental railroad idea between 1836-1839. Died May 29, 1857.

JOHN FRANCIS RAGUE — Architect of Old Capitol at Iowa City and of the City Hall, County Jail, Langworthy Octagonal House, and other homes and ward schools in Dubuque. Died September 24, 1877.

Government by Town Trustees

Brawling miners prowled the streets of Dubuque in 1836. So at least it seemed to nineteen-year-old W. H. C. Folsom upon his arrival from Maine in the winter of 1836. "Sundays were especially days of strife, and Main street was generally the field of combat" between the "Catholic and Orange Irish," Folsom recalled. Women even participated. There was no law, there were no police to enforce order. The fight went on, the participants pulling hair, gouging, biting, pummeling with fists or pounding with sticks, till one or the other was victorious. These combats were also accompanied with volleys of profanity, and unlimited supplies of bad whisky served as fuel to the flames of discord. Dubuque was certainly the worst town in the West, and, in a small way, the worst in the whole country. The entire country west of the Mississippi was without law, the government of Wisconsin Territory not yet being extended to it. Justice, such as it was, was administered by Judge Lynch and the mob."

Not all the people in Dubuque were dissolute ruffians. Lieutenant Albert M. Lea found the average pioneer of 1836 "steadily pursuing his own business without interrupting his neighbour."

Such men, no doubt, were responsible for securing the passage of a bill to incorporate towns in the Territory of Wisconsin. The enactment of this measure was an important factor in establishing political order in Dubuque and other communities.

The original statute for the government of towns was composed of twelve sections. It provided that the white male inhabitants of any town or village of not less than three hundred population might incorporate their community for the "better regulation of their internal police." To do this all citizens over twenty-one who had resided six months in a town could simply assemble at the courthouse or other meeting place and choose a president and clerk. Notice of such a meeting had to be given in a newspaper or by an advertisement posted ten days in advance. Those present were to decide on incorporation by a viva voce vote. If two-thirds voted in favor, the clerk was to give "at least five days public notice for the citizens to assemble and select by ballot five trustees from their fellow townsmen.

The board of trustees, who were elected for one year, were to choose a president from their own body. They were to be considered in "law and equity a body corporate and politic" with full power to sue and be sued. They might devise a corporate seal which could be altered at pleasure. They were to name a clerk who was to keep a "fair journal and record" of all proceedings, and in-

scribe all by-laws and ordinances in a book provided for that purpose. The trustees were to choose a town treasurer who was required to give bond.

The powers of the president and trustees were clearly defined. A majority of them were empowered "to make, ordain and establish and execute such ordinances in writing, not inconsistent with the constitution and laws of the United States and of this Territory, as they shall deem necessary, to prevent and remove nuisances, to restrain and prohibit gambling or other disorderly conduct, and to prevent the running of and indecent exhibitions of horses within the bounds of such town; to provide for the licensing of public shows, to regulate and establish markets, to open ditches, and to provide for drawing off water, to sink and keep in repair public wells, to keep open and in repair the streets and alleys of such towns, by making pavements or sidewalks, or other improvements." In addition, they could provide fire protection, define the boundaries of the town, and levy and collect taxes. The act provided that the limits of the town must not exceed two miles square. Taxes could not exceed fifty cents on every hundred dollars of assessed valuation of real estate and twenty-five cents on the same amount of personal property.

The law was just as clear regarding the duties of the trustees. They were to keep in good repair all streets and alleys and the public roads passing

from and through the town for one mile from the center. To do this every male resident over the age of twenty-one and under sixty years was required to labor on the "streets, alleys and roads, at least two days in each and every year" or pay one dollar per day instead. If such labor was insufficient, the trustees might appropriate the necessary funds from the tax levied on real estate and personal property.

All funds collected through "taxes, fines, penalties and forfeitures" were to be used solely "towards the erecting and improving and regulating those objects" placed under the control of the trustees. Delinquent taxes might be collected after giving at least fifteen days public notice. Fines ranging from twenty-five cents to ten dollars, together with the cost of suit, might be imposed for breaches of ordinances. The law provided for the legal dissolution of a town by a two-thirds vote of the qualified electors. Signed by Speaker of the House, Peter H. Engle, and President of the Council, Henry S. Baird, the bill was approved by Governor Henry Dodge on December 6, 1836. It took effect immediately.

The citizens of Dubuque lost no time in utilizing the provisions of this act. At a meeting in the Methodist Church on March 25, 1837, the resolution to incorporate was adopted and April 1st fixed as the date for electing the first trustees. At the polls in Hempstead and Lorimier's store on April

Fool's Day, 1837, William Myers, Thomas S. Wilson, Charles Miller, Thomas C. Fassitt, and Timothy Fanning were declared to be a "Board of Trustees under the name and title of the President and Trustees of the Town of Du Buque." On the following Monday, April 3rd, the trustees met to organize and elect officers. Thomas S. Wilson, a young lawyer who had arrived from Ohio in 1836, was elected president of the board of trustees. Charles Corkery was named clerk, Patrick Quigley appointed treasurer, Philip C. Morheiser selected as marshal and collector, and Ezekiel C. Dougherty chosen as assessor.

When the board convened on April 8th, Timothy Fanning moved that the trustees borrow enough money to remove the "obstructions from the slough" in order to render it "navigable for Steam Boats." A committee was appointed which reported at the following meeting that it had "carried the instructions of the Board into effect as far as practicable but were compelled to desist from further improvement in the Slough in consequence of high water."

A distinguishing feature of the Dubuque trustees was their serious attention to their duties. Unlike the first city fathers of Davenport and Bloomington, the Dubuque trustees met regularly, even holding special meetings. Between 1837 and 1841 the clerk filled eighty-three pages in the large "Council Journal" with the minutes of the proceed-

ings. In another volume he copied the thirty ordinances, several many pages long, which were passed during that period.

The real work of the trustees began on April 16, 1837, when Mr. Fassitt moved that President Wilson draft the following ordinances: (1) on the stated meetings of the board; (2) on establishing certain offices and defining the duties; (3) on breaches of ordinances; (4) on regulating the town police; (5) on preventing the running and indecent exhibition of horses; (6) on fines and forfeitures; (7) on the provision of fire ladders by the treasurer; (8) on the furnishing of fire buckets by citizens; and (9) on the formation of a fire company. Wilson was instructed to prepare these ordinances in manuscript in time for the following board meeting. So well did he perform his work that when the ordinances "were severally read from the clerk's table" all but one were quickly passed. The police ordinance "elicited considerable discussion" but after "various amendments" it too was passed unanimously. Mr. Fanning thereupon resolved that the trustees exert their "best endeavors to enforce the provisions of the ordinances just passed."

The first ordinance provided for a treasurer, a clerk, an assessor, and a marshal. The second designated every Saturday as the day for regular meetings and required only two votes to call a special meeting. The third fixed a fine of ten dollars

for any resistance of process concerning breaches of ordinances. The minute manner in which some ordinances were drafted is illustrated by the second section of the police ordinance: "And be it further ordained That if any person or persons shall within said Town, in the night time, wilfully disturb the peace and quiet of any street, lane, alley or neighbourhood, or any private family or person by loud or unusual noise, by blowing horns, trumpets or other instruments or engines, by the rattling of drums, tambourines, kettles, pans, tubs or other sounding vessels, by the rattling of bells or other noisy instruments, engines or machines, by hallowing, shouting, loud and boisterous laughing, singing, bellowing, howling, swearing, obscene language or conversation, or by any device or means, whatsoever, or by tumultuous or offensive language or carriage, by threatening, quarrelling, scolding, traducing, challenging or fighting under any pretense or pretext whatsoever," should be deemed "guilty of a misdemeanor" and subject to a fine of not less than one dollar nor more than fifty dollars and costs. The ordinance defined night as after ten o'clock in the spring, summer, and fall seasons and after eight o'clock in the winter.

The last three ordinances dealt with fire protection. The treasurer was authorized to provide two twenty-five foot and two fourteen foot fire ladders, and two fire hooks of the proper dimensions. These

were to be deposited in some "convenient place" and a penalty of five dollars imposed for their removal for private use. The citizens were required to furnish fire buckets. Every owner or tenant of any "two story dwelling house, store or warehouse" was to provide "two strong, substantial and sufficient leather buckets" painted in conspicuous letters with the name of the owner. One-story homes were required to furnish only one bucket. These buckets were to be kept in some convenient or public part of the house and a penalty of five dollars imposed for their illegitimate removal. Citizens above the age of sixteen might form a volunteer fire company not to exceed one hundred members. Only twenty volunteers were needed to adopt bylaws and form a company.

Additional ordinances were adopted subsequently. On May 6, 1837, Mr. Miller moved that President Wilson prepare an ordinance on revenue and taxes. A week later the trustees read, studied, and returned Wilson's tax bill "with a request that he will so amend it as to make it applicable to the present situation of the Town of Dubuque." The tax ordinance was accordingly revised and adopted on May 16th.

By this time Wilson apparently found the task of drafting ordinances rather onerous, particularly when Governor Henry Dodge appointed him prosecuting attorney of Dubuque County. On June 17th he addressed a communication to his col-

leagues stating he would be "necessarily absent for some time." His arduous "professional engagements" obliged him to tender his verbal resignation on August 19th. The trustees insisted on a "written" resignation which was tendered and accepted the following week. Thereupon the board named Peter A. Lorimier to fill the vacancy but that gentleman declined. The position was next proffered to John Plumbe, Jr., who accepted "with a deep sense of honor" and was seated on September 2, 1837.

By the time Dubuque received a special charter in 1840 a number of citizens had become skilled in local government. Between 1838 and 1841 such notable pioneers as Alexander Butterworth, S. D. Dixon, E. C. Dougherty, J. P. Farley, Thomas C. Fassitt, Edward Langworthy, Timothy Mason, John McKenzie, Charles Miller, Philip C. Morheiser, John Plumbe, Patrick Quigley, Benjamin Rupert, and Loring Wheeler had served as trustees. Thomas C. Fassitt was named to fill Wilson's unexpired term as president on September 2, 1837. Philip C. Morheiser was named president in 1838, Patrick Quigley was elevated to the post in 1839, and S. D. Dixon was chosen in 1840.

During the first five months no mention was made by the clerk of the meeting place of the board of trustees. It was not until September 6, 1837, that the trustees decided to meet in the house behind John Regan's store. This could be rented for

five dollars a month but one dollar was set aside for making fires in the stove twice a week, thus bringing the total rent to six dollars. Unabashed by such extravagance, the board directed the clerk to procure furniture, stationery, a stove, and other equipment.

Thus far the trustees had borrowed money from the more affluent citizens for necessary expenses. The ordinance to lay and collect taxes had been passed on May 16th and Ezekiel C. Dougherty was soon at work assessing property. Anxious to secure funds, the trustees held a special meeting. "After a tedious examination," the clerk recorded on July 3, 1837, "a large amount of property was found to have been omitted through mistake." The lists were accordingly returned to Dougherty with specific instructions, and rejected at two subsequent meetings before they were finally approved. A bill of \$37.50 was submitted on October 28th for assessing Dubuque property.

With money tinkling into the city coffers, the trustees commenced paying some of the corporate bills. A considerable sum was expended on the slough and even more on the streets, alleys, and sidewalks. There were also numerous other expenses. Thus, on September 23rd, the trustees refused to accept the bill of the *Iowa News* for printing ordinances, on the grounds that it was too high. They paid back to T. C. Fassitt and Robert D. Sherman, however, the fifty dollars loaned to the

corporation in April; and to Gehon & Hendry their twenty-five-dollar loan. Attorney W. W. Chapman was paid fifty dollars for representing the corporation in the five cases pending in June and Clerk Corkery presented a bill for fifty dollars for three months' service. Meanwhile, the trustees had agreed to pay Stephen Hempstead \$200 for representing the corporation as the town attorney during the remainder of the term of the board. After paying several more bills the treasurer reported a balance of thirty-six dollars on November 4, 1837.

Meanwhile, the trustees continued to draw up more ordinances. The boundaries of the town were defined, the discharge of fire arms prohibited within the village limits, and licenses required of any circus, show, or exhibition. A wharfage tax of five dollars was imposed on every steamboat or other craft arriving from below. Drivers of wagons, carts, drays, and sleds who worked for hire paid a five dollar license. Only ferrymen, stagecoach, and hack drivers were exempted in the ordinance preventing Sabbath breaking. A port physician "skilled in the science of medicine" was appointed to inspect "every Steam Boat or other vessel, coming from any port known to be infected with any pestilential or contagious disease." Other ordinances dealt with public wells, the appointment of a town engineer, the construction of sidewalks, and the prevention of obstructions on streets, alleys, and wharves. The trustees were

compelled to legislate against "digging" land out of the streets. Their last ordinance was passed on August 10, 1840, and provided for "grading certain parts of Main Street."

Such were the problems facing the Dubuque trustees before 1841. Their diligence, however, was not above reproach. "If our town Trustees," the *Iowa News* asserted in 1838, "are not a little more attentive to their duties hereafter we'll expose them by publishing their names as such! Why are persons permitted to haul sand from the middle of Locust street at the crossing of Third? thereby endangering the lives of persons riding in the night. And why are the butchers permitted to throw the heads of animals in our streets? at which half a dozen dogs are frequently to be seen growling around and fighting for. Many other growing evils might be pointed out — but it seems altogether useless, at least unless they do something in order to show that there is a board of Trustees. Most of our citizens have paid their tax, and the law is sufficient for their collection from those who have not, leaving no excuse for this neglect of duty. We hope it will be attended to." Doubtless such opinions were important in leading to the dissolution of the board of trustees and the acquisition of a special city charter from the Territorial legislature.

A Chartered Town

An opportunity to secure a change in local government occurred when the First Legislative Assembly of the Territory of Iowa convened at Burlington on November 12, 1838. Dubuque County was represented in the Council by Stephen Hempstead and Warner Lewis, the former serving as president. On November 24th, scarcely two months after the Dubuque trustees had been chided for neglect of duty, Hempstead presented a bill in the Council to incorporate Dubuque. After considerable discussion and amendment the measure passed the Council on December 4, 1838, and was adopted by the House of Representatives with further amendments three days later. But the eagle eye of Governor Robert Lucas detected a flaw. The judicial powers of the mayor, he said, were incompatible with the organic law of the Territory and certain acts of Congress dealing with the fugitive slave clause. He accordingly vetoed and returned the measure on January 8, 1839. Eight days later Hempstead moved that the charter be referred to the committee on incorporations. During the waning days of the session the bill apparently was forgotten.

A year elapsed before Dubuque had another

opportunity to petition the legislature. On November 11, 1839, Representative Edward Langworthy sought permission to introduce in the House at some future day a bill to incorporate Dubuque. Representatives Edward Langworthy, Loring Wheeler, and James Churchman, all of Dubuque, were appointed to draw up the measure. On December 2, 1839, House Bill No. 51 was reported "to incorporate the city of Du Buque." Read a second time on December 6th, the bill with certain amendments was discussed and, on motion of Mr. Langworthy, was tabled. Nearly a month later, January 3, 1840, it was taken from the table, referred to a select committee, and presented on January 6th in amended form. Having passed the House on January 9th, it was transmitted to the upper chamber where it was considered in committee of the whole, amended, and finally passed on January 14th. Governor Lucas approved the measure on January 17, giving Dubuque a special charter for a mayor-council type of government.

The Dubuque charter of 1840 was far more comprehensive than the articles of incorporation under which the trustees had functioned. It contained twenty-one sections compared with only twelve in the old act. It bounded the town as "surveyed and laid off by the commissioners appointed under an act of Congress to lay off the towns of Fort Madison, Burlington, and Du Buque." It provided for the annual election of one mayor and six

aldermen instead of five trustees. It granted corporate powers, outlined the work of the city council, prescribed the duties of the mayor and other city officers, arranged for the creation of wards, described the method of holding elections, and regulated the opening and paving of streets, lanes, alleys, and sidewalks.

The extreme care with which the special charter of 1840 was drafted is illustrated by section 5 which outlined the powers of the council: "The city council shall have power to grade, ditch and cut sewers, to make, alter, widen and repair streets, lanes and alleys; to make and repair wharves or public landings within the corporation, to license houses where liquor is sold by the dram, to license drays, carts and other vehicles kept for public hire, to license and prohibit shows and other public exhibitions, to dig and keep in repair public wells, to license and regulate billiard tables, to prohibit the discharging of firearms and the racing or immoderate running of horses within the corporation, to levy and collect a tax upon dogs, to restrain or prohibit the running at large of ferocious animals, to establish and regulate the rate of wharfage of all boats or vessels or rafts landing within the limits of the corporation, to establish a ferry or ferries and for annually leasing the same, to cause to be fenced vacant or unimproved lots, to restrain and prohibit houses of ill fame, and all indecent exhibitions within the city."

This same section also permitted the city council "to hold, purchase and convey real and personal estate for the use of said city" and to borrow money "at any rate of interest not to exceed twenty per cent per annum." The law required, however, that the borrowed money must be expended exclusively in the "public improvement of the city" and could be repaid by a city tax not to exceed "one-fourth of one per centum" of all real and personal property. Finally, the council could organize "fire companies not to exceed twenty-five men each" whose members would be "exempt from militia duty." In a word the council was granted power "to pass all laws and ordinances not inconsistent with the constitution of the United States and laws of this territory."

The special charter provided that the legal voters should assemble at the courthouse on the first Monday in March of 1840 and ballot on the new charter. If a majority favored it the law became effective two weeks later. The citizens were then to vote for new officers on the first Monday in April. For some unknown reason no such vote was taken until March 1, 1841, when the charter was adopted by a vote of 58 to 38. Subsequently, on April 5, 1841, the citizens elected Caleb H. Booth as Mayor and Jesse P. Farley, Charles Miller, Edward Langworthy, W. W. Coriell, H. Simplot, and Timothy Fanning as aldermen. Four of the six aldermen — Farley, Miller, Langworthy, and

Fanning — had seen previous service on the old board of trustees.

The charter provided that the polls should be open "from nine in the morning to five o'clock in the afternoon" when the judges were to issue election certificates to the persons having the greatest number of votes. This was accomplished on the evening of the election and four aldermen were sworn in. The trustees thereupon turned over the books and papers to the new aldermen who were present. Langworthy took the oath of office on April 12th, Farley in the following week, and Mayor Booth on April 26th.

Meanwhile, the new city fathers began a period of intense activity which did not abate until the heat of summer blistered the straggling community. On April 12, 1841, Timothy Mason appeared and complained vehemently against a "Log Cabin occupied by T. E. Norris as a Stable." Dennis O'Shea was allowed six dollars for two days' work with his horse and cart on Bluff Street. Benjamin Rupert was elected clerk pro tem. It was not until May 3, 1841, however, that the regular election of officers occurred. At that time Benjamin Rupert was elected clerk, B. F. Davis was named marshal and collector, E. C. Dougherty was chosen assessor and street commissioner, William Lawther selected as treasurer, and Charles Miller designated as weighmaster. Two weeks later the clerk reported that all had agreed to serve

except Lawther, who was absent. He also declared he had made a contract with E. C. Dougherty for a room back of the recorder's office at the rate of two dollars per month.

One of the largest items of municipal expense was the improvement of streets and alleys. On May 24th the city council appropriated twenty dollars for work on Eighth Street west of Bluff. "We are happy to perceive," remarked the *Iowa News* of May 29, 1841, "a spirit of energy in the movements of our new corporation which will before long remedy the evils under which our citizens have so long suffered. The work of straightening Eighth Street and repairing the road through Lorimier Hollow, over which a considerable portion of the business of the town with the country in its rear is done, will not only be of great benefit to our trade, but will stop the rush of water which for the past two years has been ruining the property at the south end of Locust Street." On June 10th the street commissioner was ordered not to pay more than \$2.50 per day for a man with horse and cart; in August he was instructed to collect the tools of the city and put them in a safe place.

Even more costly were the efforts to improve the river front by excavating a canal between the inner and outer slough. On May 26th the council held a special meeting and placed the street commissioner in charge of the work. "After this improvement is completed," the *Iowa News* asserted,

"a current will be thrown into the inner slough which will render its waters sweet and healthy and enable steamboats to approach the wharves in ordinary stages of water. We have too long remained in a state of apathy in regard to the disadvantages suffered on account of the obstructions of our harbor and the consequent injury to the health and business of this place. . . . After this canal is commenced all our citizens who feel interested in its speedy completion will have an opportunity of affording such assistance to the corporation as they may deem expedient either in teams or labor." The sums expended on this project were large. On June 7th the council paid \$100 in orders to Street Commissioner E. C. Dougherty for work on the canal. At subsequent meetings sums totalling \$500, \$400, \$1000, and \$500 were expended in scrip for canal excavation. By September 6, 1841, the council had appropriated \$3500 for this purpose.

There were other bills to be met. On June 28, 1841, James V. Campton and William Redman were allowed \$65.50 for blacksmith service. William Smith was paid \$15 as assessor and Charles Miller got \$14 for some "scrapers." W. W. Coriell printed five ordinances in the *Iowa News* for \$19. The total expenditures for the year ending April 1, 1844, amounted to \$1491.61. The smallest sum was 75 cents to O. Bobien for hauling lumber for a bridge; the largest was \$200 for five

culverts. By 1844 the total city indebtedness equalled \$5461.84, a staggering sum for pioneer days.

Meanwhile, city revenue was just as difficult to collect as under the old board of trustees. "The taxes assessed," railed the *Iowa News* on June 16, 1840, "upon houses and lots in the town of Du Buque, to which the government title has not yet been extinguished, being illegal, our citizens are not willing to pay, without better evidence is furnished them, that the money heretofore collected has been expended in a way to benefit the town. It is time enough to pay our taxes when we have our evidences of title in our pockets." A tax of one-fourth of one per cent (two and one-half mills) on real and personal property had been levied on June 28, 1841. For the year ending March 29, 1844, a total of \$1434.65 was collected, or slightly less than had been expended. The great bulk of the money was derived from two sources: the real and personal property tax brought in \$527.86, while the grocery license for selling liquors accounted for \$525 more. The Howes & Mabey circus paid a five dollar fee while another five dollars was derived from pedlar and theatre licenses. The sale from hogs taken up in the street netted \$62.50; the dog tax brought in \$26; and the hay scale accounted for \$10.50. A half dozen other items completed the list of the sources of revenue for local government.

Although the special charter had granted power on many subjects, it was still necessary for the council to pass numerous ordinances. The first provided for the appointment of certain city officers and prescribed their duties. Next, an ordinance regulating groceries fixed the license for these liquor establishments at not less than \$25 or more than \$100. A fine of from \$10 to \$40 might be imposed for permitting "riotous conduct in or about" a grocery. Grades and sidewalks were regulated and citizens were enjoined from throwing filth, rubbish, or dead animals in the streets and alleys. Citizens were also prohibited from slaughtering animals at home. On June 7, 1841, Samuel B. Johnson appeared before the council and entered a complaint against the "Dutch Butcher" who was located at the corner of Fourth and Main streets.

Several ordinances regarding hogs running at large were passed and met with considerable opposition. To protect the public graveyard, a fine of three dollars was imposed on any person guilty of placing animals inside the fence. Another ordinance declared that no more than "two Hogs or one Sow and Sucking pigs" belonging to a single family would be permitted to "run at large" within the city limits. Owners of any animal taken up had to pay a fine of fifty cents plus expenses. If the stock was not immediately recovered it was sold and the proceeds put in the treasury. "As the season for fleas is approaching," cautioned the

Iowa News, "we beg leave to direct the attention of the corporation to the droves of hogs which infest our streets."

The large number of dogs prompted the council, on July 19, 1841, to ordain that all "who may keep or harbor any dog or Slut" must pay a two dollar tax and place on the animal a "metallic collar" durably and legibly engraved with the owner's name. Failure to comply might bring a fine of ten dollars. Furthermore, the marshal was directed to kill all dogs running at large.

On August 28th, the *Miners' Express* printed the following letter: "Mr. Editor: I wonder if the dogs of Dubuque have ever had the Dog Law read to them? for I see them walking about the city as carelessly as though they were entirely ignorant of the Ordinance which has been promulgated by the City Council. By the way, I would propose that the penalty be commuted, and instead of the punishment contemplated, that they be collected together and driven down Locust-street. Should any be fortunate enough to pass over the gully without breaking their necks, they ought to be permitted to escape."

The scope of general welfare legislation was further enlarged by various safety precautions, but the ordinance to regulate stovepipes for fire prevention caused an unexpected repercussion when the marshal found that four of the seven stovepipes out of order in Dubuque belonged to

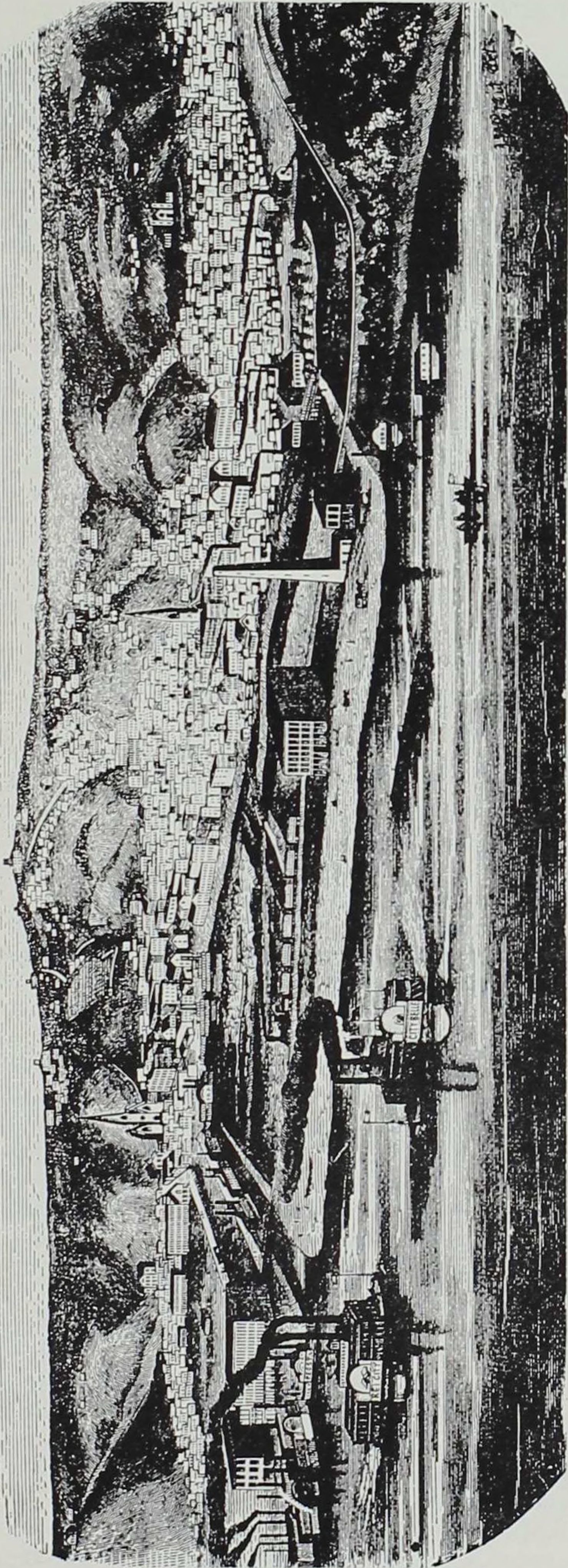
Alderman Timothy Fanning. Sleighs could not be driven "out of a walk" unless the vehicle was provided with bells attached to the horse or horses. A two dollar fine was imposed for the first offense and three dollars for each additional offense.

Some of these ordinances were very unpopular. On June 7, 1848, a subscriber to the *Miners' Express* complained when a "City Inspector and Measurer of Wood and Lumber" was appointed. "Where did these wise Aldermen find a precedent for the act?" the irate citizen inquired. "Did they advise with the people, or was it from a desire to rob the poor wood haulers? If the latter, let me assure the Hon. Board, their city will go without wood."

A capable group of officials served Dubuque under the special charter. Samuel D. Dixon was elected mayor in 1842 and James Fanning succeeded him in 1843. F. K. O'Ferrall broke a one-term precedent when he was elected in 1844, 1845, and 1846. Although Dubuque was strongly Democratic, it appears that, with the election of P. A. Lorimier in 1847 and George L. Nightingale in 1848, the Whigs came into power. As the election of 1849 approached, the intensely partisan *Miners' Express* called attention to those Whigs who were commencing the "old cry" of "no partyism" with its attendant plea for "honesty and capability" as the determining qualities for office. "Honesty and capability are, in our estimation," the editor de-

clared on March 20, 1849, "indispensable qualities in an office-holder, but when the office is vacant, and the people are called upon to fill it, such men should be selected as possess, not only the qualities above referred to, but such political opinions as are agreeable to the taste of the majority. Dubuque is decidedly a Democratic City, and we have not been able to discover any good reason why her political opinions should not be reflected by her rulers. What say you? Shall we have a Democratic City Council for the coming year?"

From the creation of the Territory of Iowa in 1838 until the practice was prohibited by the constitution of 1857, forty Iowa cities and towns received special charters from Territorial or State legislatures. Twenty-seven of these towns were granted one charter, eight obtained two charters, three had three charters, while Mount Pleasant and Dubuque each operated under four special charters. The original Dubuque charter of 1840 was followed by another approved on January 19, 1846. In the following year, 1847, a third special charter was provided by the legislature. Ten years later, in 1857, the fourth special Dubuque charter was approved by Governor James W. Grimes and remained the organic law of the city for sixty-three years. This charter, with the compiled city ordinances, comprised in 1919 a thick 497-page volume, ample proof of the complexity of local government in the Key City of Iowa.



VIEW OF DUBUQUE IN 1858

In 1858 a prize essay on Dubuque, published by the Dubuque Emigrant Association, closed with these optimistic words: "The position of Dubuque, upon the Upper Mississippi nearly midway between St. Louis and St. Paul, about five hundred miles distant, and also its location on the railroad lines across Northern Illinois and Southern Wisconsin have made it the center of trade for this portion of the Northwest. Sustained as the city is by the trade, to a great extent of the northern half of Iowa, and a part of that of Minnesota, it must eventually become the metropolis of the Upper Mississippi."

AN ACT to lay off and organize Counties west of the Mississippi River.

	SECTION.		SECTION.
Dubuque, seat of justice,	1	Manner of elections,	5
Demoine,	2	Chief justices—how qualified,	ib
County courts,	3	Clerk and associate justices,	ib
Laws of Iowa extended to Dubuque,	4	Process--writs of error,	6
Township elections,	5	When to take effect,	7

SECTION 1. *Be it enacted by the Legislative Council of the Territory of Michigan,* That all that district of country which was attached to the territory of Michigan, by the act of congress, entitled "an act to attach the territory of the United States west of the Mississippi river, and north of the state of Missouri to the territory of Michigan," approved June 28, 1834, and to which the Indian title has been extinguished, which is situated to the north of a line to be drawn due west from the lower end of Rock Island to Missouri river, shall constitute a county, and be called Dubuque. The said county shall constitute a township, which shall be called Julien. The seat of justice shall be established at the village of Dubuque until the same shall be changed by the judges of the county court of said county.

SECTION 7. This act shall take effect and be in force on and after the first day of October next, and the township officers elected under this act shall hold their offices until the first Monday of April next, and until others are elected and qualified.

Approved September 6, 1834.

[Chap. 84.]

AN ACT to incorporate the city of Du Buque.

Boundaries.

SECTION 1. *Be it enacted by the Council and House of Representatives of the Territory of Iowa,* That the city of Du Buque shall be bounded as follows: Beginning at a point in the middle of the main channel of the river Mississippi east and parallel with the south line of the town of Du Buque as surveyed and laid off by the commissioners appointed under an act of congress to lay off the towns of Fort Madison, Burlington, and Du Buque, &c. and running westwardly with the said line to a stone which marks the southwest corner of said town, thence northwardly to a stone which marks the northwest corner of said town; thence, with the line of said town, to the slough; thence east-north-east to the middle of the main channel of the Mississippi river; thence with said channel to the place of beginning. All the inhabitants resident within the aforesaid limits are hereby declared to be incorporated by the name of "The Mayor and Aldermen of the City of Du Buque."

Incorporation.

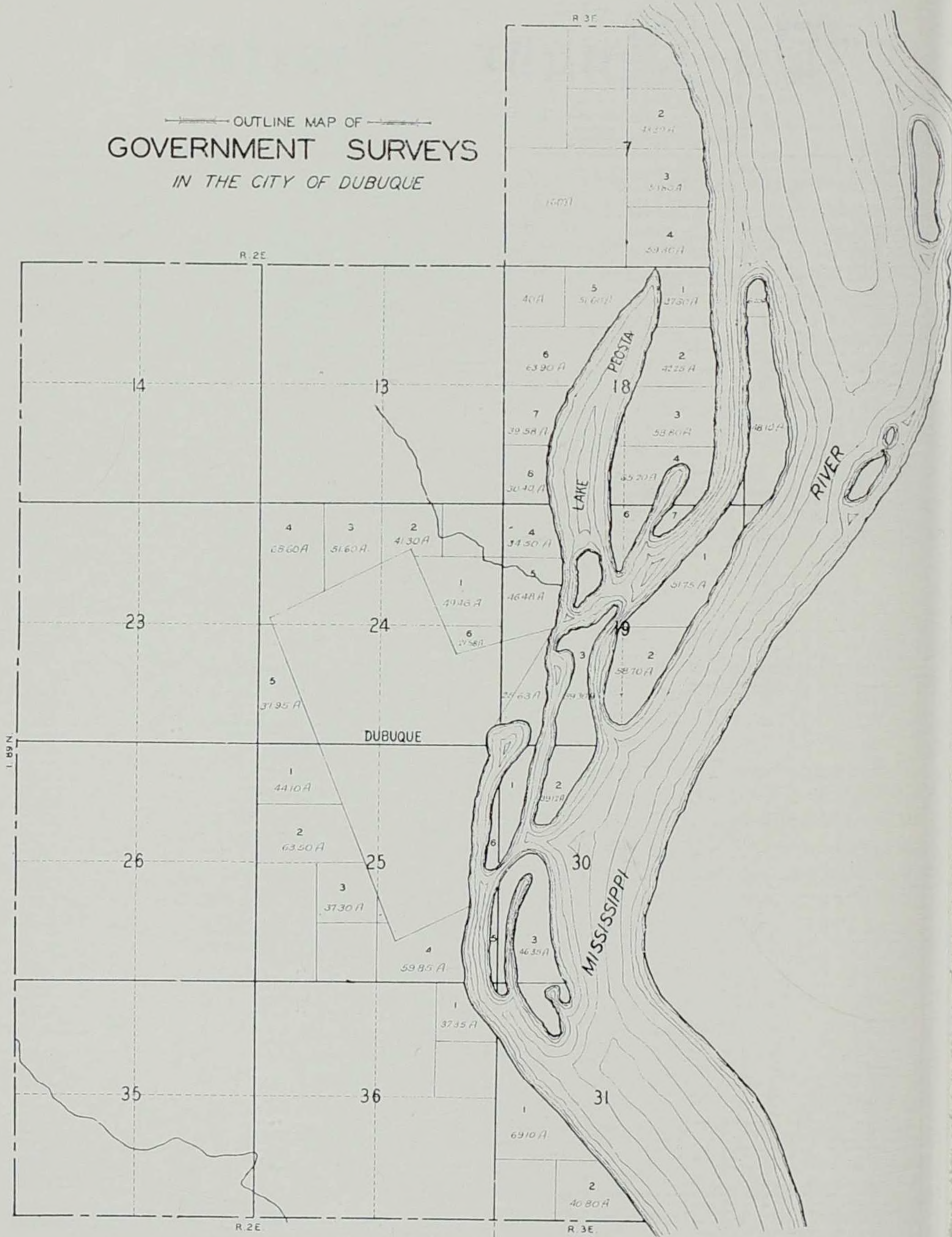
Business transferred.

SEC. 21. That all unfinished business of the president and trustees of the town of Du Buque, is hereby transferred for adjustment to the mayor and aldermen of said city; and they shall be holden for all debts, credits and contracts of, and enjoy all rights and privileges heretofore exercised by and granted to said president and trustees.

Approved January 17, 1840.

These two documents are reproduced from the Laws of the Territory of Michigan and the Territory of Iowa in the State Historical Society Library.

— OUTLINE MAP OF —
GOVERNMENT SURVEYS
 IN THE CITY OF DUBUQUE



From State Historical Society Collections

Outline map of Julien Township showing original city limits of Dubuque and reproduced in W. H. Hixson & Co. *Atlas of Dubuque, Iowa*. Printed in Rockford, Illinois, this volume contains detailed map of every section and subdivision as the city grew.

HENRY CHOUTEAU, PLAINTIFF IN ERROR, v. PATRICK MOLONY.

On the 22d of September, 1788, the tribe of Indians called the Foxes, situated on the west bank of the Mississippi, sold to Julien Dubuque a permit to work at the mine as long as he should please; and also sold and abandoned to him all the coast and the contents of the mine discovered by the wife of Peosta, so that no white man or Indian should make any pretension to it without the consent of Dubuque.

On the 22d of October, 1796, Dubuque presented a petition to the Baron de Carondelet for a grant of the land, which he alleged that he had bought from the Fox Indians, who had subsequently assented to the erection of certain monuments for the purpose of designating the boundaries of the land.

The governor referred the petition to Andrew Todd, an Indian trader, who had received a license for the monopoly of the Indian trade, who reported that as to the land nothing occurred to him why the governor should not grant it, if he deemed it advisable to do so, provided Dubuque should be prohibited from trading with the Indians, unless with Todd's consent, in writing.

Upon this report the governor made an order, granted as asked, under the restrictions expressed in the information given by the merchant, Andrew Todd.

This grant was not a complete title, making the land private property, and therefore excepting it from what was conveyed to the United States by the treaty of Paris of April 30, 1803.

The words of the grant from the Indians do not show any intention to sell more than a mining privilege; and even if the words were ambiguous, there are no extrinsic circumstances in the case to justify the belief that they intended to sell the land.

The governor, in his subsequent grant, intended only to confirm such rights as Dubuque had previously received from the Indians. The usual mode of granting land was not pursued. Dubuque obtained no order for a survey from Carondelet, nor could he have obtained one from his successor, Gayoso.

By the laws of Spain, the Indians had a right of occupancy; but they could not part with this right except in the mode pointed out by Spanish laws, and these laws and usages did not sanction such a grant as this from Carondelet to Dubuque.

Moreover, the grant included a large Indian village, which it is unreasonable to suppose that the Indians intended to sell.

This case was brought up by writ of error, from the District Court of the United States for the District of Iowa.

It was an action brought by petition, in the nature of an ejectment, by Chouteau, a citizen of Missouri, to recover seven undivided eighteenth parts of a large body of land, containing nearly one hundred and fifty thousand arpents; and including the whole city of Dubuque. Molony claimed under a patent from the United States. The documents upon which Chouteau's claim was founded are set forth *in extenso* in the opinion of the court; and as that opinion refers to Mr. Gallatin's report, it may be proper to give a history of the claim so that his report may be introduced. A large portion of the argument, in behalf of the plaintiff in error, consisted of reasons to show that Mr. Gallatin was mistaken. The following is the history of the case, as given by Mr. Cormick.

History of the Claim. In a case so free from doubt, the question arises, why did Congress assume that Dubuque's title was worthless, and sell the land? *From State Historical Society Collections*

In the case of Chouteau v. Molony (*Howard 16, United States Reports*), the heirs of Chouteau carried an adverse decision of the District Court of the United States for the District of Iowa to the United States Supreme Court, which upheld the Iowa Court. The Chouteaus claimed Julien Dubuque had deeded half his land to them and the settlers were trespassing on their property. The District Court of Iowa held that Julien Dubuque did not own the land and could not deed it to the Chouteaus, therefore the Dubuque settlers were the rightful owners.

DUBUQUE ART ASSOCIATION.

Officers.—R. E. Graves, President; M. M. Walker, Treasurer; Mrs. L. M. Giles, Secretary; John Deery, Cor. Secretary. (Incorporated.)

DUBUQUE MANNERCHOR.

Officers.—Henry Meyer, President; Charles Schaad, Vice President; Peter Markus, Secretary; A. Fitz, Financial Secretary; J. M. Werner, Treasurer; B. Kistler, Manager; F. A. Hoppe, Leader.

HELVETIA MANNERCHOR.

Officers.—F. Mertz, President; F. Heer, Vice President; John G. Moser, Treasurer; Jacob Hartler, Secretary; G. Stuber, Leader.

From State Historical Society Collections

FIRST CONCERT
OF THE DUBUQUE
MUSICAL UNION!

At Julien Hall,
Monday Evening, June 15th.

PROGRAMME:
Part First.

- Hark the Merry Horn. [Chorus].....Martha.
Sonate Pathetique, [Piano Solo].....Beethoven.
By MRS. SILLER.
When We Went a Gleaning, [Parepa Song].....M. Gans.
By MISS LAURA CLARK.
Peaceful Now the Waves Reposing, [chorus].....Luli.
Forest Nymphs, [duett].....Glover.
By MISSES KINGMAN & WEST.
Rejoice the Heart, [Quarotte].....Southard.
Everything is now Prepared. [Chorus].....Martha.

Part Second.

- Father Supreme. [Prayer].....Zampa.
Write me a Letter from Home. [Song].....Hays.
By MISS LIZZIE GLICK.
The Boatman. [Chorus].....Kalliwoda.
Piano Duett.....from Lucia de Lammermoor.
By MISSES HUNTLEY & WEIGEL.
Blow ye Winds. [Chorus].....H. R. Bishop.
O tell me, tell me Birdies Wild.....Gumbert.
By MISS HUNTLEY.
Soldiers. [Chorus].....Faust.

Commence at 8 o'clock.

Tickets to all parts of House, 50c.

To be had of the Committee, or at the door, and at the Bookstores.

[Herald Print.]

Committee, { L. L. HUNTLEY.
R. S. WEST.
M. KINGMAN.

Courtesy John Rider Wallis

GRAND
CONCERT

FOR THE BENEFIT OF THE
Y. M. C. Association,
OF DUBUQUE.

Under the Direction of Prof. E. A. FRENZEL.

To take place at the
CONGREGATIONAL CHURCH,
Tuesday Eve, Nov. 19, '67.

PART 1.

1. Heavens are Telling, (Chorus,).....Creation
2. Duett, (Piano,).....Weber
3. Father of Mercies, (Quartett,).....Philips
4. Duett,.....Bartholdy
5. Solo,.....
6. Crowned with the Tempest,.....Verdi

PART 2.

7. Marvelous Work, (Chorus,).....Creation
8. Duett,.....Glover
9. Speed Away, (Quartett,).....Woodbury
10. Solo,.....Demar
11. Trio,.....
12. Acheived is Thy Glorious Work, (Chorus,).....Creation

Admission 50 Cts., Children under 12 years half price.
Concert to commence at 8 o'clock, precisely.

The Piano kindly furnished on the occasion, is from
MRS. GRIPPEN & BRO., No. 3 Facade,

Newcomb & Knowlton, Printers.

Courtesy John Rider Wallis

From earliest times music, drama, and art have stood at the forefront in Dubuque.

Honorary Supper,

TENDERED

JNO. H. POOLE, Esq.,

AT THE

TREMONT HOUSE.

SUPPER.

Removal of Cloth.

SONG—"Murmuring Sea."

TOASTS.

1ST. OUR GUEST—First and last.

Response by RIDER.

2ND. OUR PRESIDENT—Whose heart and soul, like our glasses, are overflowing with brilliant and generous sentiments, but unlike them, never grow less in the presence of companionable spirits.

Response by BROWN.

3RD. DUBUQUE—Though a City of Lead, yet never led in the progress of intellectual culture and refinement.

Response by HETHERINGTON.

4TH. The ship in which we are all mates, upon whose spreading yards we can sit in peace, whose waist is ever true to us, and in whose ample berths there is never confinement, to-wit: OUR BACHELORHOOD.

Response by HOOPER.

5TH. ART—Nature's Mirror.

Response by BILBROUGH.

6TH. SHEET MUSIC—May we each, at some future time, have perpetual echos.

Response by WEIGEL.

SONG—"Wish I was a Baby."

7TH. THE LADIES—We honor them for their beauty, admire them for their wisdom, worship them for their fickleness, and love them for what they have done for the world.

Response by DEAN.

8TH. THE CHINESE—A nation of marvel, whose tales are always founded on facts.

Response by FAY.

9TH. RIP VAN WINKLE—Here is your good health, and your family. May you live long and prosper.

Response by POOLE.

10TH. OUR DRY GOODS INTERESTS—We are never interested in wet ones.

Response by GRAHAM.

11TH. FINANCE—May we ever be blessed with good "fine aunts."

Response by McARTHUR.

12TH. ALEX. VON HUMBOLDT—Our distinguished German friend.

Response in German by Von SCHMIDT.

13TH. OUR COUNTRY—May her sails whiten every sea, her flag float over ever land, and her eagle's scream echoe in the ears of tyrants forever.

Response by McNEAR.

14TH. OUR GUESTS FUTURE RESIDENCE—Kent, Hoop Pole township, Posey county, Indiana.

Response by WALLIS.

SONG—"Auld Lang Syne."

DUBUQUE, Sept. 18th, 1869.

Palmer, Winall & Co., Printers.

DUBUQUE COUNTY.

CITY OF DUBUQUE.

NAME.	RESIDENCE AND POST-OFFICE.	BUSINESS.	NATIVITY.	C
Adams, Robinson & Lacy	Dubuque	Attorneys at Law	Organized	1
Allen, W. P.	"	Druggist	Mason Co., Ky.	1
Barnard Bros.	"	Lorimer House	Rochester, N. Y.	1
Bonce, W. B.	"	House and Sign Painter	Rensselaer Co., N. Y.	1
Baylies, C.	"	Business College	Broome Co., N. Y.	1
Beach, James	"	Manufacturer of Lard Oil, Soap and Candles	Strafford Co., N. H.	1
Blumenauer, M.	"	Brewer	Germany	1
Beck, John J.	"	Exchange	Germany	1
Bates, J. F.	"	Insurance	Oneida Co., N. Y.	1
Becker, G.	"	Wholesale Clothier	Germany	1
Bilbrough, J. E.	"	Photographer	England	1
Ballou, Jno. M.	"	Lawyer	Wyoming Co., N. Y.	1
Bowers & Fockler	"	Manufacturers of Horse Pitchforks	Organized	1
Brede, Frank	"	Liquor Dealer	Germany	1
Cox, Sam'l J.	"	Liquor Dealer	England	1
Caesar Bros.	"	Wholesale Fancy Groceries	Germany	1
Couzett, Josiah	"	Merchant	Switzerland	1
Corrance, Hugh	"	Groceries and Provisions	Lanarkshire, Scotland	1
Couzett, Jacob	"	Professor of Theology; German Theological Seminary	Switzerland	1
Crane, George	"	Attorney at Law	Butler Co., Ohio	1
Christman, A.	"	Dry Goods and Carpets	Schuylkill Co., Pa.	1
Collier, R. H.	"	Manager Laffin & Rands Powder Company	Edinburgh, Scotland	1
Cummings, D. S.	"	Manufacturer of Agricultural Implements	New York	1
Chamberlain, W. C.	"	Dealer in Hardware and Agricultural Implements	Madison Co., N. Y.	1
Christman, J. & C.	"	Hardware Merchants	Organized	1
Cady & Longueville	"	Attorneys at Law	Organized	1
Decker & Jaeger	"	Livery	Organized	1
Deggendorf, F. E.	"	Real Estate, Insurance, and Steam Ship Line Agent	Austria	1
Donaldson, H. C.	"	Physician	Chenango Co., N. Y.	1
Darrah, H. C.	"	Grand View Poultry Yards	Delaware Co., Ohio	1
Dickinson, J. L. & Co.	"	Foundry and Machine Shops	Organized	1
Dodge, H. D.	"	Dentistry	Oneida Co., N. Y.	1
Dick, J. W.	"	Billiard Hall	Germany	1
Doerfler, Louis	"	Buckskin Dresser	Bavaria, Germany	1
Fouke, H. B.	"	Attorney at Law	Jefferson Co., W. Va.	1
Fry, George H.	"	Stoves and Tinware	Troy, N. Y.	1
Farrar, Wm. G.	"	Pianos and Organs	Franklin Co., Vt.	1
Farley, J. P.	"	Superintendent D. & S. W. R. R.	Rushville, Tenn.	1
Forester, J. P.	"	Wholesale Merchandise	Jefferson Co., N. Y.	1
Fisher, Geo. L.	"	Book-keeper	Germany	1
Fairbanks, J. E. & Co.	"	Steam Cracker Bakery	Organized	1
Graves, R. E.	"	Banker	Cheshire Co., N. H.	1
Graves, J. K.	"	President of C. D. & M. and C. C. & D. R. R.	Cheshire Co., N. H.	1
Guittke, F. A.	"	Publisher "National Demokrat"	Germany	1
Gonner, N.	"	Editor "Luxemburg Gazette"	Luxemburg, Germany	1
Guilbert, E. A.	"	Physician and Surgeon	Watertown, N. Y.	1
Goan, P.	"	Superintendent Key City Planing Mill		
Guilbert, Sam'l H.	"	Physician	Jefferson Co., N. Y.	1
German Theological Seminary	"		Organized	1
Gleed, Ambrose	"	Brewer	England	1
Gienzel, A.	"	Harness Manufacturer	Germany	1
Glab, Adam	"	Brewer	Germany	1
Giles, E. A. & Co.	"	Wholesale and Retail Jewelry	Organized	1
Ham & Carver	"	Publishers	Organized	1
Holman, H. W.	"	Short-Hand Reporter	Erie Co., Pa.	1
Horr, Asa	"	Physician	Franklin Co., Ohio	1
Hill, J. N.	"	Real Estate and Money Broker	Ohio Co., W. Va.	1
Hill, W. K.	"	Stoves and Tinware	Niagara Co., N. Y.	1
Holland, Ora	"	Contractor and Builder	Windham Co., Vt.	1
Hubert, M. A.	"	Wholesale and Retail Hats and Caps	Baden, Germany	1
Hennessy, D. J.	"	Agent of Bishop Hennessy	Ireland	1
Hin, John	"	Hotel and Brick Manufacturer	Germany	1
Hartman, C. J.	"	Billiard Hall	Pittsburg, Pa.	1
Harriman, Wm. E.	"	Wholesale and Retail Dealer in Hats, Caps and Furs	Essex Co., Mass.	1
Hill, R. L.	"	Physician and Surgeon	Niagara Falls	1
Hollis, J. M.	"	Special Agent Charter Oak Insurance Company	Berkshire Co., Mass.	1
Holtz, Chas.	"	Merchant Tailor	Germany	1
Junkermann & Haas	"	Wholesale Druggists	Germany	1
Jaeger, Nick	"	Liquor Dealer	Germany	1
Kleis, Chr. E.	"	Wine, Cider and Soda Manufacturer	Germany	1
Kingman, H. M.	"	Banker	Cheshire Co., N. H.	1
Kolb, Henry	"	New York House	New Orleans, La.	1
Klauer & Bro.	"	Stoves and Tinware	Germany	1
Kelly, James	"	Books and Stationery	Ireland	1
Klein, Otto	"	Groceries and Provisions	Germany	1
Koepfli, T. F.	"	Groceries and Provisions	Switzerland	1
Kabat, Joseph	"	Merchant Tailor	Austria	1
Kuntz, John	"	Carriage Manufacturer	Switzerland	1
King, H. C.	"	Feed and Sale Stable	Dayton, Ohio	1
King, Dr. J. Wade	"	Dentistry	Chautauqua Co., N. Y.	1
Kintzinger, John	"	City Marshal	Luxemburg, Germany	1
Langworthy, E.	"	Real Estate	St. Lawrence Co., N. Y.	1

From State Historical Society Collection

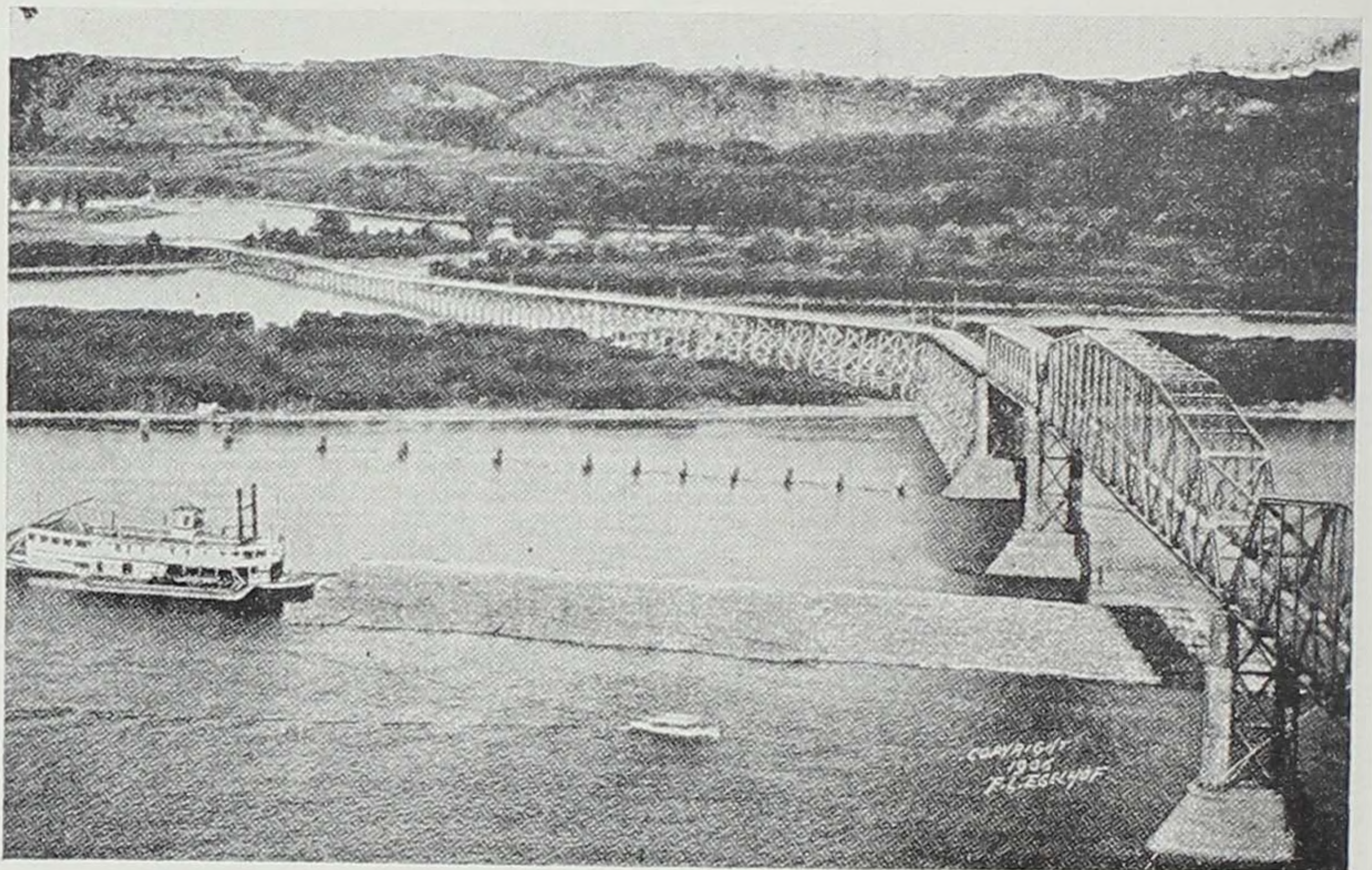
The patrons of A. T. Andreas' *Illustrated Historical Atlas of the State of Iowa* (1875) were listed in the rear of this ponderous book. The list is a veri-

CITY OF DUBUQUE.—Concluded.

NAME.	RESIDENCE AND POST-OFFICE.	BUSINESS.	NATIVITY.	Came to State
Angworthy, O. S.	Dubuque	Coal and Wood.	Dubuque Co., Iowa.	1845
Angworthy, S. M.	"	Lumber and Real Estate.	Madison Co., N. Y.	1834
Agan & Sons.	"	Livery and Omnibus Line.	Organized.	1872
Ahrer, O. F.	"	Manufacturer of Picture Frames, Mouldings, etc.	Germany.	
Arge, W. P.	"	Wholesale Boots and Shoes.	Hunterdon Co., N. J.	1856
Aughurst, Thos.	"	Architect and Builder.	Kent Co., England.	1856
Auz, Franz.	"	Marble Works.	Tyrol, Switzerland.	1872
Bats, John D.	"	Bookbinder.	Holland.	1860
Buller, Edward.	"	Manager of "National Demokrat".	Germany.	1856
Bahony, D. A.	"	Editor.	Ireland.	1843
BeCluer, Benj.	"	Physician.	Cattaraugus Co., N. Y.	1856
Bassey, W. E.	"	Coal and Wood Dealer.	Watertown, N. Y.	1856
BeCency, E.	"	Attorney at Law.	Maryland.	1857
Byers, Tice & Co.	"	Wholesale Tobacco and Cigars.	Organized.	1867
Berriam & Conrick.	"	Agricultural Implements.	Established.	1867
Bason, C.	"	Stoves and Tinware.	Norfolk, Va.	1842
Binshall, R. P.	"	Jewelry, Watches, etc.	Lycoming, Pa.	1853
Bulford & Whiting.	"	Shirt Manufacturers.	Organized.	1872
Bullany & Lenehan.	"	Attorneys at Law.	Organized.	1874
Borrison & Bros.	"	Plumbers, Steam and Gas Fitters.	Organized.	1874
Bore, Francis Everard.	"	Catholic Priest.	Ireland.	1873
Borshall, Wm.	"	"Eagle" Steam Boiler Works.	London, England.	1856
BoLaury, J. W.	"	Editor of "Commercial".	Delaware Co., N. Y.	1871
Bichel, J.	"	Boots and Shoes.	Germany.	1850
BoDonald, A. Y.	"	Plumber, Steam and Gas Fitter.	Glasgow, Scotland.	1860
Boyne, Wm. W.	"	Proprietor "Key City House".	Palmer, Mass.	1868
Boaslee, A. H.	"	Ale Brewer.	Chittenden Co., Vt.	1852
Boarker, John W.	"	Tremont House.	Lewis Co., N. Y.	1864
Boarston, J. M.	"	Contractor.	Bourbon Co., Ky.	1859
Boatch & Waite.	"	Sash and Door Factory and Planing Mill.	Established.	1868
Boamperin & Tschudi.	"	Cigar Manufacturers.	Established.	1873
Boayne, J. R.	"	Restaurant.	Madison Co., N. Y.	1856
Boelms, F. M.	"	Manufacturer of Lard Oil, Soap and Candles.	Germany.	1855
Boole, Gillian & Co.	"	Wholesale Grocers.	Organized.	1870
Boitschner, Chas.	"	Groceries.	Germany.	1856
Boleus, H.	"	Cigar Manufacturer.	Germany.	1854
Boor, B. W.	"	Attorney and Register in Bankruptcy.	Washington Co., Vt.	1852
Boich, Jacob.	"	Publisher.	New York City.	1856
Boind, G. B.	"	House and Sign Painting.	Worcester Co., Mass.	1853
Boigg, James.	"	Druggist.	England.	1853
Boeinecke, John.	"	Butcher.	Germany.	1859
Boobison, Wm. H.	"	Boots and Shoes.	Wayne Co., Ohio.	1855
Boaymond Bros. & Hill.	"	Crockery.	Organized.	1864
Bouete, T. W.	"	Druggist.	Germany.	1873
Bouegamer, John.	"	Butcher.	Germany.	1854
Boobison, J. M.	"	Lumber Yard.	Wooster, Ohio.	1856
Boouse & Dean.	"	Iowa Iron Works.	Organized.	1851
Boandall, L. D.	"	Wholesale Leather Dealer.	Washington Co., N. Y.	1846
Boeh, Emil.	"	Paper Hanger.	Prussia.	1866
Boobinson, W. E.	"	Wholesale and Retail Dealer in Hats, Caps, Furs, etc.	Penobscot Co., Me.	1857
Boehmond & Blake.	"	Wholesale and Retail Millinery and Fancy Goods.	Organized.	1867
Boeynoldson, G.	"	Leather and Hides.	England.	1865
Boehards, B. B.	"	Real Estate Dealer.	Saratoga Co., N. Y.	1853
Bohomberg, J. A.	"	Vice President C. D. & M. R. R. and C. C. & D. R. R.	Germany.	1854
Booen, Wm. R.	"	Cigars and Tobacco.	Prince Edward's Isle.	1874
Bohultz, J. W.	"	Barber Shop and Bath Rooms.	Germany.	1855
Bohroeder, Gustav.	"	Groceries and Provisions.	Germany.	1857
Bohlenker, Paul.	"	Hardware and Stoves.	Germany.	1853
Boimbardo, C. L.	"	Fancy Groceries.	Wayne Co., Mich.	1856
Boimplot, Alex.	"	Artist.	Dubuque Co., Iowa.	1838
Boimones, Joseph.	"	Jefferson House.	Switzerland.	1867
Bohrein, Jake.	"	European Restaurant.	Germany.	1855
Bohaffhauser, A.	"	Barber.	Baden, Germany.	1861
Bohatuck, J. G.	"	Special Deputy U. S. Marshal.	Middlesex Co., Mass.	1871
Bohott, J. P.	"	Key City Planing Mill.		
Booolough, J.	"	Mason and Builder.	England.	1854
Boompson, C. A.	"	Wholesale Dealer in Trunks, Valises, etc.	Mouroe Co., N. Y.	1855
Boompson & Jones.	"	Notions.	West Virginia & New York.	1864
Boottle, Horace.	"	Collection Agent and Justice of the Peace.	New Haven, Conn.	1854
Booriest, Lesko.	"	Professor of Languages; German Theological Seminary.	Germany.	1872
Boompson, John.	"	Wholesale Leather.	Chautauqua Co., N. Y.	1857
Boombull, M. M.	"	Attorney at Law and Collector of Internal Revenue.	London, England.	1853
Booreanor, Simon.	"	Butcher.	Ireland.	1849
Booschirgl, Matthew, Jr.	"	Civil Engineer.	Dubuque, Iowa.	1850
Booodruff, M. C.	"	Publisher.	Erie Co., N. Y.	1855
Boatson, Wm.	"	Physician.	England.	1852
Boaille, Perry H.	"	Billiard Hall.	Erie, Erie Co., Pa.	1866
Boertin, Peter.	"	American House.	Germany.	1856
Boeright, W. S.	"	Real Estate Dealer and Abstract of Titles.	Edinburgh, Scotland.	1850
Boormood, W. W.	"	Jeweler.	Onondaga Co., N. Y.	1856
Boittner, Joseph.	"	Saloon.	Switzerland.	1850
Boaleh, Andrew.	"	Cigars, Billiard Hall, etc.	Luxemburg, Germany.	1850
Boood, Geo. D.	"	Merchant.	Franklin Co., Mass.	1853
Boagner, P. S.	"	Billiard Hall.	Atlantic Ocean.	1847
Booflams, E. S.	"	Insurance Agent.	Brooklyn, N. Y.	1863
Boopprecht, H.	"	Druggist.	Germany.	1856

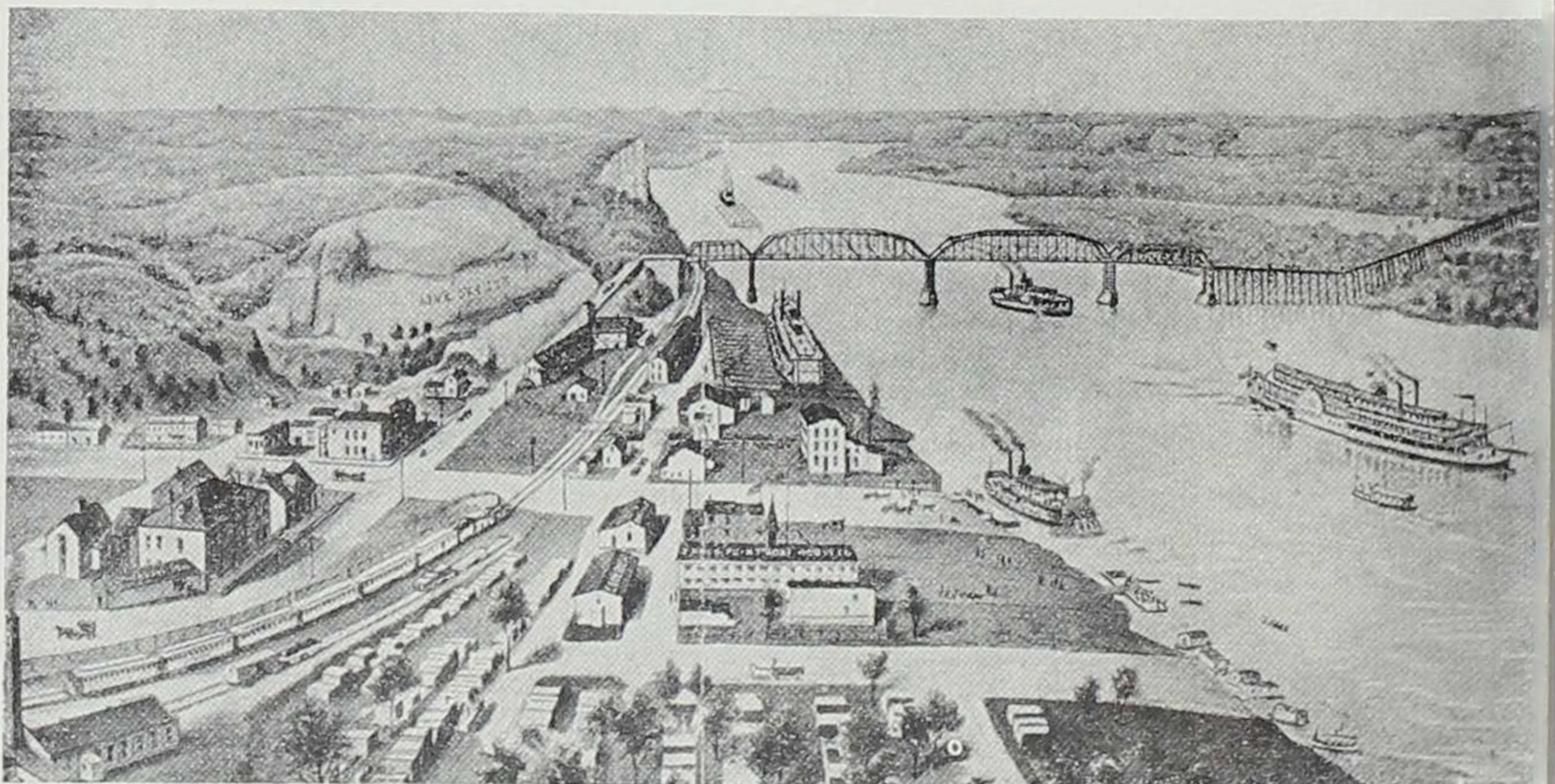
From State Historical Society Collections

table "Who's Who" of Dubuque prior to 1875 and contains a wealth of information about the city and its inhabitants.



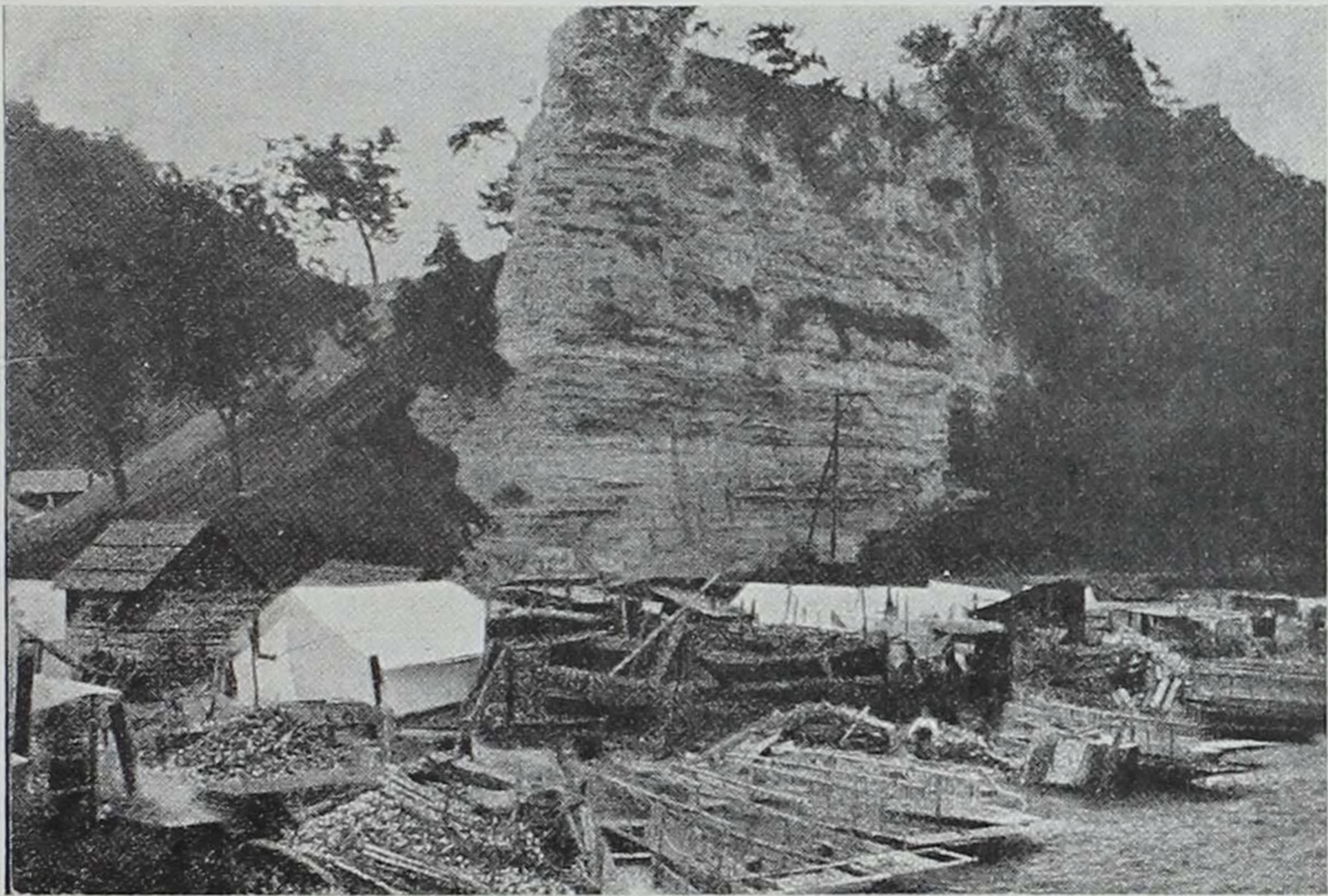
From State Historical Society Collections

A raftboat and tow passing under the Eagle Point high bridge about 1906.



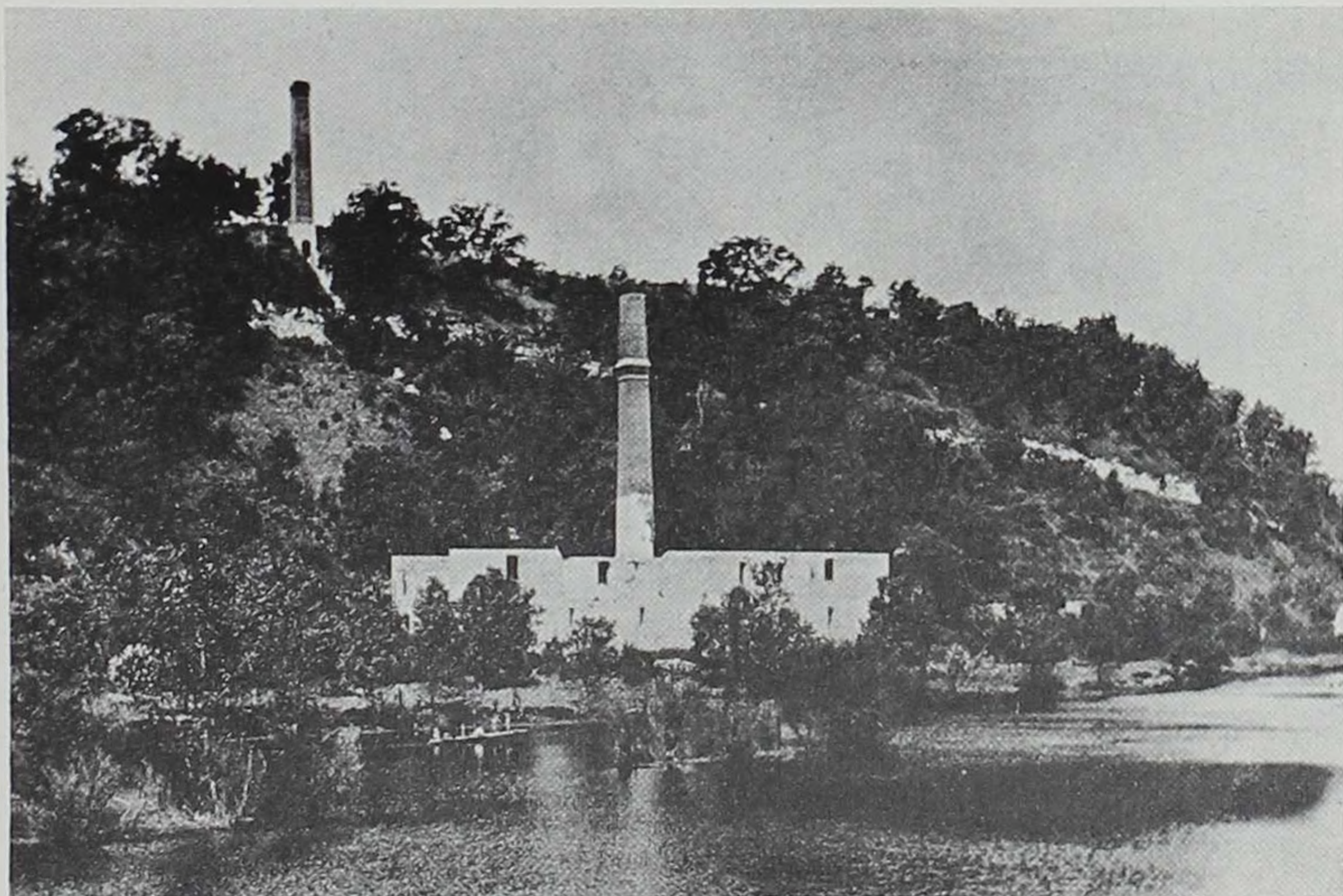
From State Historical Society Collection

Drawing by Alex Simplot, noted Dubuque artist, showing north Dubuque and the Iowa-Wisconsin bridge erected in 1891. Shown are Fischer's hotel and pavilion, Dubuque Woodenware & Lumber Co., Fengler's Lime Works, Diamond Jo Steamboat Ways, Kimball's Ferry, and the Diamond Jo steamboat Quincy.



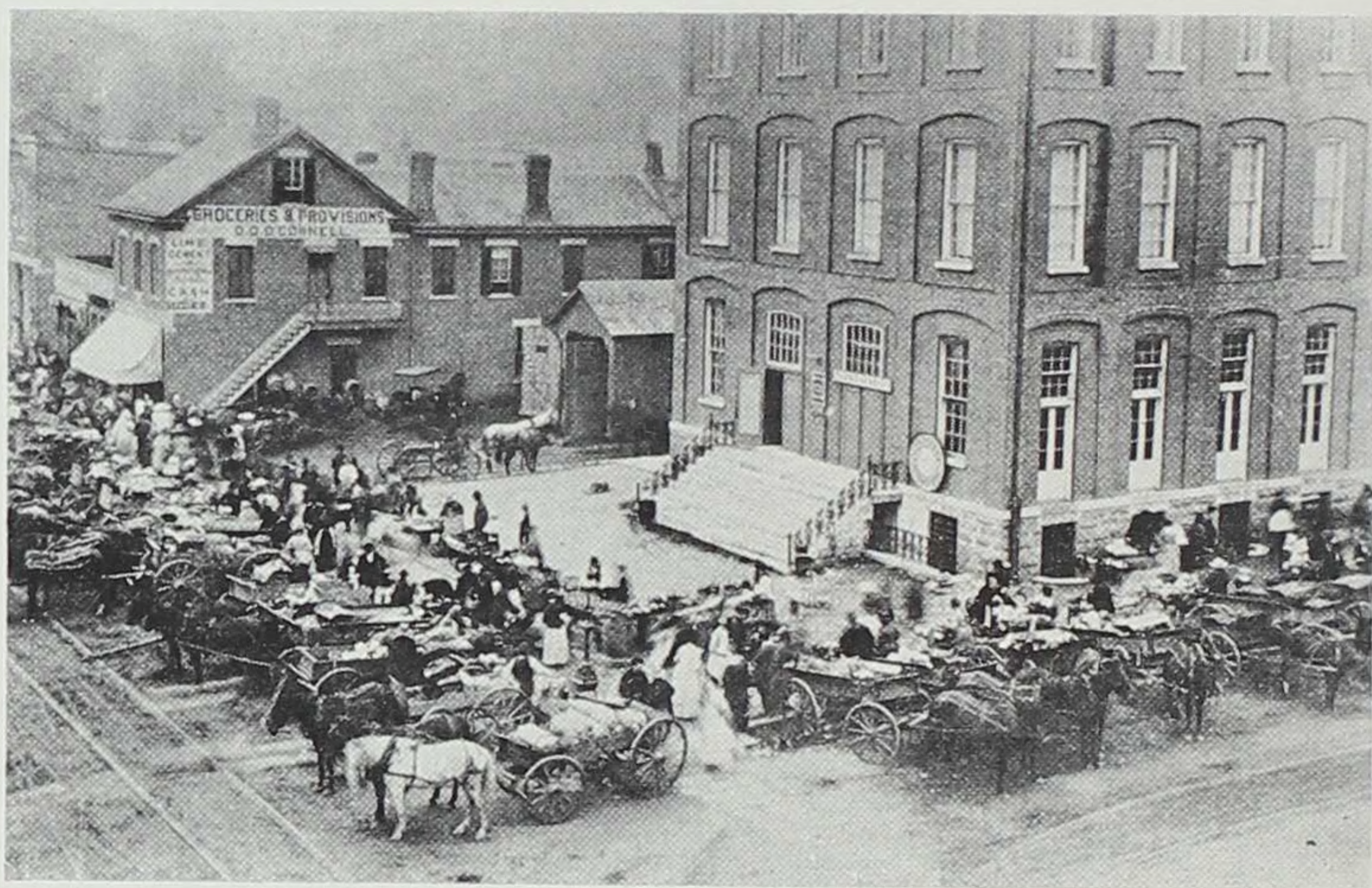
Courtesy Miss Elsie Datisman

Clam fishing on the Mississippi River.



Dubuque Telegraph-Herald Photos

Moore's Mill — located on the Mississippi at the south end of Dubuque. It was built in 1867 at a cost of \$75,000 by W. H. and N. S. Moore. It burned in 1870 and again in 1876, after which it was abandoned. The photo was taken around 1900, since when only a single smoke stack remains. The site has been proposed as a recreation development.



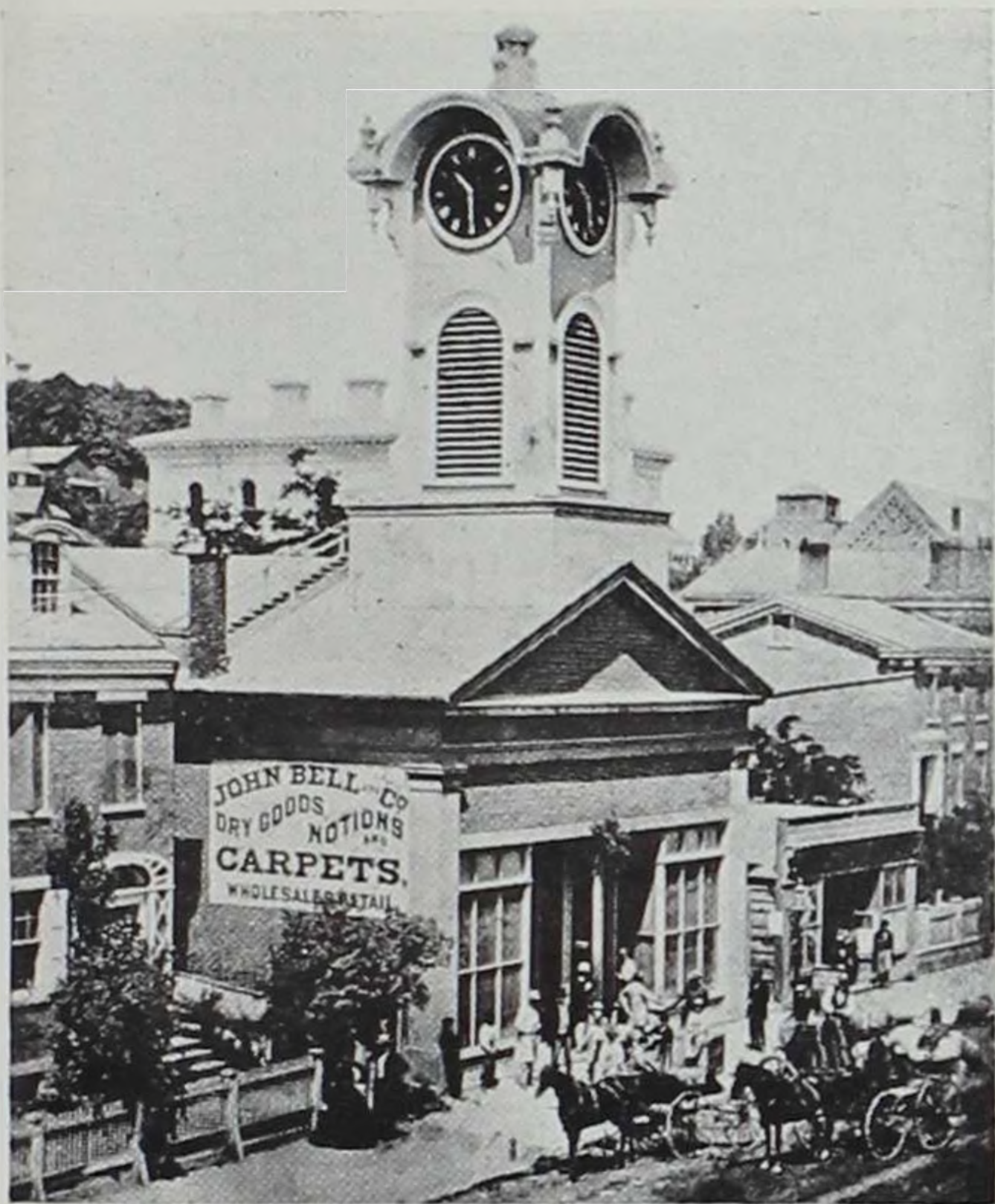
Dubuque Telegraph-Herald Photos

For more than a century farmers have come to Dubuque from miles around to display and sell their produce. Focal point was the Dubuque City Hall, often called the Market House because of this outstanding event. The wagons were lined up around this square block and extended along adjoining streets.



Dubuque Telegraph-Herald Photos

A close-up of the hucksters and their produce ready for a busy day around 7 a.m. The pictures were taken around 1900.

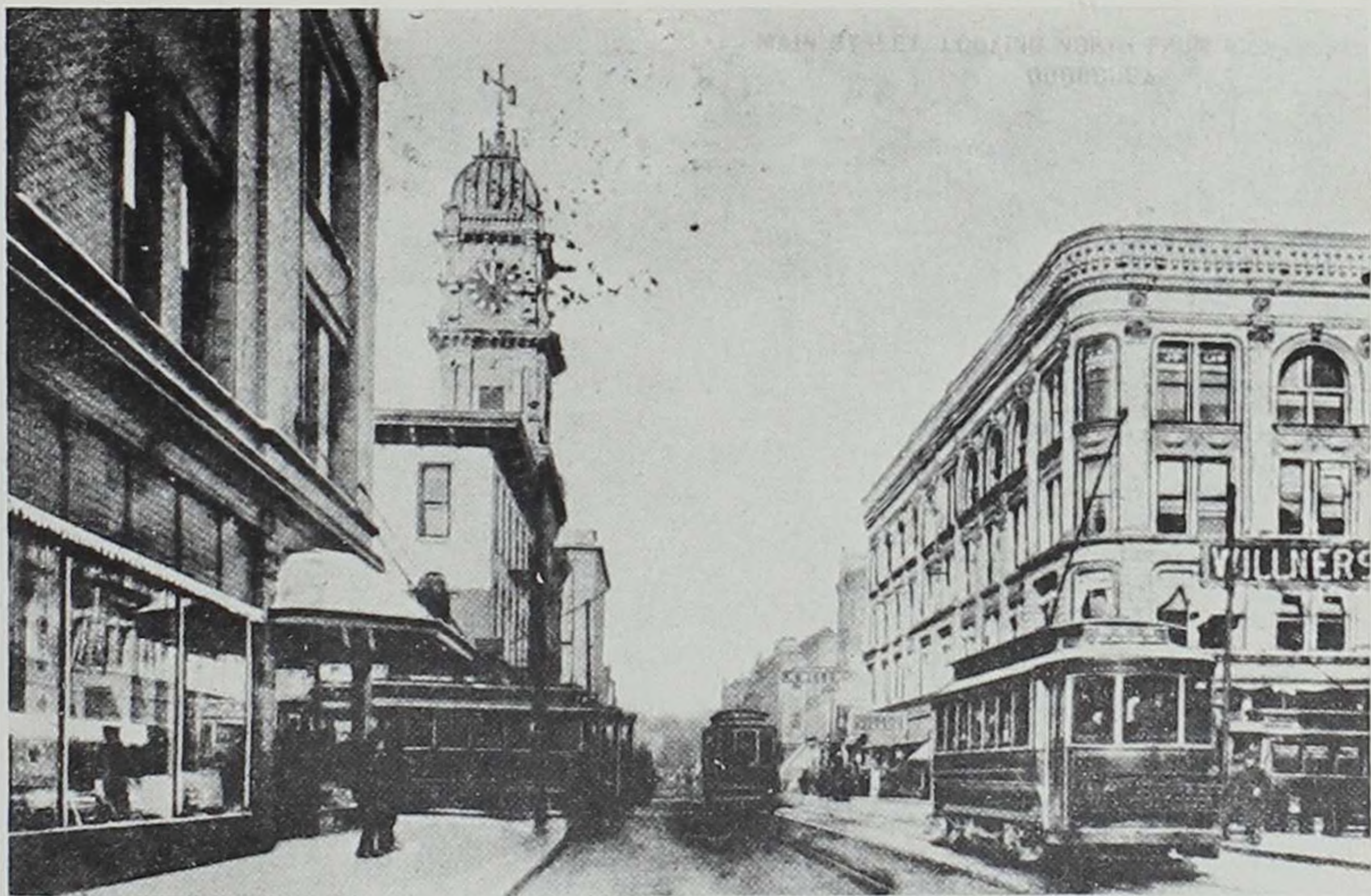


Dubuque Telegraph-Herald Photos



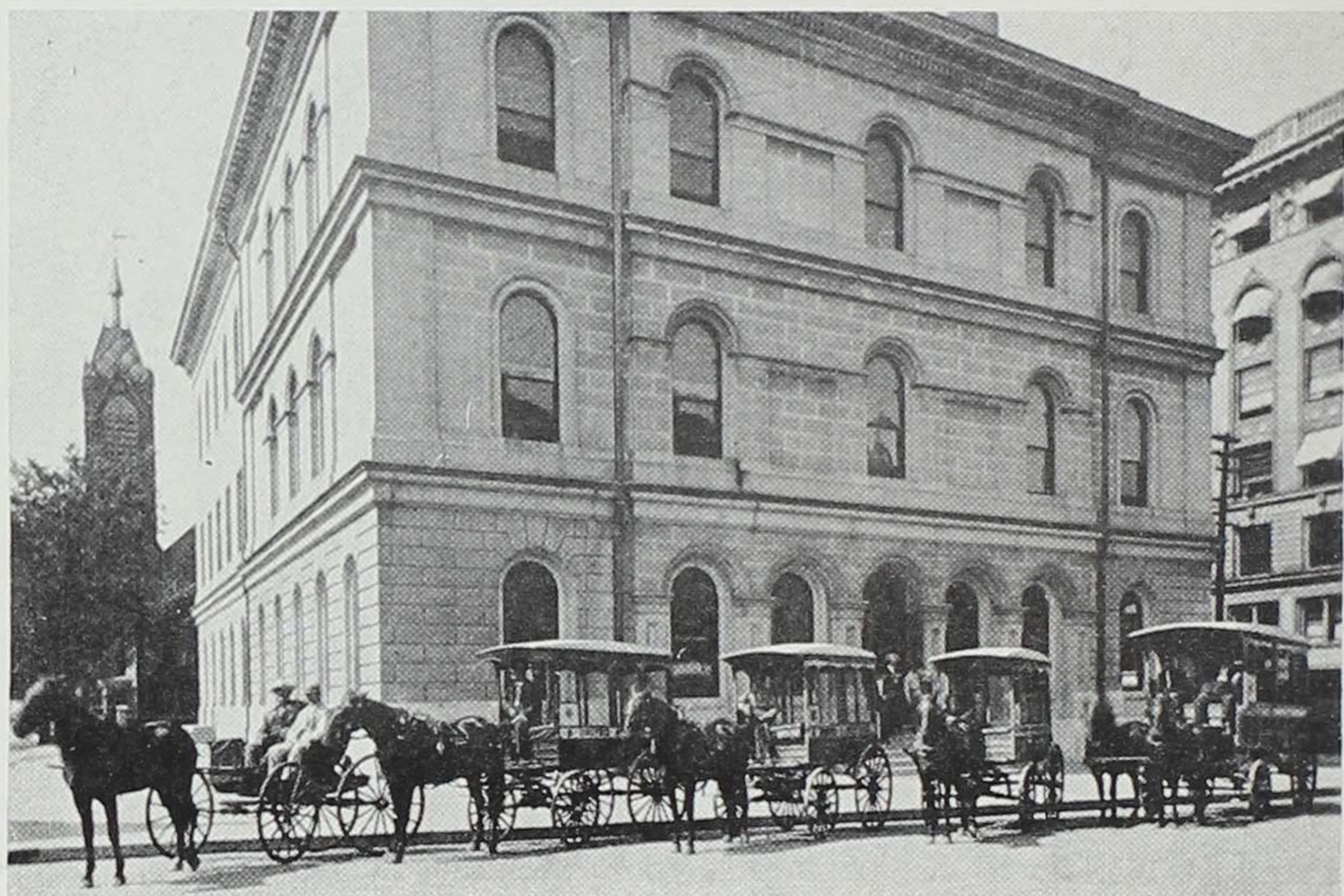
Dubuque Telegraph-Herald Photos

The old Town Clock was erected in 1865 and has long been a landmark in Dubuque. The building collapsed on May 25, 1872, killing three people. It was replaced by the present Town Clock, pictures of which appear in almost every view of Main Street, as noted below.



Dubuque Telegraph-Herald Photos

An unusual view of four electric trolleys meeting at Eighth and Main Streets. The old Roshek building is in left foreground with the Town Clock just beyond it. The Security Building, with the J. F. Stampfer store, is directly across the street.



Dubuque Telegraph-Herald Photos

Old Dobbin played an important part in post office history, getting mail from and taking mail to the trains, delivering parcel post, and going out on Rural Free Delivery.



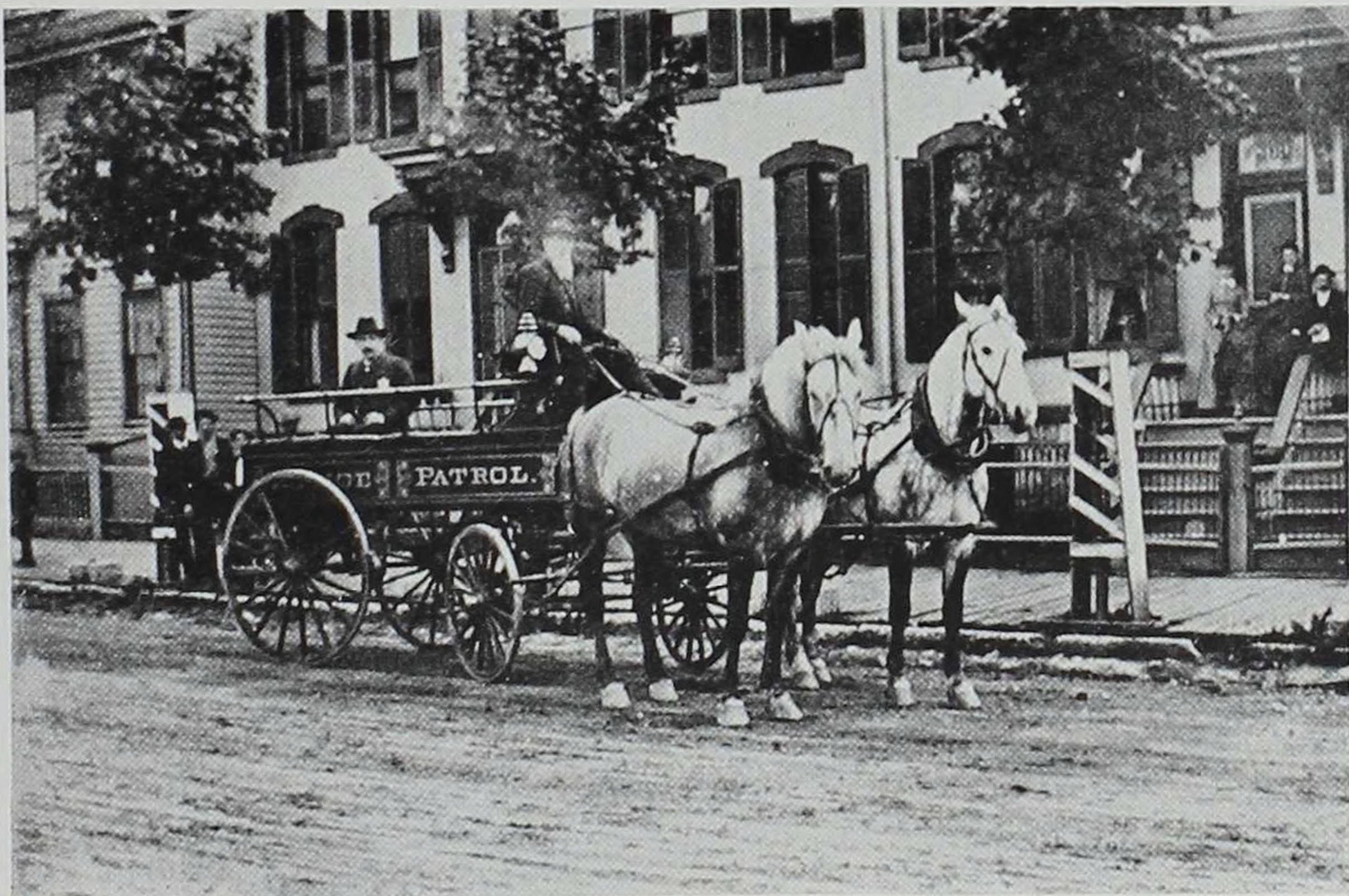
Dubuque Telegraph-Herald Photos

In the winter Rural Free Delivery was made by sleds, entailing a long, cold drive, for both man and horse.



Dubuque Telegraph-Herald Photos

Engine House No. 4 at Fourth and Locust on Memorial Day in 1913. *Left to right:* Captain Flynn, John Rooney, Henry Cain, Thomas Ryder, with Frank Murphy driving the hose cart.



Dubuque Telegraph-Herald Photos

The patrol wagon was always on the alert to make a quick run. The City Jail was in the City Hall on 13th and Clay Street (now Central Avenue) and the patrol wagon was housed in a building on the corner of 13th and Washington.



Courtesy Miss Elsie Datisman

Alex Simplot sketch of Dubuque in 1876, looking north from West's Bluff.



Dubuque Telegraph-Herald Photo

Julien Avenue and Diamond House in pre-trolley car days.

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DUBUQUE SHOT TOWER

Mute Symbol of Lead Mining

On June 15, 1861, the *Dubuque Daily Times* printed at "large expense" a "correct likeness" of the Dubuque Shot Tower. "It is well built of stone and brick, 150 feet in height, and erected in the flush times of 1856, at an expense of more than \$15,000" by C. H. Rogers Company. But hard times followed, and after several ownerships, it came into the possession of J. K. Graves in 1861, who was prepared to run it, the *Times* declared, at full capacity, meaning "from 5,000 to 8,000 pounds of shot daily, and would, if run constantly, use up one-half of the entire lead crop of the Dubuque mines." An innovation by Graves was the introduction of small six and twelve pound sacks of shot for the convenience of sportsmen. "We sincerely hope," the *Times* concluded, "this company may soon carry out their intentions of making sheet lead and lead pipe, and eventually make white lead for the whole upper Mississippi Valley." The hope was never realized as St. Louis competitors acquired the Shot Tower.

FOURTH STREET ELEVATOR

Fine View — 5 Cents — Come Up

Ever since it opened in 1884, the Fourth Street Elevator, which was conceived by J. K. Graves, has been a boon to citizens living on the towering bluffs above Dubuque as well as a tourist magnet for visitors to the Key City. Between 1884 and 1964, approximately 8,000,000 passengers have been carried up the 300-foot incline and not a single one injured. During the summer tourist season approximately 400 to 500 passengers — Dubuquers and tourists — make the trip daily. The elevator caught fire on July 9, 1886, and was promptly rebuilt by Graves. It was struck by another fire in 1893, whereupon residents of the hill district acquired it, revamped it, and continued operating it as the Fenelon Place Elevator Company. On July 3, 1925, lightning struck the transformer but the elevator was back in service the very next day for the Fourth of July trade. After 79 years at five cents, the fare was boosted to ten cents in 1963!



BIRDSEYE VIEW OF DOWNTOWN DUBUQUE

One is easily spellbound by the magnificent view of the Key City of Iowa from the Fourth Street Elevator. Far to the East, North, and South flows the Mississippi hemmed in by the bluffs of Wisconsin, Illinois, and Iowa. Down below one lies the City of Dubuque, a small fragment of which is shown with Roshek's as the focal point in the picture. One may descry the Post Office at Sixth and Bluff in the lower right and the buildings on Twelfth and Central in the upper left. The wood-working establishments of Farley & Loetscher (now defunct) and Caradco appear in the upper part of the picture. The ravages of urban renewal in the form of parking lots depict Dubuque's effort in the universal struggle as to whether to retain business downtown or make that area a parking lot. A huge three-story parking ramp not shown in the picture may forestall any decision to move from downtown into the suburbs.



JULIEN DUBUQUE
Miner of the Mines of Spain
 1788-1810

In 1788 a swarthy French Canadian, Julien Dubuque, received permission from the Fox Indians to work the lead mines around present-day Dubuque. The nine-mile broad grant extended for twenty-one miles along the Mississippi between the Little Maquoketa and Tete de Mort Creek. In 1796 the Spanish Governor of Upper Louisiana confirmed Dubuque's right to work his "Mines of Spain" through a Spanish Land Grant. Indians did most of the work, and the lead they mined, together with the furs Dubuque accumulated through barter with the Indians, was carried downstream to St. Louis where Dubuque variably wintered. Dubuque died in 1810 and was buried by the Fox Indians near the monument overlooking the Mississippi where the Fox village was located at the mouth of Catfish Creek.

Julien Dubuque was not the first white man to mine lead in Iowa. Nicholas Perrot taught the Miami Indians how to mine lead in the vicinity of Dubuque in 1690, and Jean Marie Cardin mined lead around the Dubuque area until driven out by the British in 1780 during the American Revolution.

THE SETTLERS CAME
 June 1, 1833

The Fox Indians did not permit white men to mine for lead following Dubuque's death, even though the heirs of Chouteau claimed Dubuque had deeded them the southern half of his tract. Only once, while the Fox Indians had temporarily vacated their village, did miners cross the Mississippi long enough to draw up their famous Miner's Compact in 1830. These men were driven out when the Fox returned, as were those miners who crossed the Mississippi after the Black Hawk War. Permanent settlement of Dubuque began on June 1, 1833, the date set for the withdrawal of the Sauk and Fox from the Black Hawk Purchase in compliance with the terms of the treaty. Hundreds of miners, farmers, tradesmen (all technical trespassers), promptly swarmed into the Dubuque area, the bulk of them interested in lead mining. By 1848 the value of the lead sent down the Mississippi from the Galena-Dubuque area more than doubled that of the Missouri River fur trade and the traffic on the Santa Fe Trail.



RAFTING, SAWMILLS, WOODWORKING

The first homes in Dubuque were humble log cabins, one of which still stands in Eagle Point Park. The phenomenal growth of the mineral region resulted in heavy demands for sawed lumber. As a consequence, lumber camps sprang up in the northland and log rafts were floated down the Mississippi from lumber camps on the Wisconsin Black, Chippewa, St. Croix, and later Upper Mississippi above the Falls of St. Anthony. Sawmills and woodworking plants were soon screaming noisily, transforming Dubuque and the vast hinterland beyond from a log cabin frontier to one of frame and brick buildings. As Dubuque grew the rafting industry increased, but not fast enough to satisfy the demand. Consequently, in 1864, the first raftboat was introduced to push rafts downstream. By 1870 the raftboat had been universally accepted and a smaller craft (the bow boat) placed at the head of the raft to help steer it around the many bends of the Mississippi. The Standard Lumber Company was but one of many sawmills in Dubuque, while such firms as Farley & Loetscher and Carr, Ryder & Adams attest the importance of rafting and lumbering in stimulating the growth of the Key City of Iowa.



THE FABULOUS FIFTIES

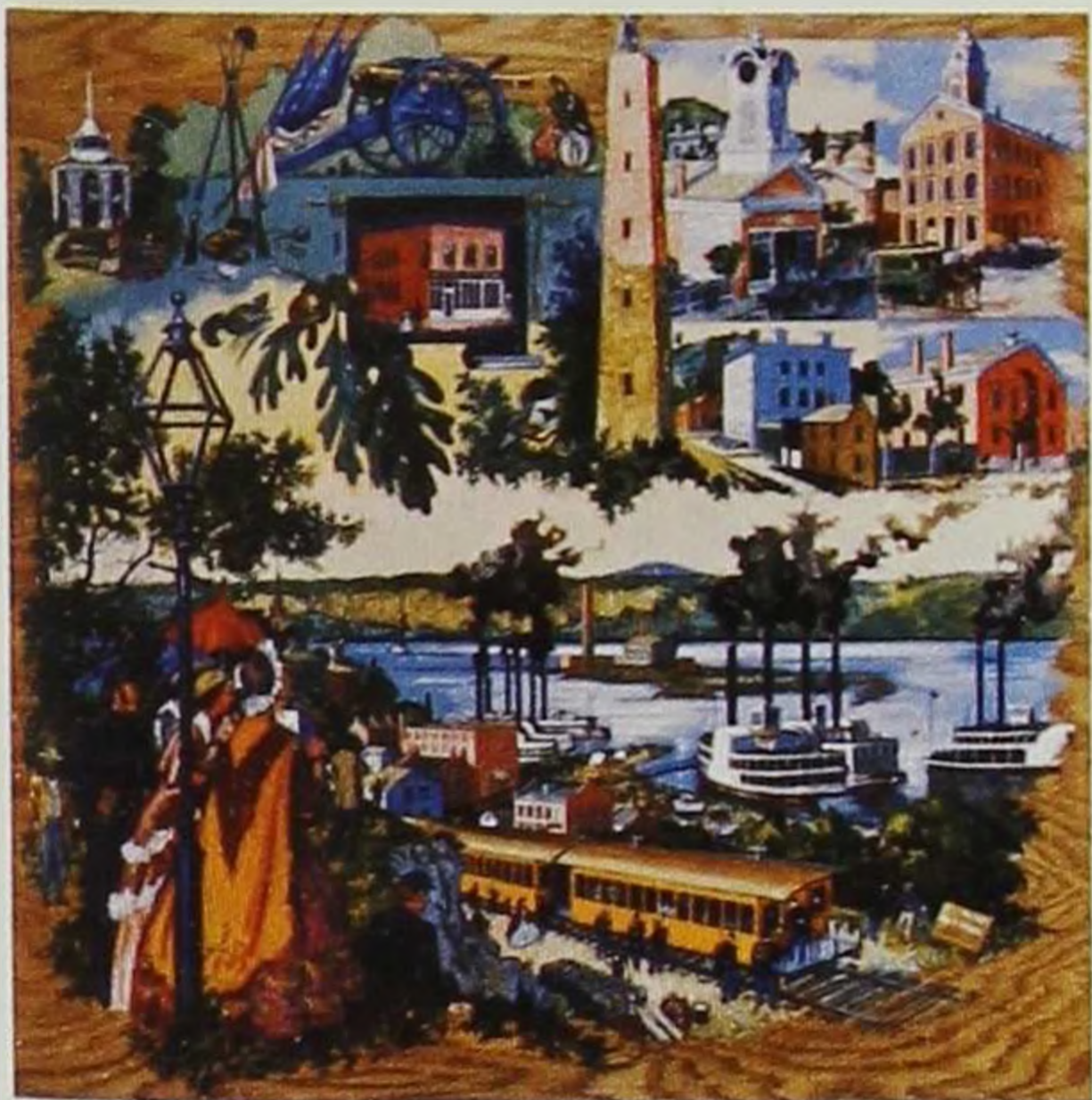
It was during the "Fabulous Fifties" that Dubuque gained the nickname of "Key City of Iowa." During this decade the population of Dubuque quadrupled from 3,108 to 13,000 while that of Iowa zoomed from 192,000 to 674,000. The picture of the steamboat *Golden Era* depicts a famous boat in river as well as Iowa history. Covered wagons were still streaming west through Dubuque and the stagecoach was still an important link in the transportation system. The Iron Horse had reached Dunleith [East Dubuque] under the aegis of the Illinois Central and Galena & Chicago Union [North Western] railroads, and the Dubuque and Pacific had reached as far as Cedar Falls by the outbreak of the Civil War. The plow, the ox-yoke, the cradle, and the reaper were symbols of an ever-expanding agriculture. The need for grain elevators to capture a part of the grain trade and the importance of investing capital in meat packing were both causes for frequent editorial comment. Macadam streets, gas lights, telegraphic communication with the outside world, and seven daily newspapers were, by 1858, but a few things to which Dubuque could point with pride.



A CENTURY AGO — CIVIL WAR DAYS

The decade embracing the Civil War and its aftermath was marked by continued expansion with population soaring to 18,000 by 1870. The Shot Tower, the City Hall, the Old Court House, and the County Jail were all landmarks by 1860. Steamboating declined appreciably during the Civil War as boats were commandeered for service down south. They were used, however, to transport troops to St. Louis, and Dubuque was a jumping off point for many Companies of Iowa soldiers during this epic struggle. A number of military units were transported to Dubuque by train where they debarked for the trip down stream by steamboat.

Meanwhile, Dubuque had become a recognized banking center, her position being augmented with the establishment of the First National Bank a century ago in 1864. The six pictures in this centerspread hang in the newly dedicated First National Bank and are the work of Cyril Ferring, a native Dubuquer, and now a distinguished Chicago artist.



DUBUQUE IN THE 20TH CENTURY

The opening of the 20th Century found Dubuque with a population of 36,297, or almost triple that of 1860. Only the Diamond Jo Line Steamers remained of the great Packet Companies of yesteryears. The rafting industry likewise had been virtually snuffed out by 1905. The East Dubuque highbridge now adjoined the railroad bridge giving Dubuque ready East-West traffic for both trains and wagons. The present-day Court House, the introduction of electric lights, horseracing at Nutwood Park, and the introduction of the bicycle were in turn followed by the first flight over Dubuque by such pioneer aviators as Lincoln Beachey. The building of the first automobile in Dubuque—the Adams-Farwell—early in 1900 took place as the already Old Town Clock continued to beat off the minutes, and hours, and days leading to an ever-greater Dubuque.



Railroad and High Bridge over Mississippi River, Dubuque, Iowa.

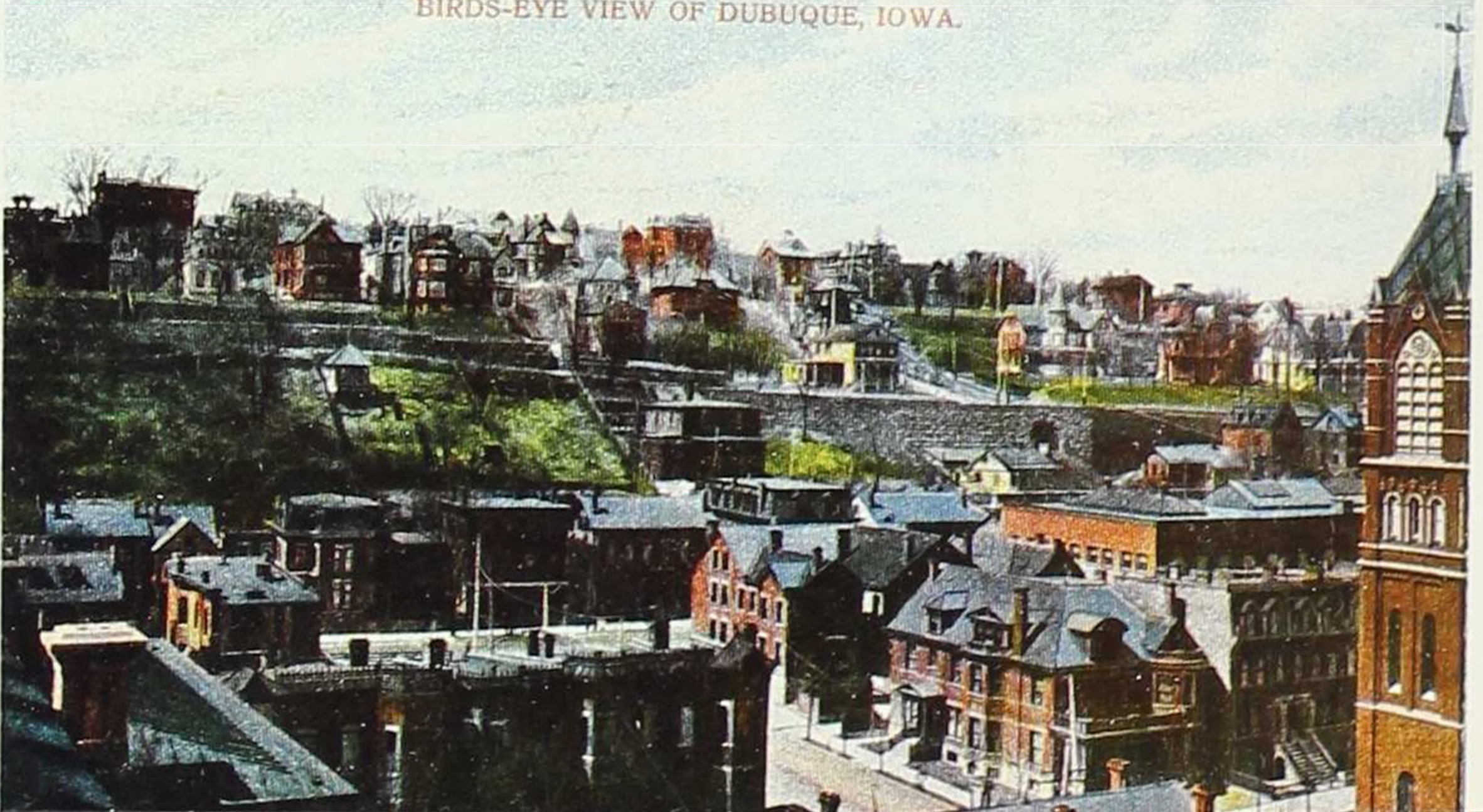


Dubuque, Iowa, looking North from 4th Street Elevator.



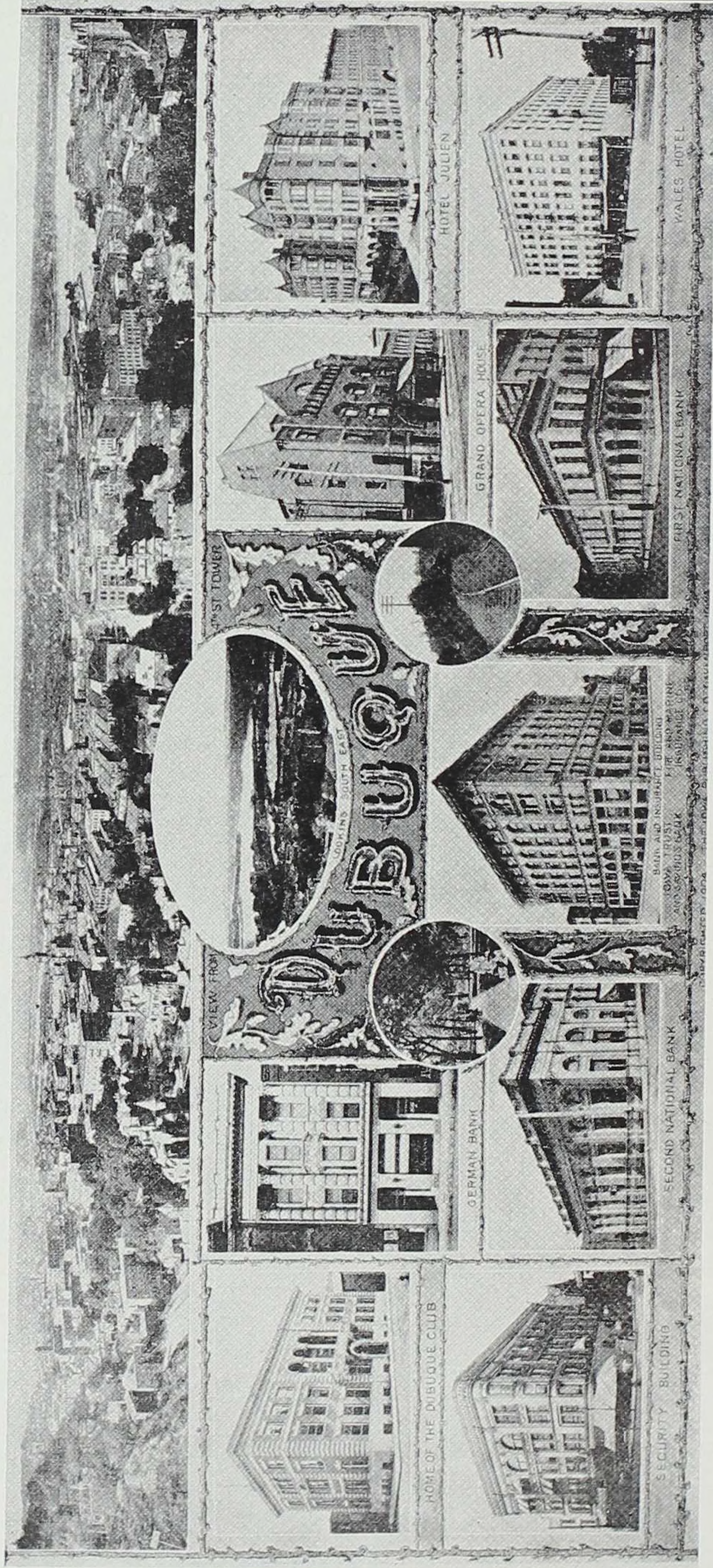
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BIRDS-EYE VIEW OF DUBUQUE, IOWA.

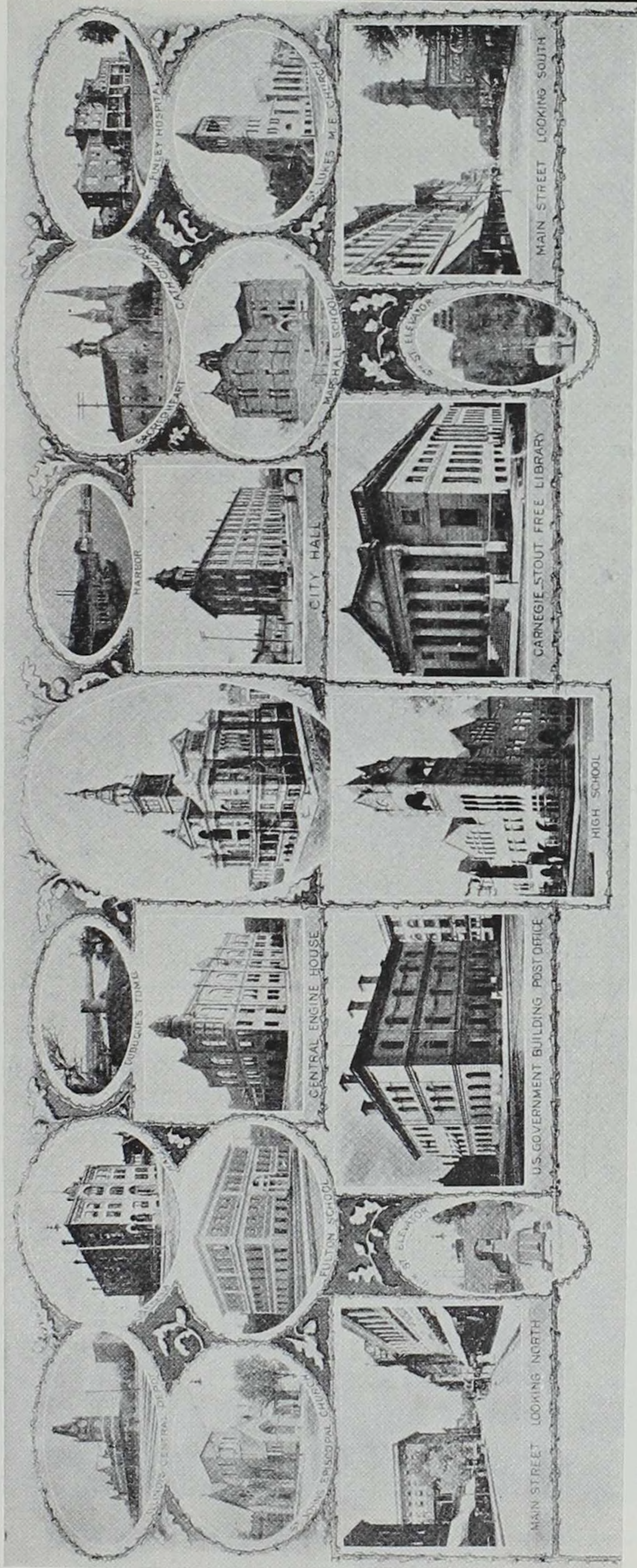




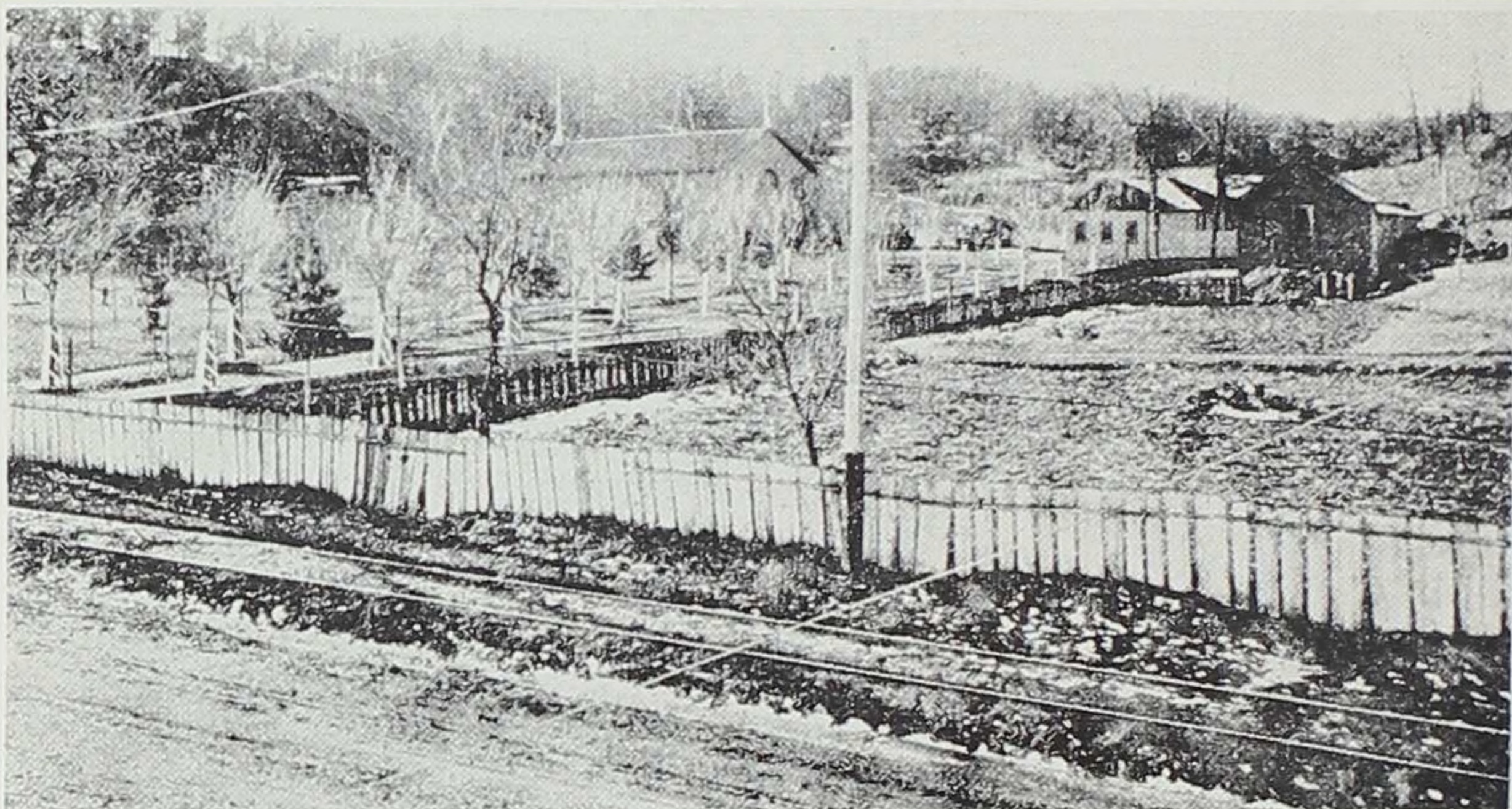
Pictures of forty-eight prominent Dubuque citizens with the County Court House in the center. Senator William Boyd Allison and Speaker of the House David B. Henderson are shown in the circle which includes F. W. Crawford, Peter Kiene, Archbishop John J. Keane, N. J. Schrup, Professor J. R. Guthrie, and A. F. Frudden. The picture, and those that follow on pages 18 and 19, are from *Atlas of Dubuque County Iowa* published by the Iowa Publishing Co. of Davenport in 1906. It is in the library of The State Historical Society in Iowa City.



Dubuque from Fourth Street Tower looking southeast and showing nine prominent downtown buildings.

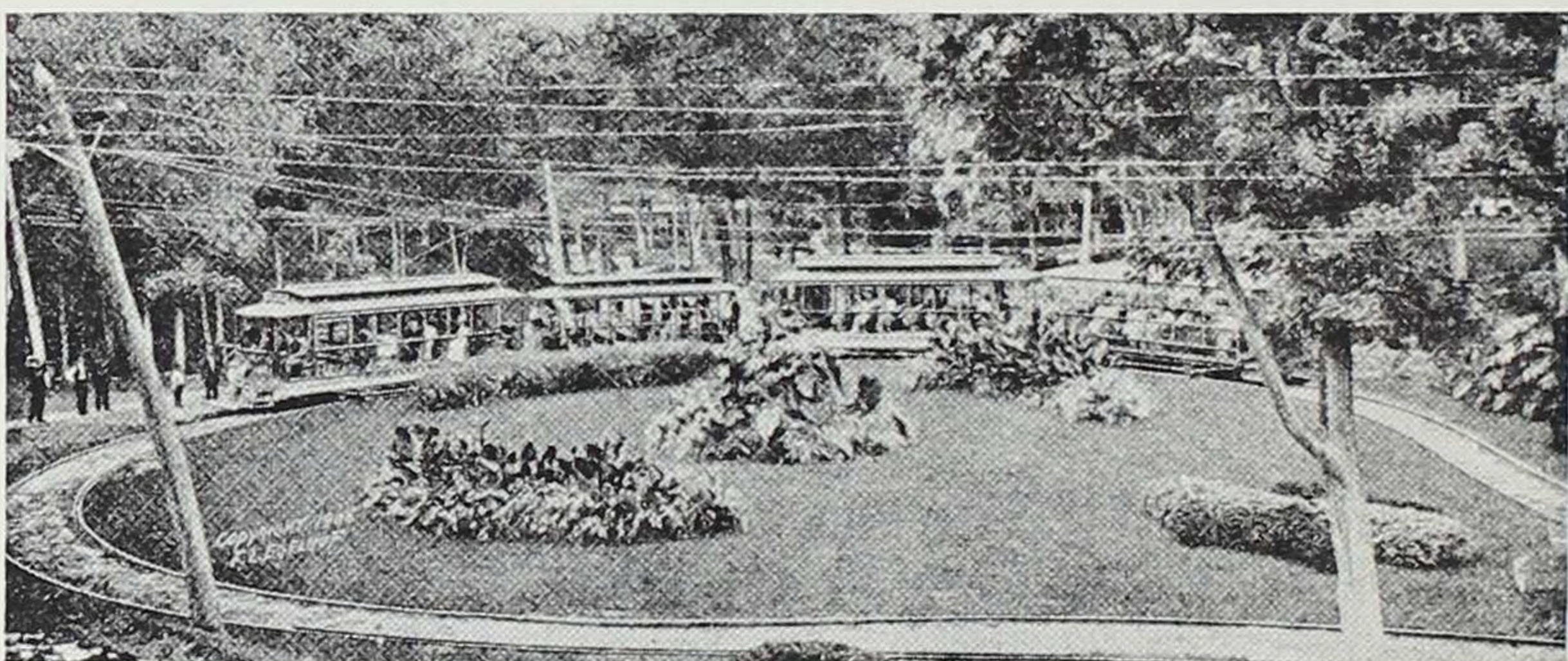


Forming a part of the picture opposite were these fourteen buildings: Dubuque's Tomb, Eleventh Street Elevator, Fourth Street Elevator, two views of Main Street, and such well-known landmarks as the Court House, City Hall, Library, and High School.



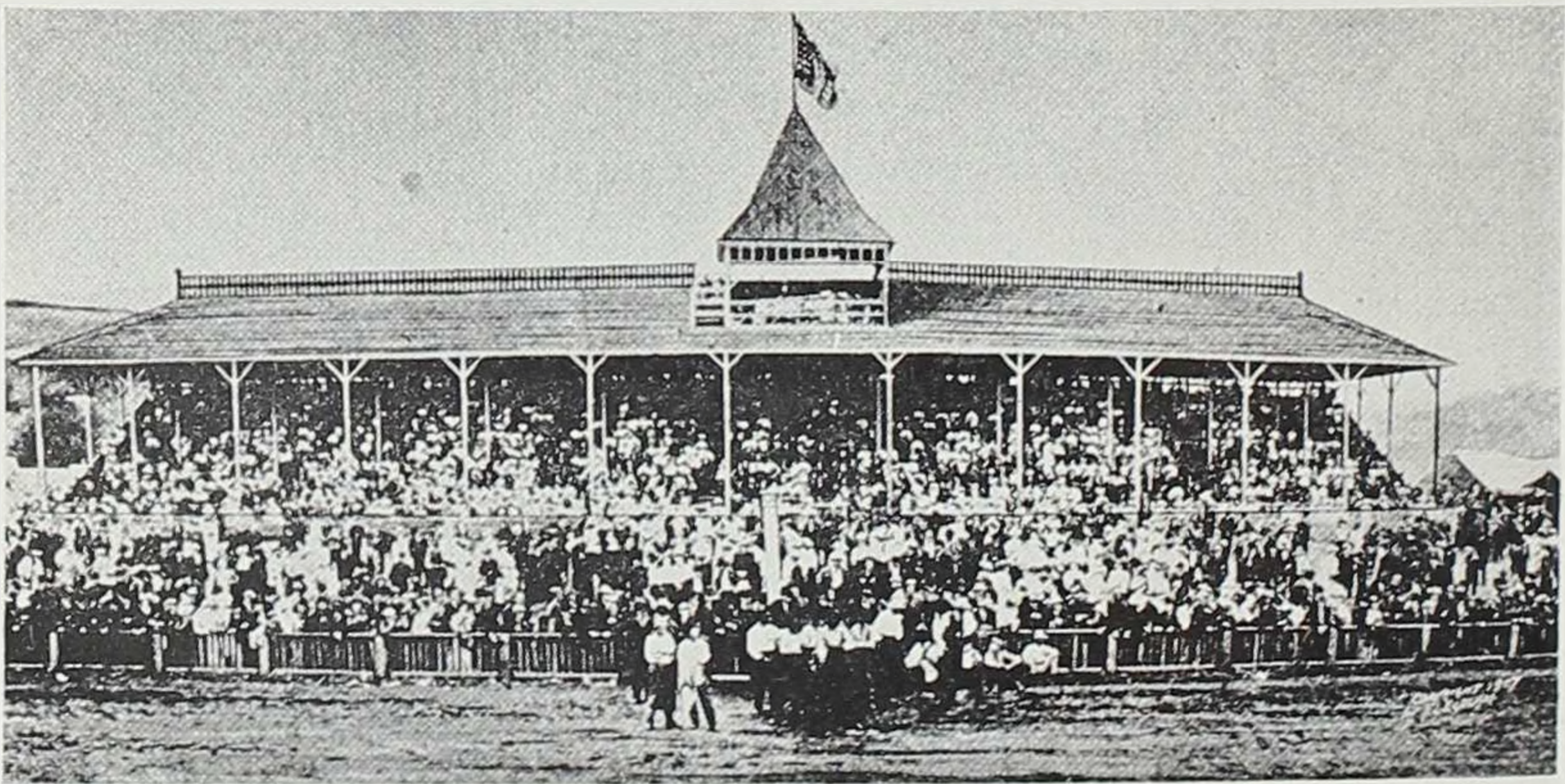
Dubuque Telegraph-Herald Photos

The Shooting Park (Schuetzen Gesellschaft or Shooting Society) is in a woodland setting just north of Dubuque on Highway 52. It was founded by Dubuque pioneers in 1856 and moved to the present setting in 1887. The street car tracks ran by Shooting Park on way to Union Park.



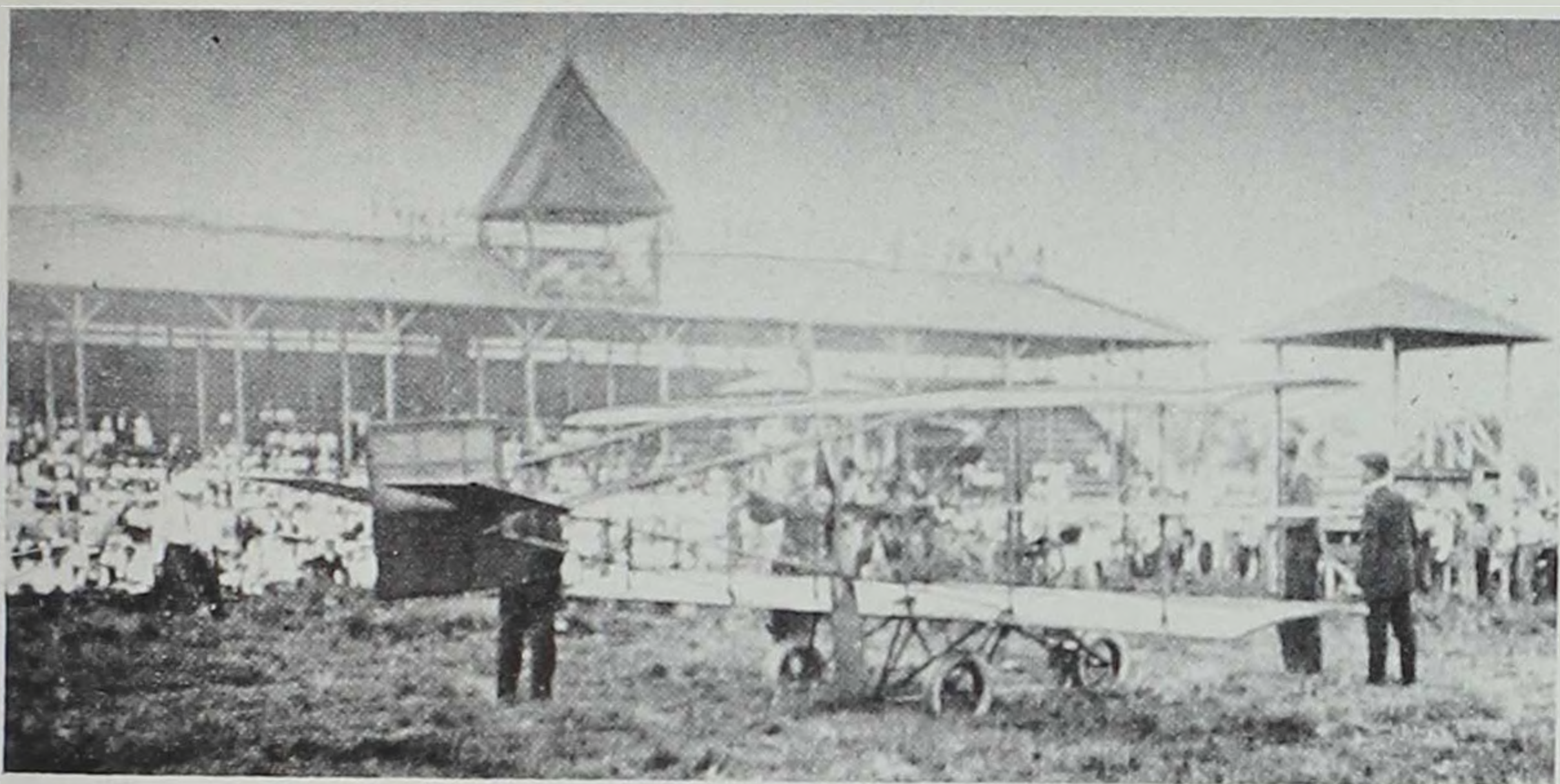
Dubuque Telegraph-Herald Photos

Four street cars at the loop in fabulous Union Park about 1908.



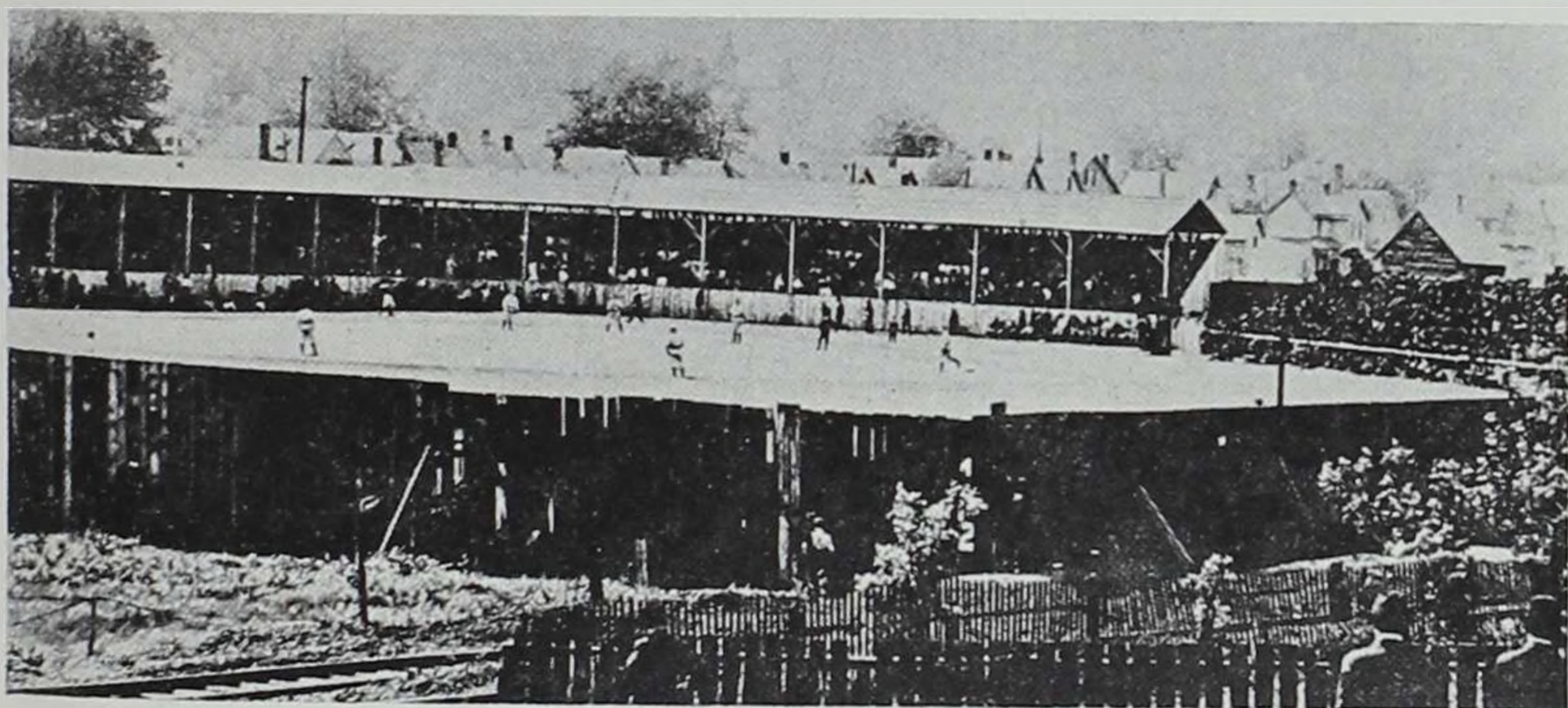
Dubuque Telegraph-Herald Photos

Nutwood Park race track and pavilion, scene of many races.



Dubuque Telegraph-Herald Photos

Lincoln Beachey flew his airplane at Dubuque on July 8, 1914.



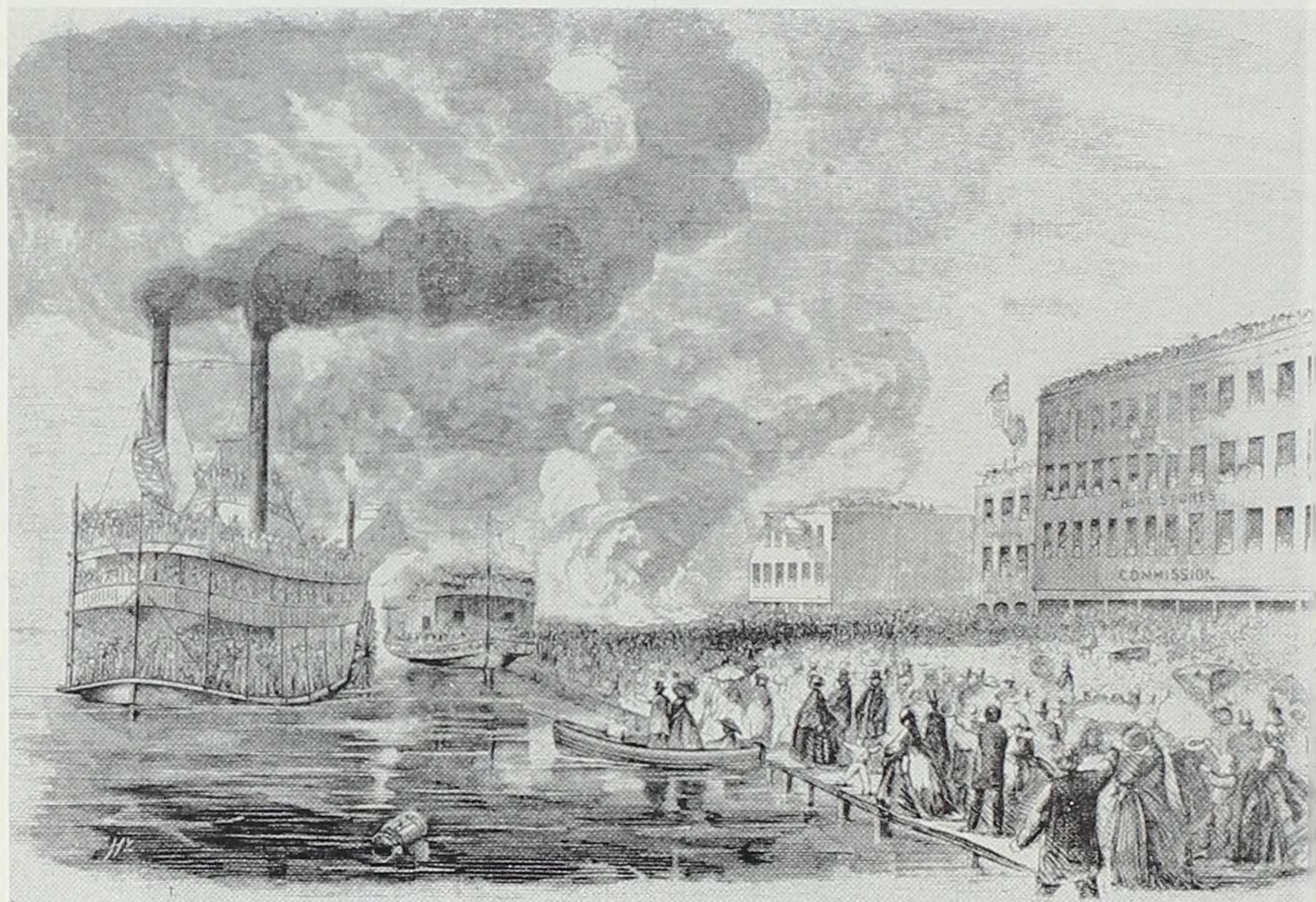
Dubuque Telegraph-Herald Photos

Twenty-fourth Street Baseball Park drew enthusiastic crowds for a score of years prior to World War I.



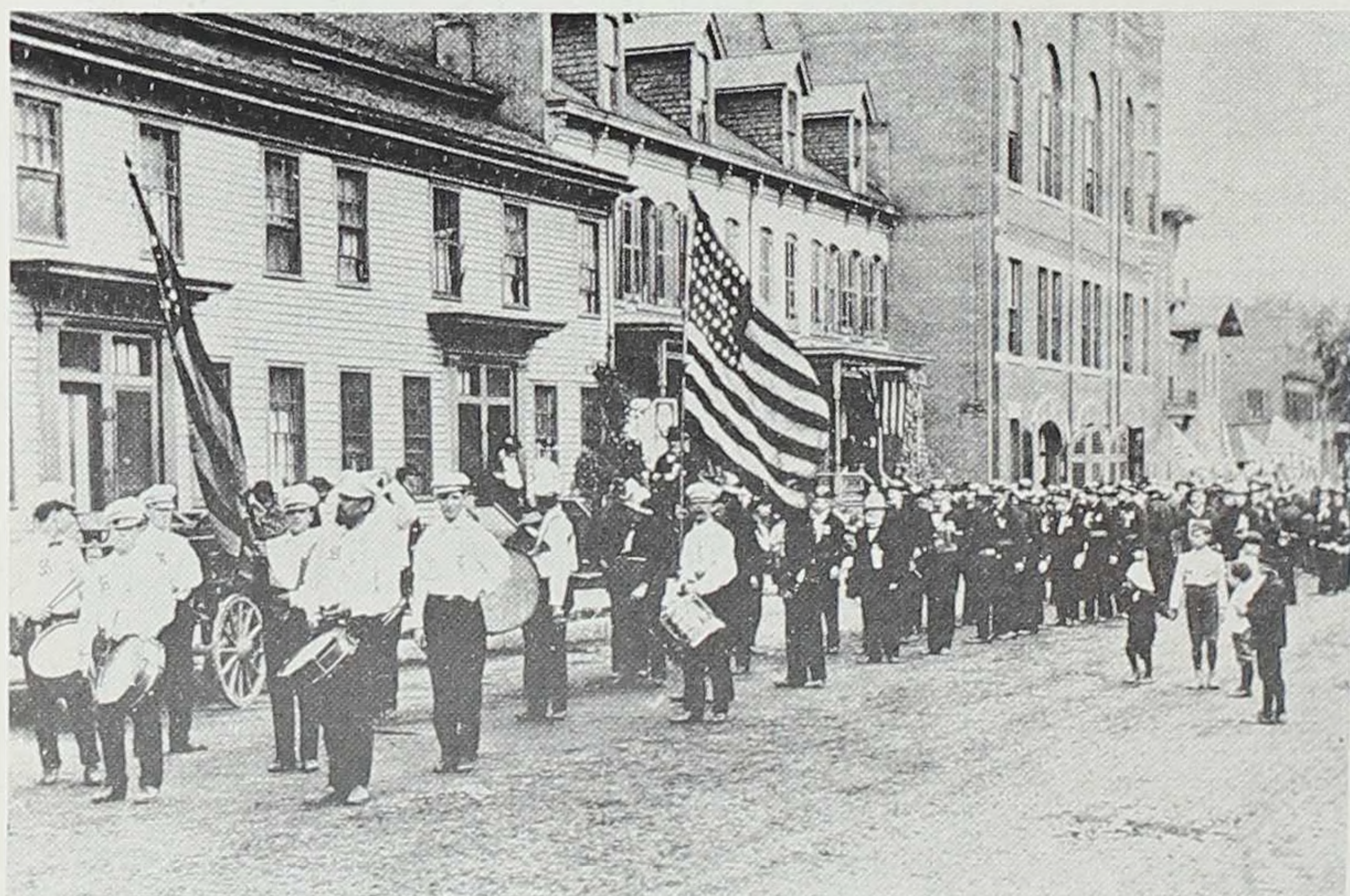
Dubuque Telegraph-Herald Photos

The first meeting of the Mississippi Valley Power Boat Association (with Gar Wood competing) held at Dubuque July 4, 1911.



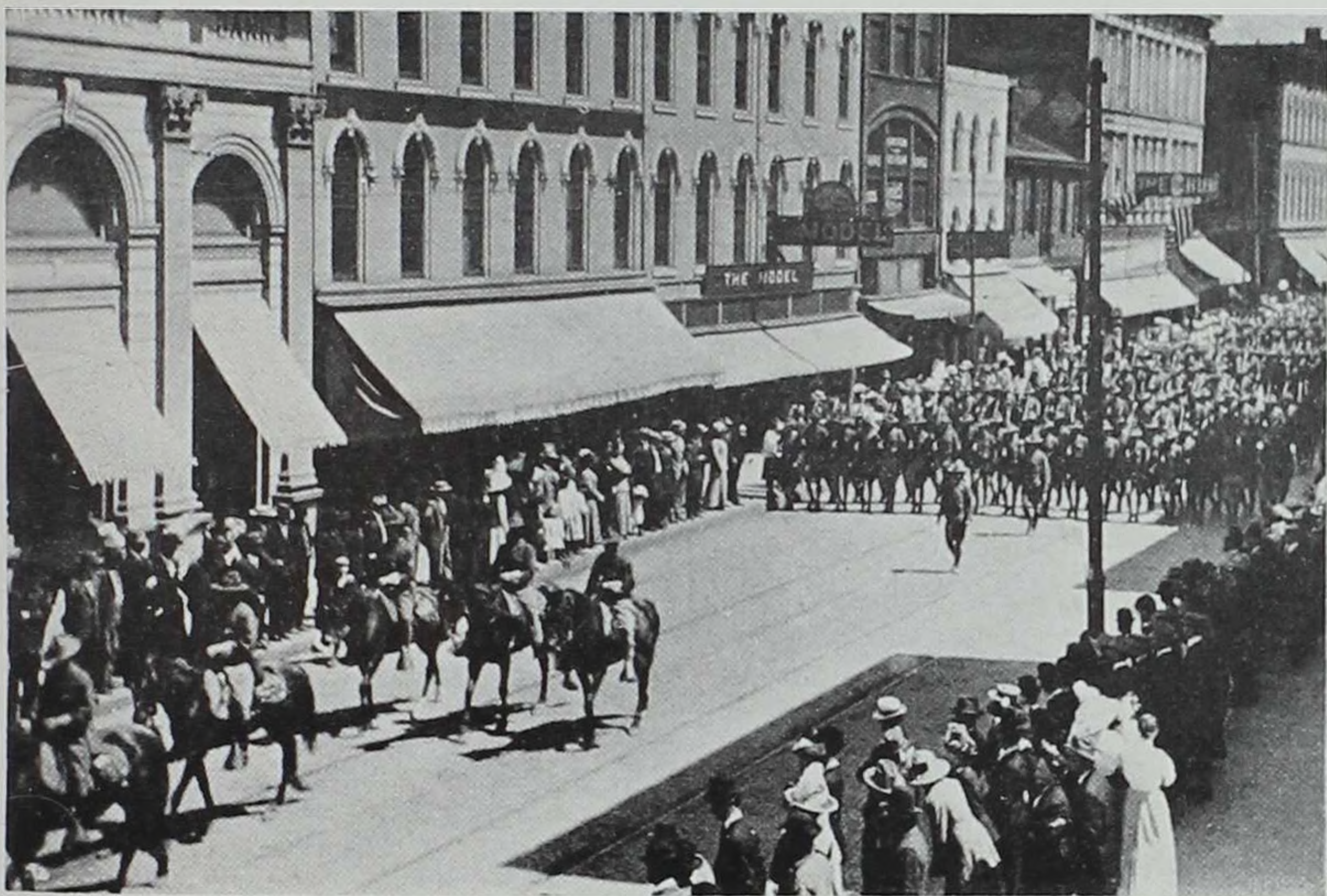
From Harper's Weekly, May 25, 1861

The Governor's Greys and Jackson Guards leaving Dubuque in 1861.



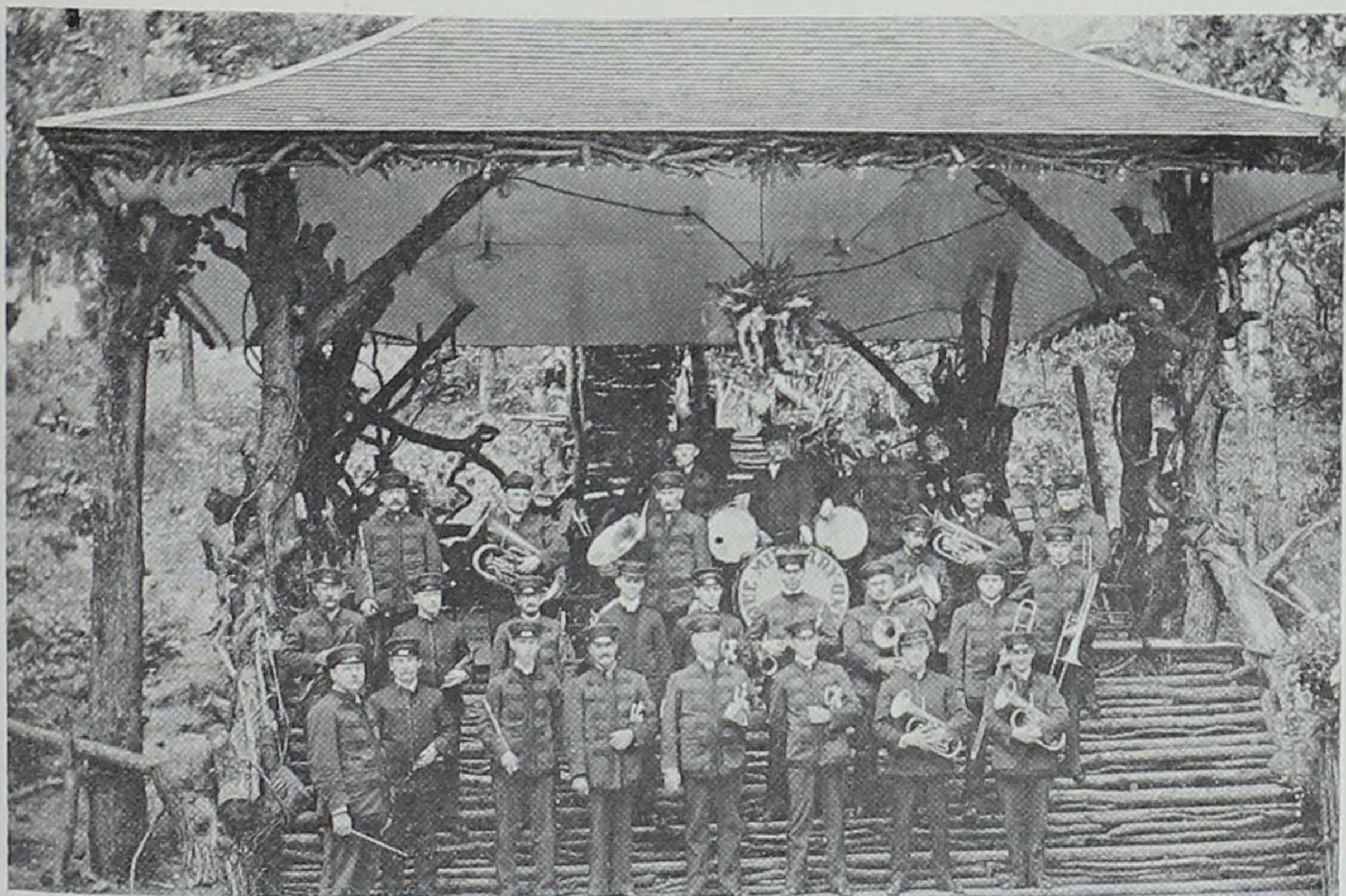
Dubuque Telegraph-Herald Photos

Captain George M. Healey, mounted on horse under flag, led Memorial Day Parade in 1895. The parade formed at Eighth and Iowa streets. The brick building on left at Ninth is the Central Fire Station and across the street the home of H. L. Stout, now the site of the Y.M.C.A.



Dubuque Telegraph-Herald Photos

A parade up Main Street after World War I.



Courtesy Miss Elsie Datisman

Dubuque had many bands whose performances thrilled appreciative audiences in downtown parks, and in Union and Eagle Point parks. The Dubuque Military Band was one of the best known in its day.



Dubuque Telegraph-Herald Photos

No end of street cars were available when the Grand Army of the Republic met in Dubuque. View on Main Street between Fourth and Fifth streets.



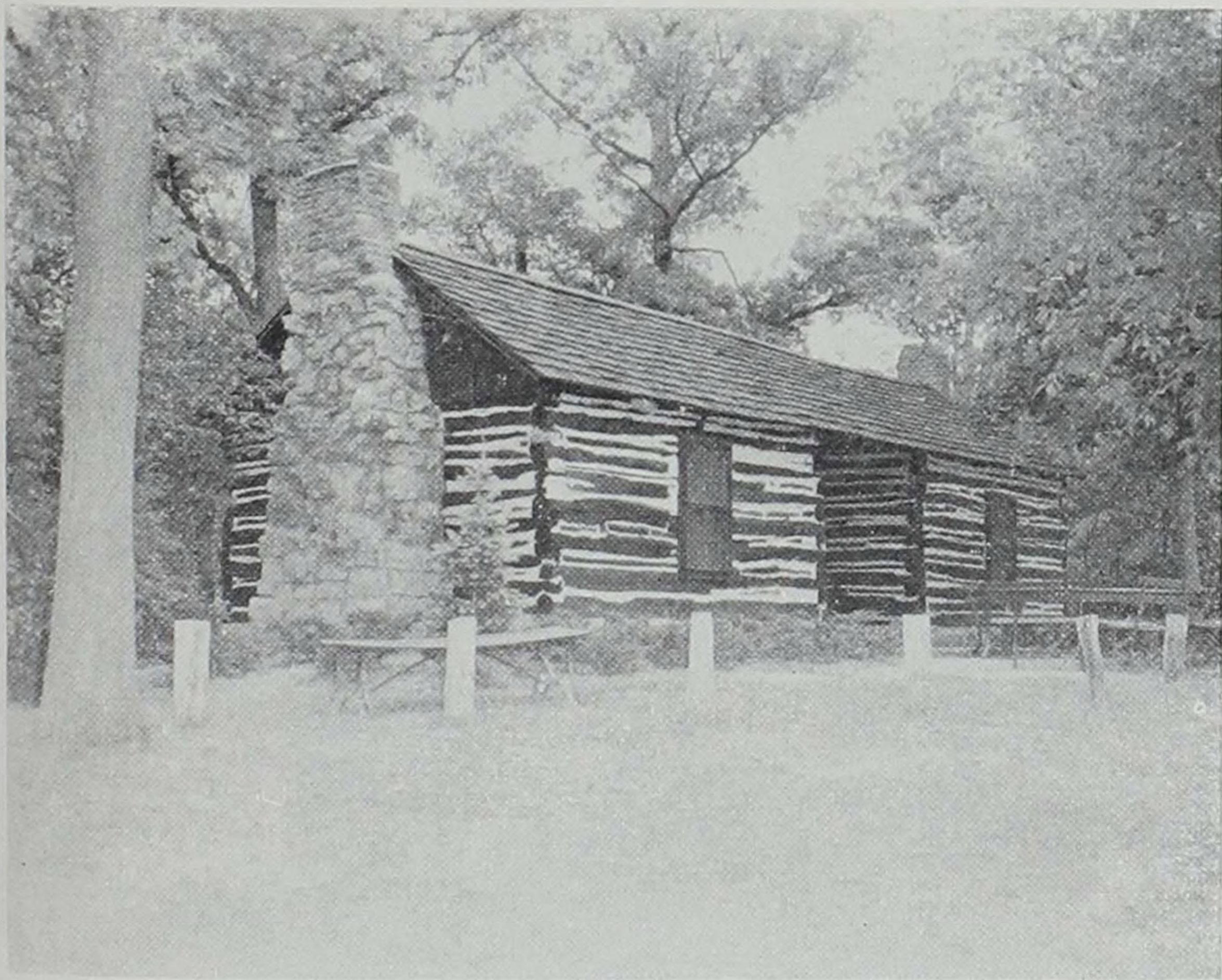
Dubuque Telegraph-Herald Photo

Another view of Main Street looking north from Fourth Street in the horse and buggy days.



Dubuque Telegraph-Herald Photos

Culture in Old Dubuque about 1912 as exemplified by these young Dubuquers about to perform the graceful Minuet: left to right — George Healey, Adele Byrne, Donald Conzett, Lorraine McClay (deceased), Harlan Walton, "Sis" Healey, Wes Walton and Elizabeth Treadway.



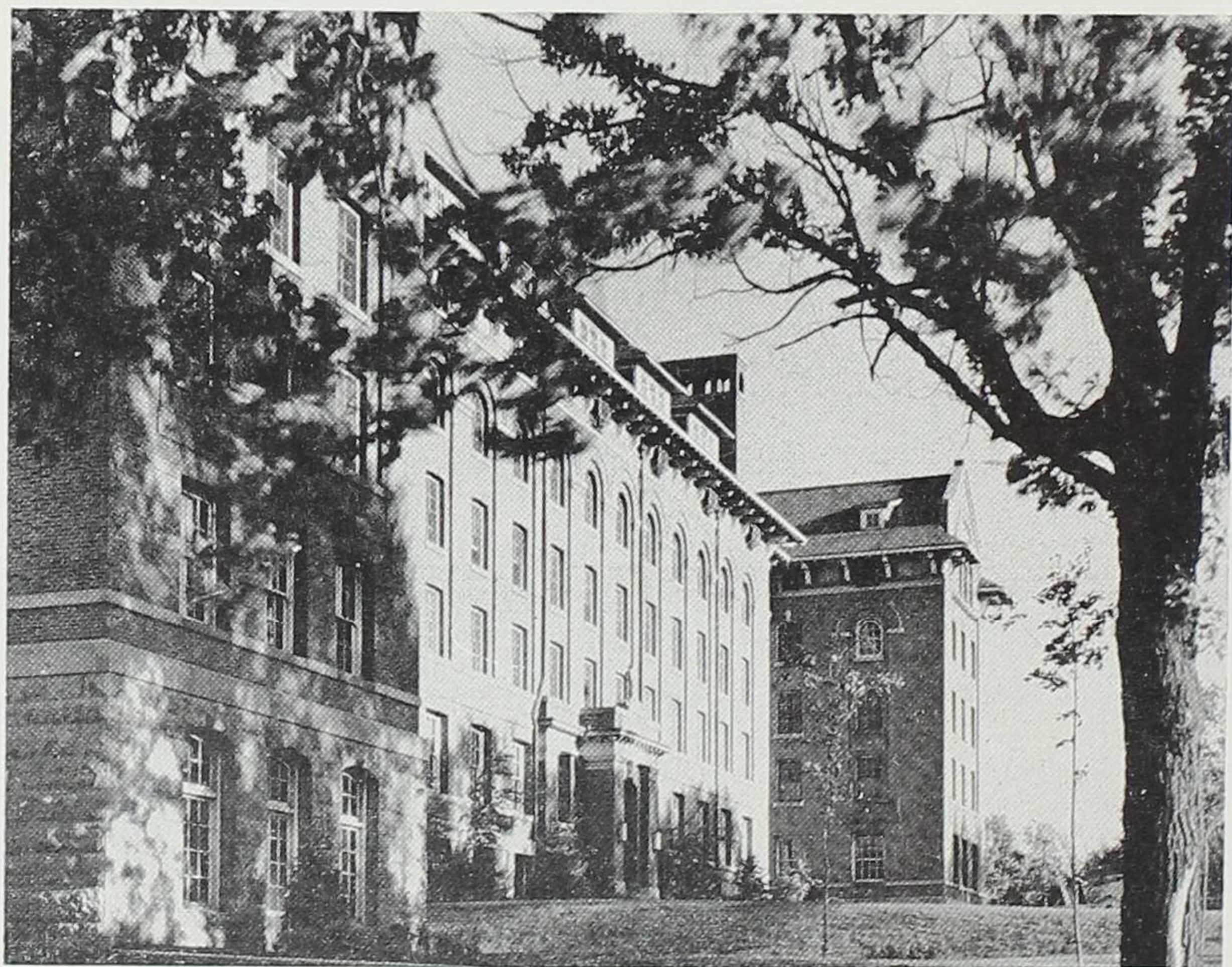
From State Historical Society Collections

The oldest log cabin in Iowa — 1833. Eagle Point Park.



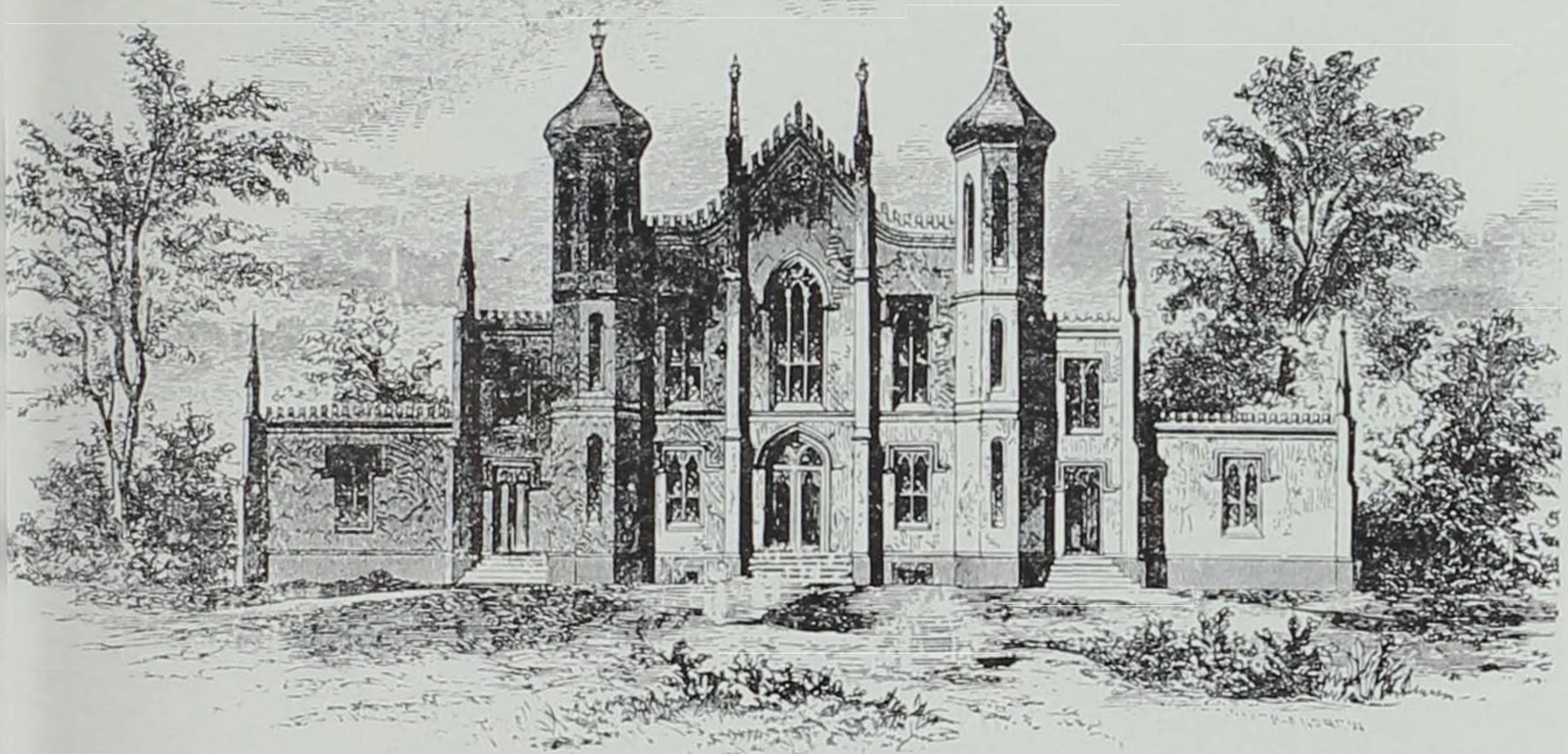
State Historical Society Collections

Wartburg Seminary with statue of Martin Luther in foreground.



State Historical Society Collections

Keane Hall on the Loras College campus.

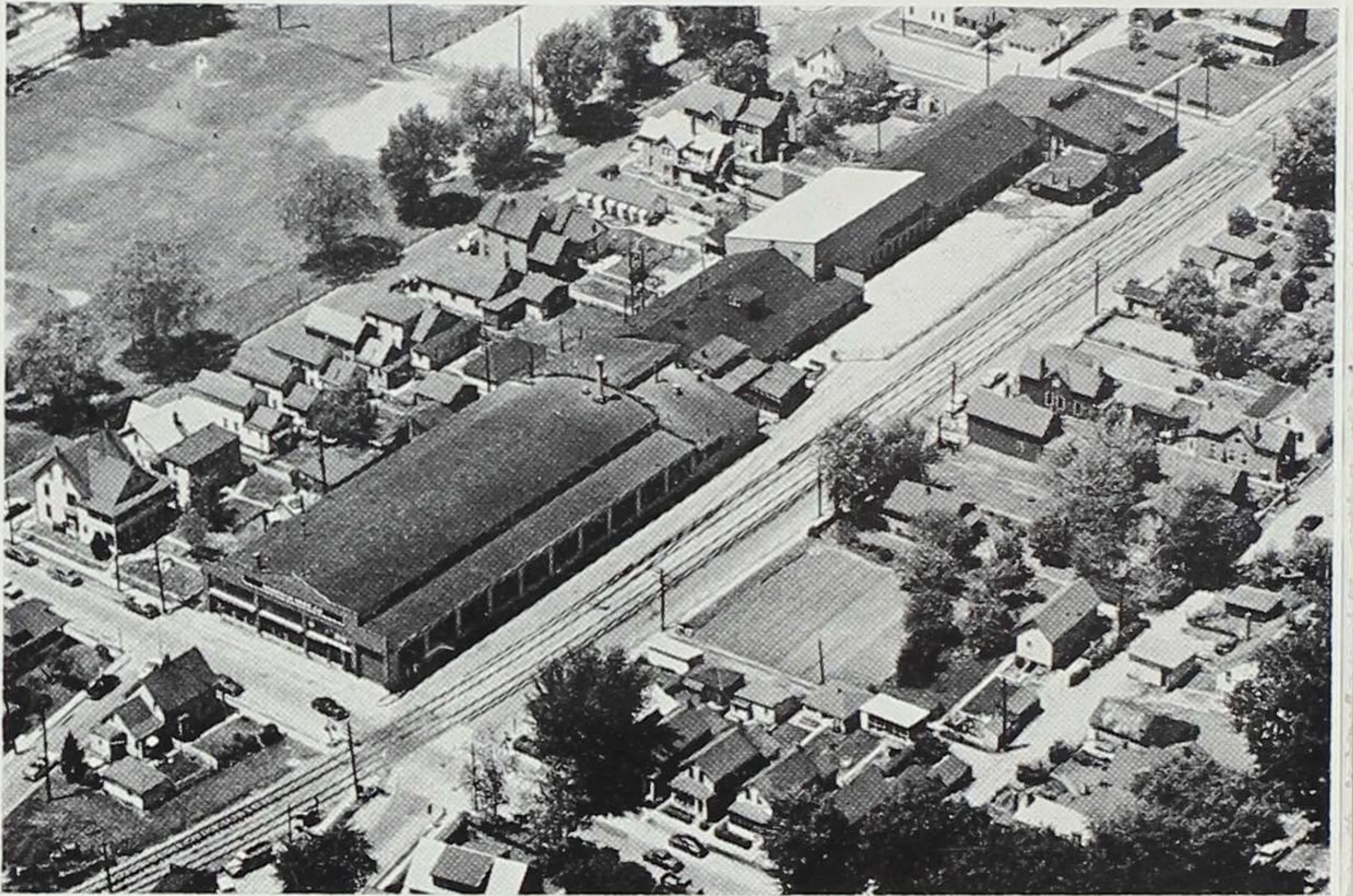


DUBUQUE FEMALE SEMINARY

One of the most historic buildings in Dubuque is the Dubuque Female Seminary which was built in 1854, and which claimed to be the first institution of higher learning for women west of Chicago. Catherine Beecher, the sister of Henry Ward Beecher, was the largest contributor to this Episcopal institution. It was used for one year as the Dubuque High School in 1859. The German Theological Seminary of the Northwest purchased it for \$10,000 in 1872 and occupied it until 1907 when it moved up on the hill and sold the building to the Sisters of St. Francis for \$20,000 who in turn established the Immaculate Conception Academy. Since 1954 it has been operated as the Lady of Lourdes Convalescent Home.

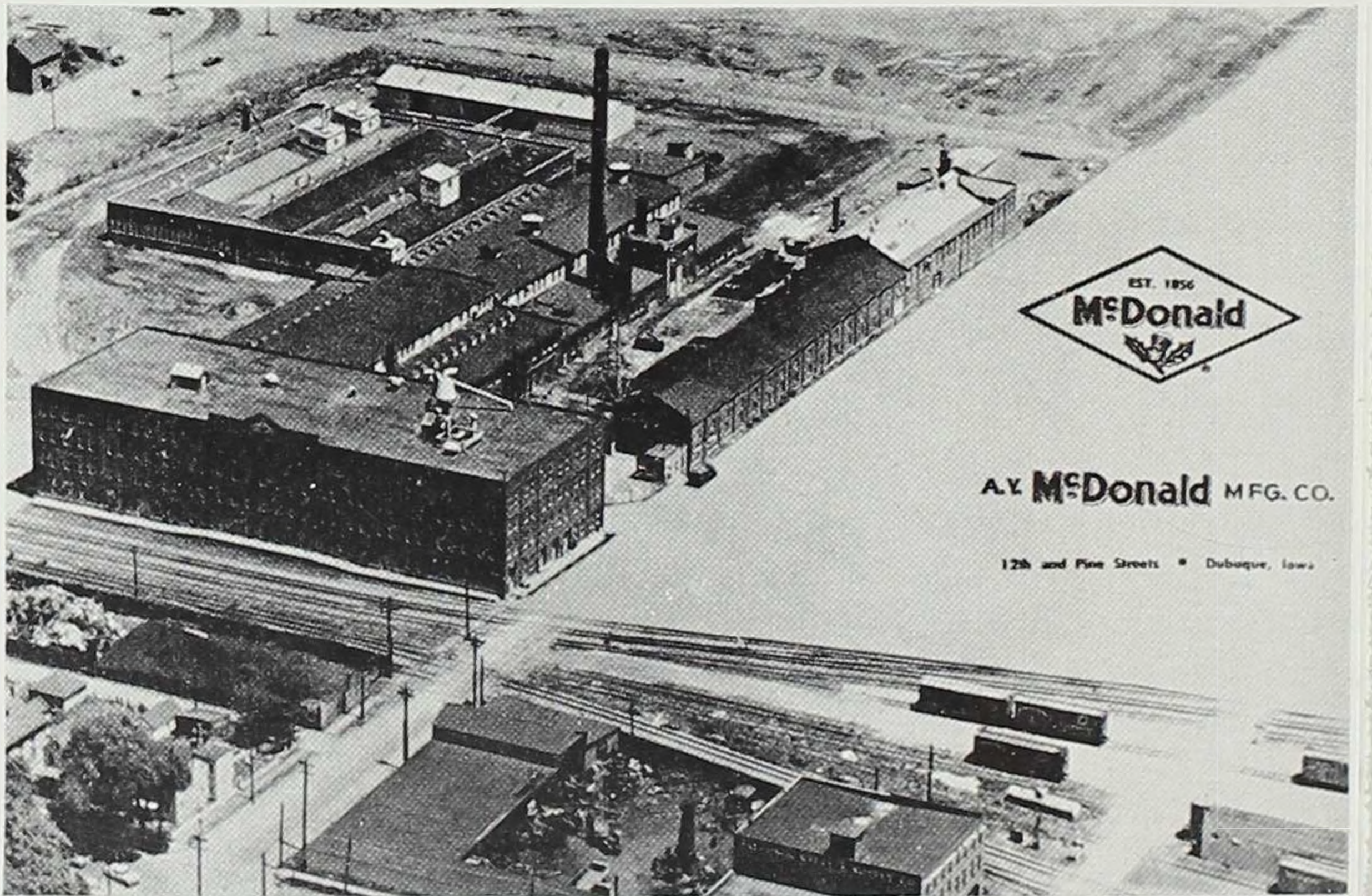
Two problems that have always vexed communities are the location of schools and the character of school architecture. That these are not new problems, but existed in 1865, is indicated by Professor Franklin T. Oldt, Superintendent of Schools, and author of *History of Dubuque County*. In his history, Professor Oldt writes:

The location of the proposed county high school caused a spirited controversy in the newspapers. County members objected to sending children to the city on account of exposure to temptations. The Langworthy brothers offered a site free in the northwestern part of the city and F. E. Bissell and W. Spaulding, trustees of the Female Seminary, offered their building at less than cost. Mr. Bissell said, "County people should send their children to the city for the very purpose of exposing them to temptation so they may try to resist temptation; that virtue exists only in the man who wanted to sin but dare not." Some said: "Whether in city or county, do not buy the Dubuque Female Seminary with its martello towers. The people of the county should not be saddled with the mistakes in school architecture of a few gentlemen in the city who wish to get out of an unpleasant predicament."



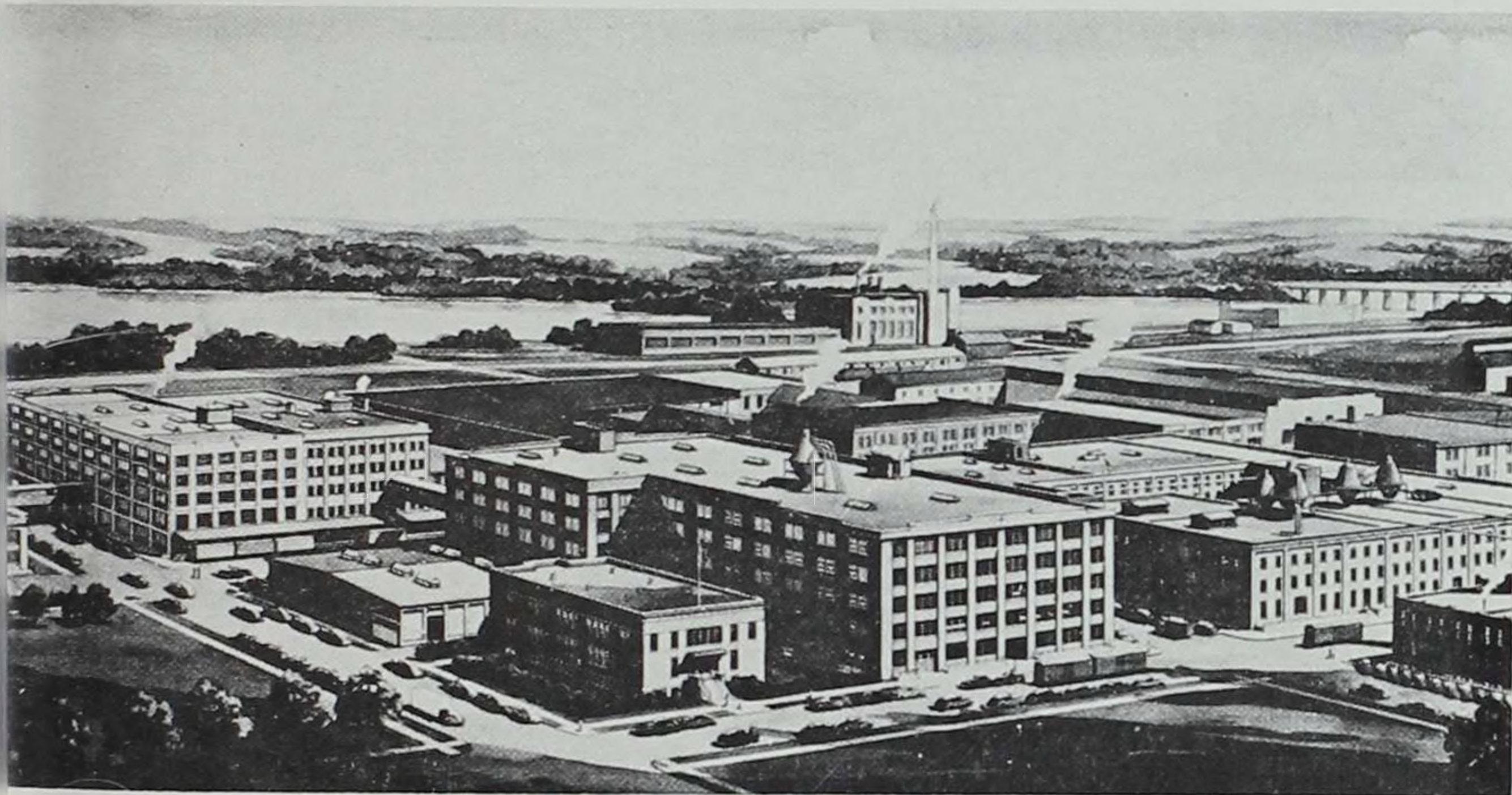
Courtesy Morrison Brothers

Morrison Brothers was established in 1855 and had ninety employees in 1964. The firm manufactures valves and fittings for handling liquid.



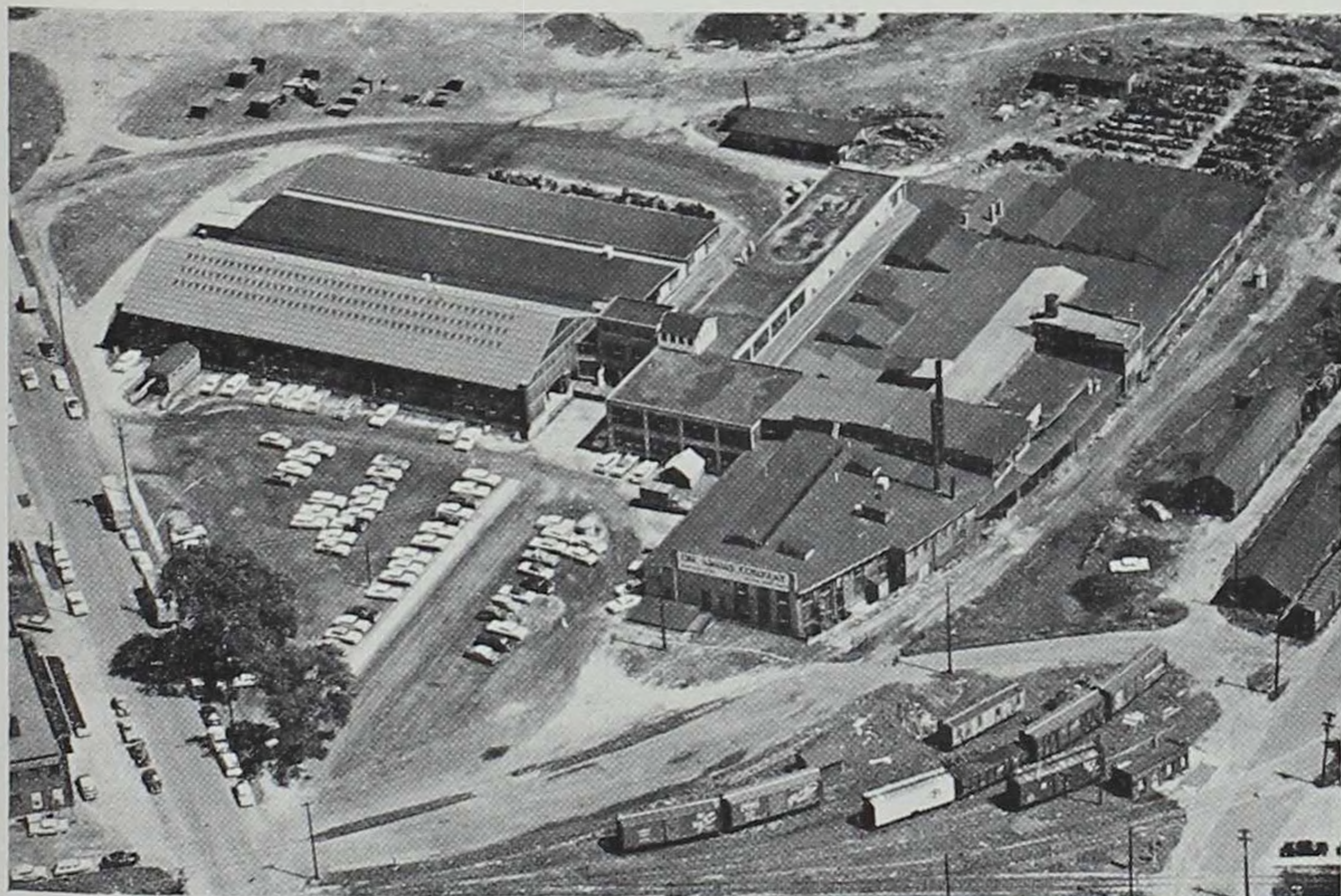
Courtesy A. Y. McDonald

A. Y. McDonald Manufacturing Company was founded in 1856 and had 354 employees in 1964. It manufactures pressure pumps, water works brass, and oil handling equipment.



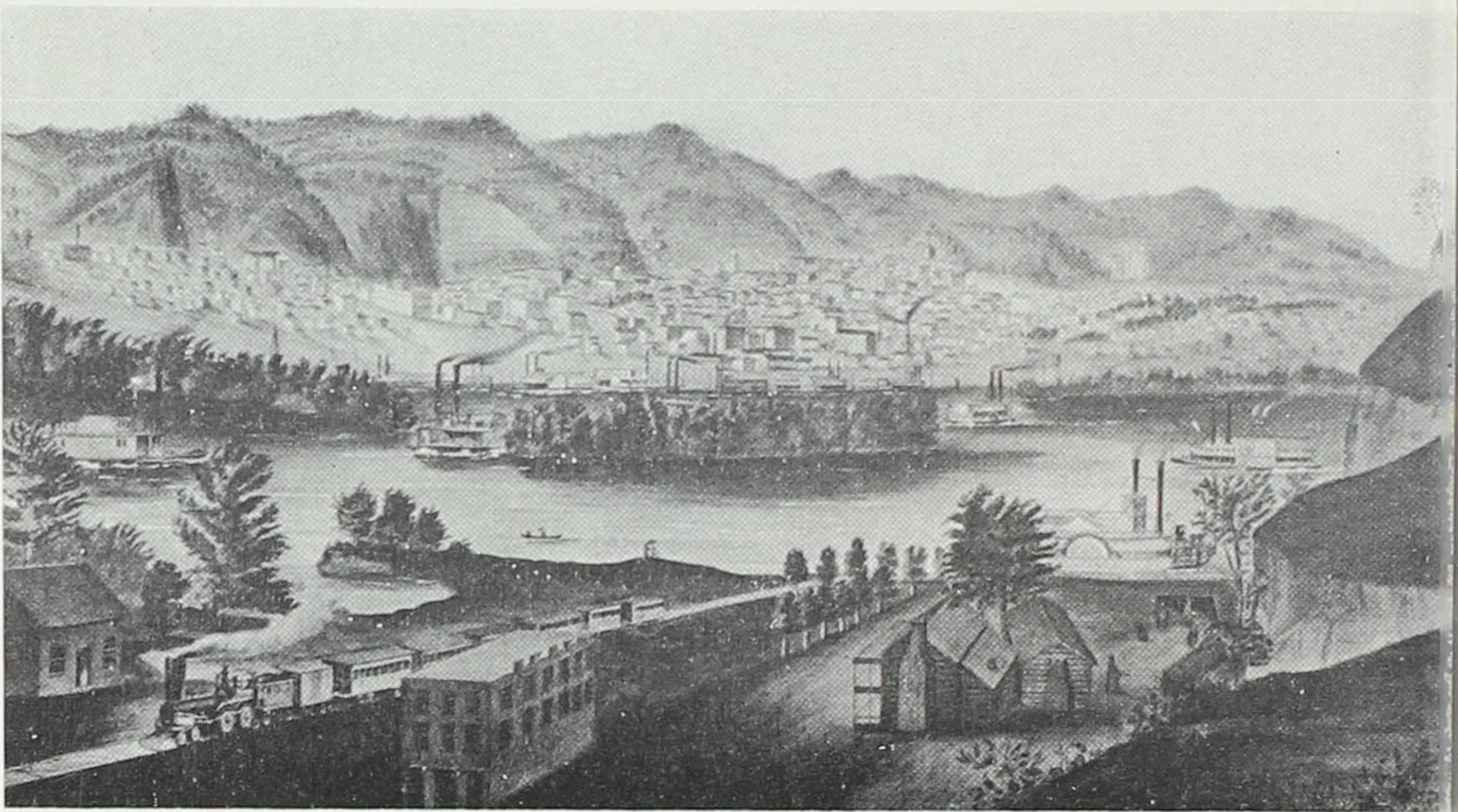
Courtesy Caradco, Inc.

Caradco, Inc. was founded in 1866 and had 644 employees in 1964. The firm manufactures sash, doors, blinds, frames, plastics, and moldings.



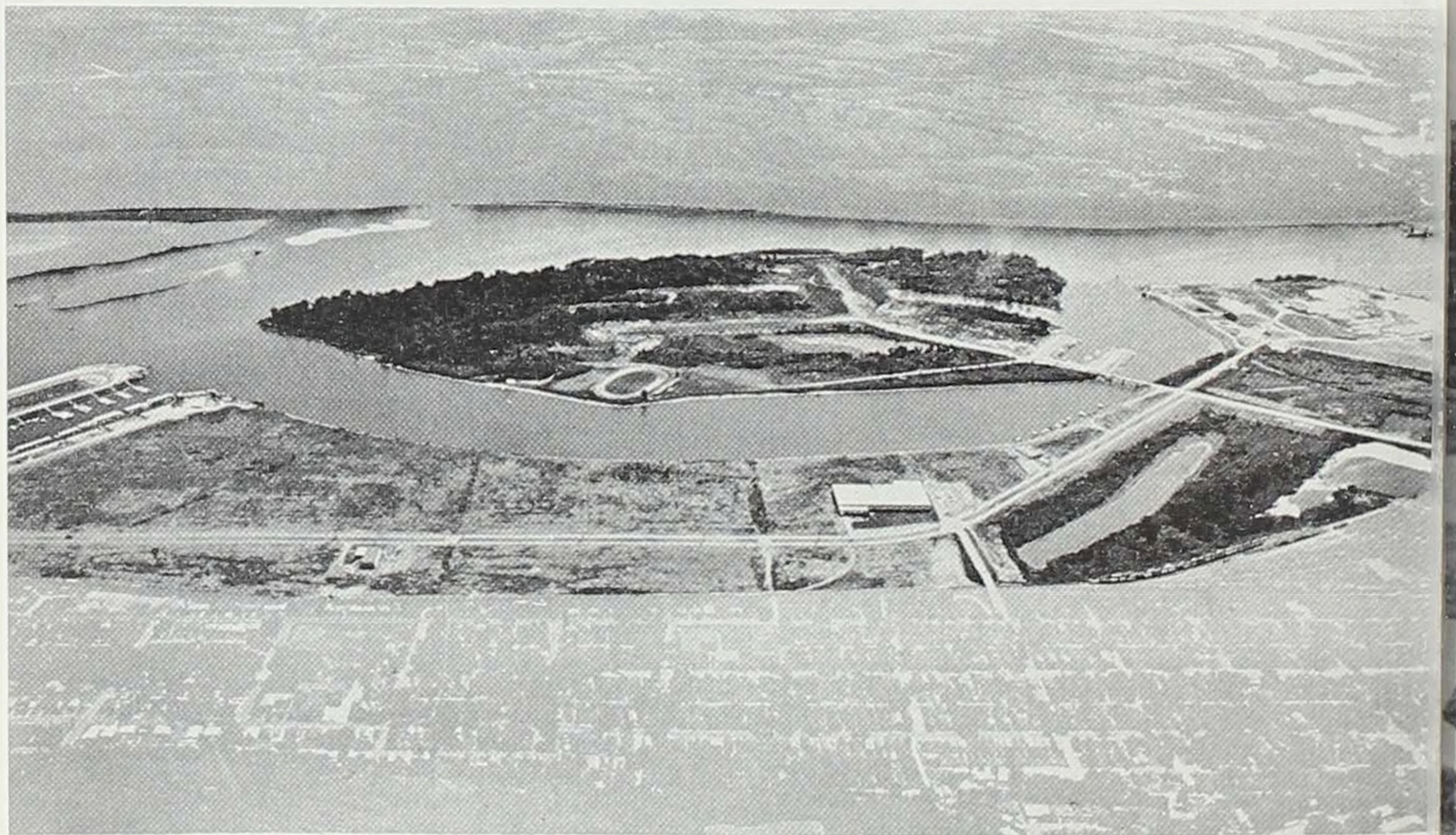
Courtesy The Adams Co.

The Adams Company was founded in 1883 and had 155 employees in 1964. The firm manufactures gears, shafts, foundry equipment, hardware, and building specialties.



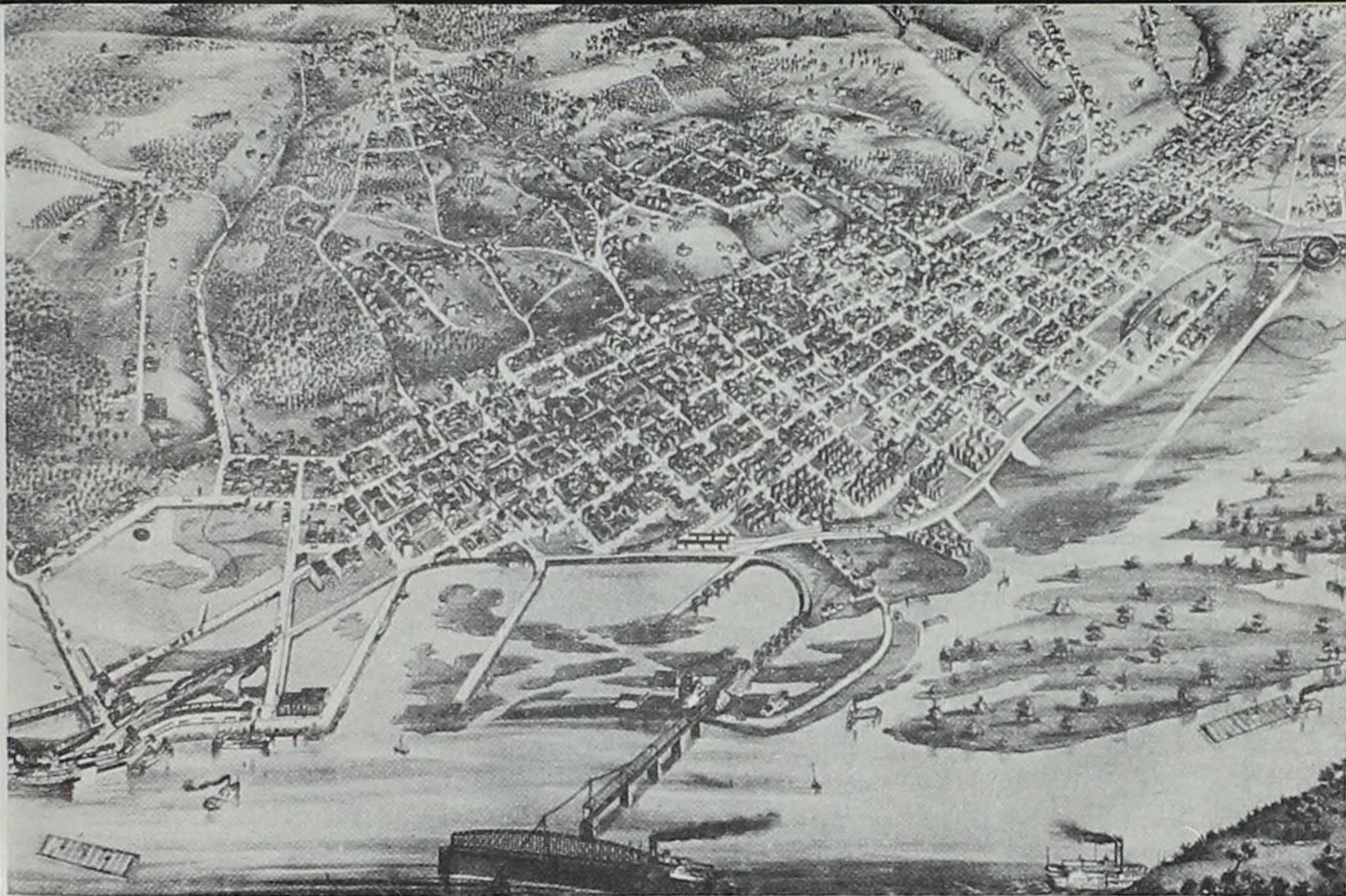
VIEW OF DUBUQUE IN 1856

View of Dubuque drawn by Lucinda Farnham in 1856 and lithographed by John Cameron, shows Key City as a bustling port of 12,000 with plenty of steamboat traffic to augment railroads. Picture courtesy Paul M. Angle, Director of Chicago Historical Society.



DUBUQUE INDUSTRIAL PARK — 1964

In 1955 the residents of Dubuque voted a bond issue enabling the construction of a \$2,000,000 Municipal Industrial Park on the channel of the Mississippi and less than one mile from the main Dubuque business district. By 1964 ten new industries had established themselves in this area — Dubuque Container Corporation (St. Regis Paper Co.), Janlin Plastics Company, Inc., Thermolyne Corporation, Vulcan Tool Corporation of Iowa, Ralston-Purina Warehouse, Olin-Mathiesen Chemical Corporation, Flynn Ready Mix Concrete Company, Dubuque Oil Terminal Company, Truss-Joist Midwest Company, and the Thru-Put Terminal Company.



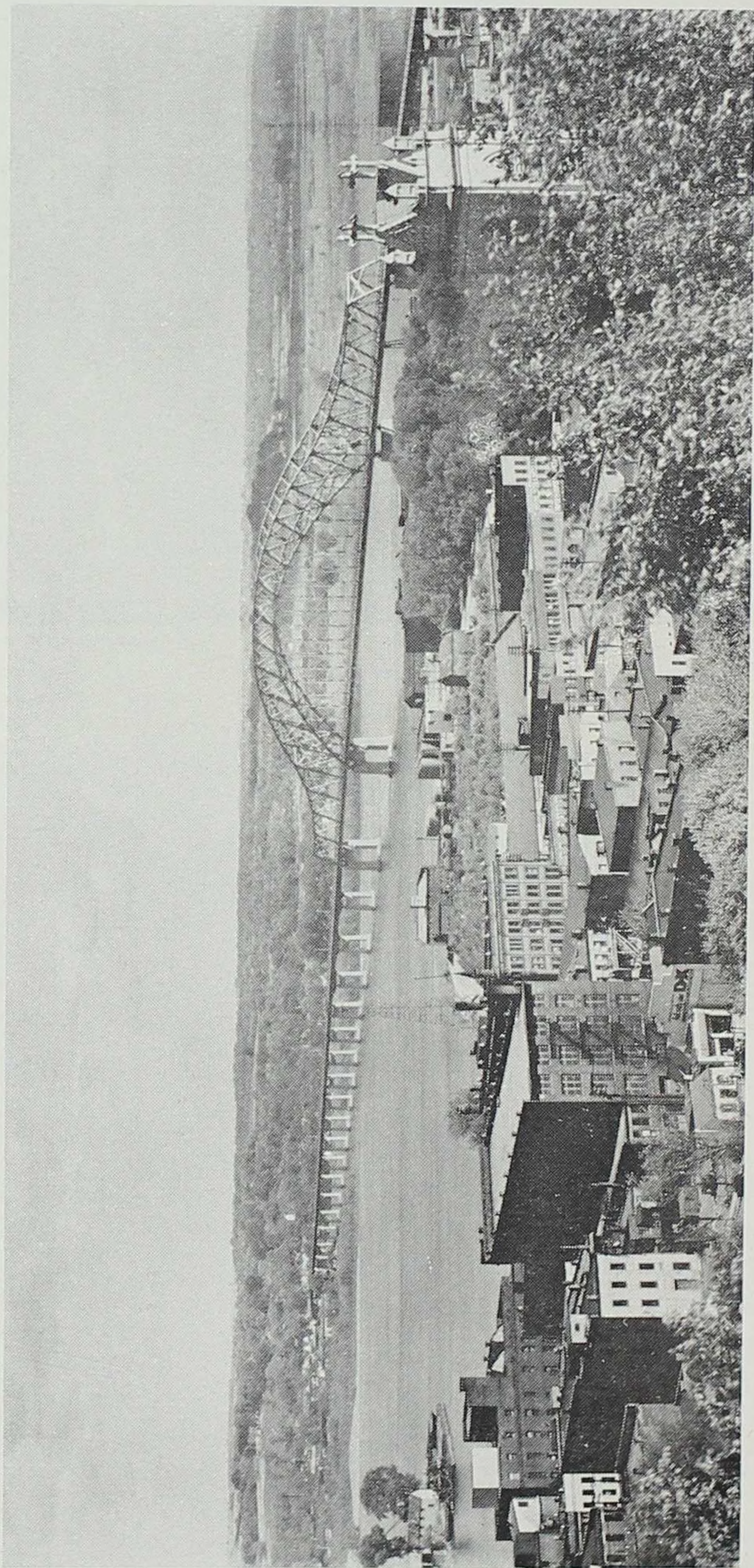
Dubuque Telegraph-Herald Photos

Birdseye view of Dubuque in 1872.

Airplane view of Dubuque in 1960's showing Star Brewery, Shot Tower, Virginia-Carolina Chemical, Interstate Power, and Morrison No. 2 in foreground. The baseball park is in the center with the Adams Company in the upper left and Farley & Loetscher and Caradco in upper right.

Dubuque Telegraph-Herald Photos





Birdseye view of Dubuque about 1960 showing St. Raphael's Cathedral in lower right and the lower section of town in the immediate foreground. The mouth of Dubuque harbor shows on extreme left.

The Web of Life

On February 26, 1855, the Dubuque Literary Institute met to hear Lucius H. Langworthy deliver his second lecture on the history of Dubuque. "Our prosperity seems to point to a glorious future," the pioneer declared. "Our progress has been steady, and the importance of our location is now settled beyond a question. . . . The fact, that eleven churches and a number of schools, besides literary and scientific societies, are sustained by our citizens, indicates we can already offer to immigrants the advantages of older cities, and that we have all the social and intellectual resources of the Atlantic States." Through "seminaries of learning" and "literary institutions," Langworthy concluded, Dubuque was destined to become the very "Athens of the West."

The Dubuque pioneers might look back with pride at their progress since they first entered the Black Hawk Purchase in 1833. Religious, educational, social, and cultural attainments had kept pace with the economic and political development. These, together with the homespun amusements and workaday activity, form the web of pioneer life.

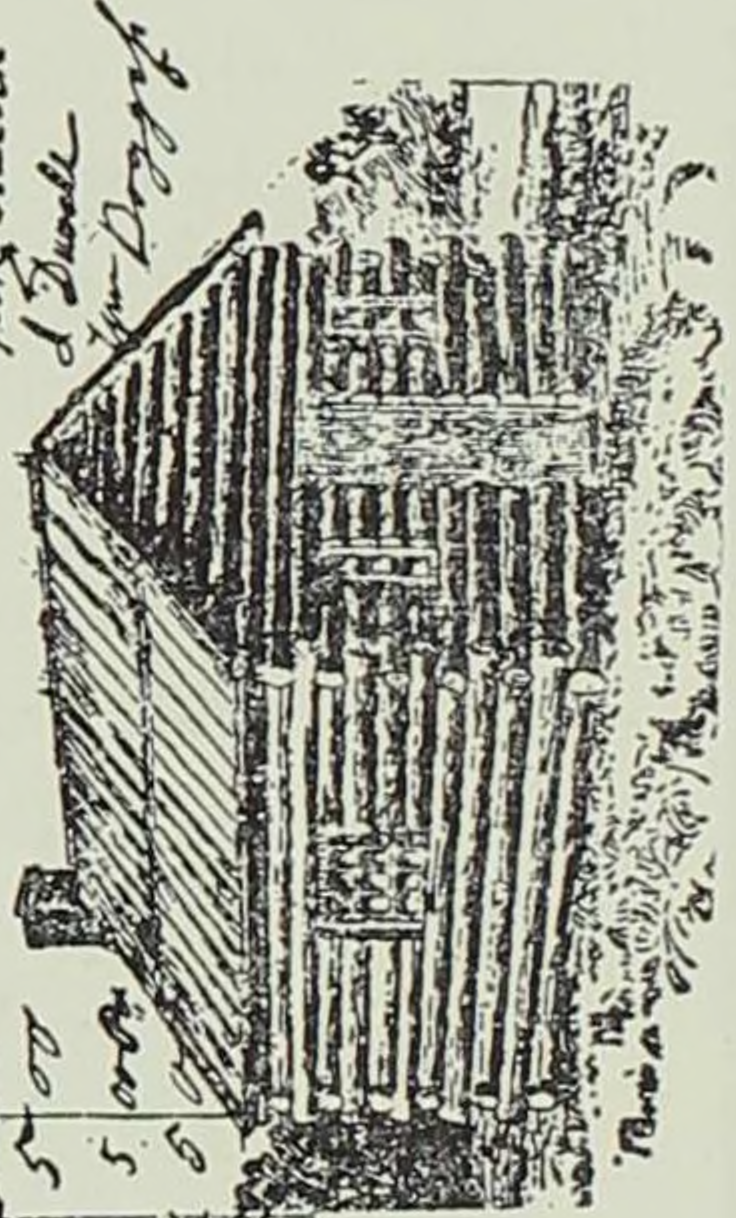
Religion was a powerful force in frontier Du-

66 Subscription for a Chapel for the Methodist Episcopal Church, in the town of Dubuque.
 Plan of the house. - It is to be built of heavy logs, 20 by 26 feet in the clear; one story, 10 feet high; level & upper floors; Shingled roof; Painted with lime & sand, one batten door; 4, 20 lights & one 10 light windows - each illuminated for completing in good plain style \$255.00. The above house is built for the use of the Methodist Episcopal Church - but when not used by said Church, shall be open for Divine service by other Christian Denominations, and may be used for a Common School, at the discretion of the trustees. Woodbury Malley, John Johnson, Mrs. Kelley Marcus Atchison, and Oub Smith are the board of trustees, who are authorized to receive subscriptions and control the interests of said house, for the use above mentioned.

We, the undersigned agree to pay to the above trustees the several sums annexed to our names, for the building of said house.

Subscribers Names	\$	cts.	Subscribers Names	\$	cts.
George S. Coffey	25	00	George S. Coffey	5	00
John Johnson	10	00	John P. Cobb	5	00
Thomas Kellaway	10	00	John P. Coffey	5	00
Mad Anthony	15	00	W. Noble J. Deane	5	00
Wm. Lamm	5	00	John Deane	5	00
W. Johnson	10	00	Simon Clark	5	00
W. Johnson	5	00	Wm. Miller	5	00

FIRST CHURCH IN IOWA



Subscribers Names	\$	cts.	Subscribers Names	\$	cts.
Wm. Lamm	5	00	George S. Coffey	5	00
John Johnson	10	00	John P. Cobb	5	00
Thomas Kellaway	10	00	John P. Coffey	5	00
Mad Anthony	15	00	W. Noble J. Deane	5	00
Wm. Lamm	5	00	John Deane	5	00
W. Johnson	10	00	Simon Clark	5	00
W. Johnson	5	00	Wm. Miller	5	00

buque. The Reverend Aratus Kent preached the first Protestant sermon in Ezekiel Lockwood's log cabin on Locust Street during the summer of 1833. In the following summer the Reverend Barton Randle and his Methodist flock built a one-story log church measuring twenty by twenty-six feet and costing \$255. Seven women and five men made up the membership of this, the first church in Iowa. Five preachers faithfully ministered to this congregation before a new and larger structure was erected in 1840. During this time the Methodist Church was used by various denominations, served as a courthouse and a schoolhouse, and housed the meeting to consider the incorporation of the town of Dubuque — in a word, functioned as a center of religion, education, and government.

Meanwhile, Father Charles Felix Van Quickenbourne conducted the first Roman Catholic service in the cabin of Mrs. Brophy during the summer of 1833. On August 15, 1835, the cornerstone of the first Catholic Church in Iowa was laid at Dubuque. Dedicated as Saint Raphael's Church by Father Samuel Mazzuchelli, the handsome stone edifice was destined to serve as the Cathedral for the Territory of Iowa when Bishop Mathias Loras arrived on April 19, 1839.

There were many other faiths represented at the Dubuque lead mines. On May 11, 1836, the Dubuque *Visitor* declared that another "Minister of the Gospel is needed among us — one who can

reason, preach, and sing; and *enforce the fourth Commandment.*" As if in answer to this plea the cornerstone of the first Presbyterian Church was laid with appropriate ceremonies on July 18, 1836. A Baptist congregation was organized in 1840, the Episcopalians formed their first church in 1843, and the Christian Church was established in the following year. Before the decade closed beginnings had been made by the African Baptist Church, the Unitarian Church, the Congregational Church, and the Dubuque County Bible Society.

The influence of the church was soon manifested. On September 30, 1837, a writer in the *Iowa News* expressed delight with "the order and decorum which prevails in every part of our community" after the town trustees adopted the ordinance relating to the observance of the Sabbath. Both Protestant and Catholic congregations were active in the temperance crusade. However, in addition to unbelievers there were some wayward brethren whose conduct was considered reprehensible. "I wish to notice a habit quite prevalent in this city," wrote one who signed his name "Christian" in the *Miners' Express* for February 23, 1848. "It is that of going to church for the purpose of taking a comfortable snooze during divine service. This miserable and sinful practice is quite fashionable and followed extensively by certain ladies and gentlemen, especially some who attend the Methodist and Congregational churches."

The Dubuque pioneers lost no time in establishing schools. The first schoolhouse in the Black Hawk Purchase was completed at Dubuque in December of 1833. Bald-headed George Cubbage was selected as the first schoolmaster for the thirty-five pupils who attended. Subsequently, Barrett Whittemore and Mrs. Caroline Dexter taught school at Dubuque. In 1836 Mrs. Louisa King opened a school for young ladies. On January 15, 1838, the Legislative Assembly passed an act authorizing a seminary of learning at Dubuque for the "instruction of young persons of both sexes in science and literature." Thomas S. Wilson, Lucius H. Langworthy, P. A. Lorimier, Joseph T. Fales, Benjamin Rupert, and Patrick Quigley were listed as incorporators. The first classical school in Iowa was established at Dubuque in 1839 by Thomas H. Benton, Jr.

More schools sprang up during the following decade. In the fall of 1841 the *Miners' Express* called attention to the English, classical, and mathematical school opened in the residence of Bishop Mathias Loras. A few months later C. F. Hardie started an "Evening School" in the basement of the Presbyterian Church. Professor Hardie, emphasizing particularly English, grammar, and arithmetic, charged four dollars tuition for a twelve-week term during which classes met four nights a week. Each pupil was required to "furnish his own light." In 1842 Miss Eberlee opened

a school for the instruction of children of both sexes. Miss Eberlee taught English, French, and German as well as needle and fancy work. These were all private schools, for Dubuque had not used the authority to establish free public schools. In 1844 a newly created school board agreed to pay the costs of educating eligible children in the private schools, but as late as 1849 there were no public school buildings in the city.

In those formative years the schools were not always of the best. On April 20, 1858, the *Dubuque Daily Times* recorded:

SCHOOL AT WEST DUBUQUE

The school at West Dubuque was obliged to be dismissed yesterday on account of the miserable condition of the House in which it has been kept. This house is the head quarters of an immense colony of vermin, which have multiplied to so great an extent as to fairly drive the Teacher and pupils out of the House. The school will be suspended for a few days until another house can be procured and arranged.

The dissemination of knowledge, however, was not restricted to the schools. On December 27, 1837, a number of Dubuque citizens met at the home of James L. Langworthy and formed a "Literary Association" upon the lyceum principle. Timely topics were discussed, the lyceum affording an excellent opportunity for the development of individual forensic talent. Thus, on December 1, 1847, the *Miners' Express* announced a meeting

“over Terry’s Saloon” to discuss the question: “Resolved that the Wilmot Proviso is right and ought to be sustained by the American people.”

Numerous lecturers appeared before Dubuque audiences, temperance and education being two popular themes. In September of 1838, Alonzo P. Phelps spoke on “Popular Education” in the Methodist Church. On November 3, 1843, the *Miners’ Express* expressed delight with Professor Bonneville’s very “convincing” lecture on mesmerism. The editor witnessed such experiments as “paralyzing different limbs, shutting the eyes, closing the mouth, putting the subject in a magnetic state.” It was said of Professor Bonneville that he could “stop a woman’s tongue by merely shaking his finger at her.” Skeptics were urged to attend. The large Irish population undoubtedly enjoyed the lecture by Mr. Mooney, the “distinguished and very popular Irish vocalist and lecturer” who appeared in December of 1847. Mr. Spencer gave exhibitions of “Animal Magnetism,” while Dr. Reynolds lectured on “Astronomy” over Terry’s saloon. On May 3, 1848, the *Miners’ Express* urged citizens to attend the “novel exhibition” by Mrs. Hayden, who was hailed as the “American Sybil” and the “first and only female magician in the world.”

A welcome addition to the cultural life of Dubuque was supplied by Joseph T. Fales who conducted a singing school in the Methodist Church

on the evening of May 25, 1836. In November, 1838, Azor Richardson taught the science of sacred music in the Methodist Church. Mr. and Miss Scott advertised in 1843 that they would be pleased to instruct students on the "Piano Forte, and musical instruments generally." On December 1, 1847, the *Miners' Express* announced a concert by the Dubuque Philharmonic Society in the Congregational Church. The programme included anthems, solos, and choruses, together with the "Most popular Glee and Secular" melodies. "The members of the Society," the *Miners' Express* declared, "flatter themselves that their Concert will afford an unusually agreeable evening's entertainment." Bands and church choirs afforded a further outlet for the musically inclined.

An index of the reading tastes of the Dubuque pioneers is revealed by the books William Lawther offered for sale in his store in 1842. In addition to the *Encyclopaedia Americana*, *Walker's Dictionary*, and Comstock's *Mineralogy*, he advertised *Biographies of the Signers of the Declaration of Independence* and Chitty's works on *Pleadings* and on *Contracts*. Goldsmith's *Animated Nature*, Lockhart's *Life of Scott*, Defoe's *Robinson Crusoe*, Bunyan's *Pilgrim's Progress*, Pope's *Essay on Man*, Milton's *Paradise Lost*, Cobbett's *Advice to Young Men*, Butler's *Hudibras*, and Wirt's *Life of Patrick Henry* were other volumes on sale. Jane Porter's two classics, *Thaddeus of Warsaw*

"WAIT FOR THE WAGON!"
THE 40 HORSE WAGON!

It will make its grand entrance about 10 A. M. into Columbus City, Wednesday, July 21; Washington, Thursday, July 22; IOWA CITY, FRIDAY, July 23; Tipton Saturday, July 24; Muscatine, Monday, July 26.



(From their New Orleans Amphitheater, the White and Wood's Theatre, St. Louis, this Spring.)

COMPRISING THEIR

THREE CIRCUSES,

Consolidated into one monster concern; their

NORTH AMERICAN CIRCUS,

So celebrated in New York and New England; their

FLOATING PALACE CIRCUS,

From their Palatial Aquatic Amphitheatre on the Mississippi and Ohio rivers; and their

RAILROAD CIRCUS,

Which excited such a sensation in the Middle States and Canada. All under the personal direction of Mr. O. J. ROGERS.

A Princely Retinue,

109 Persons! 113 Horses!

(Any other Circus would call it 500 persons and horses.)
 The largest traveling Show in the world! And the only Company that performs everything in the Bills.

Three Sets of Performers.

Embracing the elite of French, English, Spanish and American Riders, Acrobats, Gymnasts, Voltigeurs, Equilibrists, Callisthenists, &c., in friendly strife before the audience.

THREE SETS OF CLOWNS.

Jester, Grotesque and Comic Gymnast;

Three Sets of Ring Horses!

Pad, Entree, Dancing, Trick and War.

Pantomimce every Afternoon,
SPECTACLE EVERY EVENING.

All under one tent, and all for only Fifty Cents; Children and Servants half price—About 10 A. M., at every place of exhibition,

The Ross Excelsior Brass Band.

Will be drawn in triumphal procession through the principal streets, in a Leviathan Chariot, by

40 Horses Driven by one Man!

The modern Jehu, MAJOR KEARNS, compared with which all other big teams are but servile imitations in the number of the horses and the skill of the reinsman.

The famous wire ascensionist, M'DLLE ANNA CHURCH, will

Trundle a Wheelbarrow to the Sky!

Up a half-inch wire, extended at dizzy height from the ground, outside the tent, to the top of the lofty centre pole, every noon, just before opening the doors of the circus, whenever the weather is favorable, and will take up with her on this single track Railroad, in her unique vehicle, any lady weighing not over 125 pounds.

MARK WHAT AN ARMY OF STARS.

- | | |
|----------------------------|----------------------|
| Little Kate Ormond, | Henry Magilton, |
| Mlle Anna Church, | Frank Barry, |
| Mad. F. Ormond, | Dilly Fay, |
| Mrs. A. Beckwith, | The Mad Monkey, |
| Signor Jose D. Villeneuve, | George Dunbar, |
| Mons. Segrois, | Heracles Libby, |
| F. F. Litten, | The Motely Brothers, |
| C. J. Rogers, | R. Nathaniel, |
| George Archer, | O. Walters, |
| John Barry, | David Reed, |
| J. McFarland, | Master Charlie, |
| Bill Boyd, | Autolie Beckwith, |
| Henry Knochs, | George Charles, |
| Ed. H. Wood, | Joe Cook, |
| William Moseley, | E. Deming, |

And those quadrupedal celebrities.

- | | | |
|-------------|--------------|------------|
| BUCEPHALUS, | ARISTOOK, | TELEGRAPH, |
| PEGASUS, | BIG THUNDER, | WILDFIRE, |

Altogether, the most extraordinary combination of Circus performers and performing horses ever consummated in Europe or America.

These three companies will positively not be separated at any time this season, under any pretext whatever.—The floating Palace is laid up at Cairo for the summer; and the cars of the Railroad Circus are switched off at Cincinnati—expressly that the performers and horses of those two companies might be added to the North American Circus.

- | |
|--|
| JOHN ANDERSON, Agent Floating Palace Circus. |
| LEPHAIM WHITE, Agent Railroad Circus, |
| P. WILCOX, Agent North American Circus. |
| J. A. DINGESS, Gen'l Agent. |

On September 5, 1838, the American Arena Company, owned and operated by Miller, Yale, and Howes, brought their "traveling world of wonders" to Dubuque. From that day on, scarcely a year went by but what several such companies advertised their forthcoming appearance, always with a great fanfare and extravagant praise, such as recorded above.

and *Scottish Chiefs*, must have vied with the works of Shakespeare, Scott, and Byron for public favor. Among the school books listed were Smith's *Arithmetic*, Murry's *Grammar*, and a series of "Elementary Spellings Books and Eclectic Readers." Surely the most fastidious reader could have found something to suit his taste on William Lawther's well-stocked shelves.

The pioneers found time for fun and entertainment. In 1838 the Iowa Thespians organized, and Joseph Jefferson appeared the following year with his professional actors. Steamboat excursions were popular; dog and animal shows, tight rope walkers, sleight-of-hand artists, and colorful circus performers helped to enliven frontier life. Probably most of the men and boys indulged in fishing and hunting. Skating and sleighriding were popular winter sports. One might suppose that in those good old "horse and buggy days" there would be no need for care with the means of transportation then in vogue. But this was not entirely true. A by no means uncommon event was recorded in the *Dubuque Weekly Times* of December 20, 1860:

Sleigh Riding is pleasant enough when every thing goes right, but occasionally an incident will transpire, which interferes materially with the enjoyment of such recreation. For instance, Prof. Baylies was riding Saturday afternoon in company with a couple of ladies. Coming from Locust to Main Street on Seventh his sleigh struck a stone, just as he was turning down Main, and tipped over,

Baylies Commercial College

Corner of Main and Third Streets,
DUBUQUE, IOWA.

DIRECTORS.

HON. GEO. W. JONES,	GEN. WARNER LEWIS,
" WM. VANDEVER,	JAMES M. REDMOND,
" LINCOLN CLARK,	ASA HERR, M. D.,
L. D. RANDALL,	M. MOBLEY,
EDWARD LANGWORTHY,	J. K. GRAVES,
H. A. WILTSE,	H. A. LITTLETON,
GEO. L. TORBERT,	A. BAYLIES.

The Course of Instruction in this Institution is acknowledged on all hands to be the most extensive, thorough, practical and *modern* to be found, and every precaution is taken that for the acquisition of a business education, complete in all its particulars, it shall, as heretofore, have *positively* no equal.

The student will receive the most thorough instruction in, and become fully posted as to, the manner of conducting on scientific and correct principles, the books pertaining to all kinds of business, from the most simple transaction to the most intricate and complicated business, including Commission, Compound and Joint Stock Companies, Steambotting, Banking, Railroading, etc., etc., realizing and perfecting the accomplished Accountant. Also instructions from competent Masters in Penmanship, Commercial Calculations and Correspondence, detecting counterfeit notes, and much other important information. Daily Lectures given before the College on the Science of Accounts, Business Customs, and, during the season regular stated Lectures on Commercial Law, Banking and Finance, Commercial Ethics, Political Economy, etc.

For fuller and more complete information, see our new descriptive pamphlet circular, which will be furnished free to all applicants.

Sept. 25, '59.

A. BAYLIES.
dawlly(868

Founded in Dubuque in 1858 by A. Baylies, the institution was incorporated in 1859 as Baylies Commercial College. As early as 1880 it claimed to be the "oldest school of the kind in Iowa." A cousin of the founder, C. Baylies, came to Dubuque in 1862 and took over the school following the death of Prof. A. Baylies in Boston on August 2, 1863. In 1964 Baylies Business College advertised with no little pride that it was "The Oldest Business School West of the Mississippi."

spilling the trio quite unharmed upon the ground. The horses, however, which were a pair of colts belonging to Hannum, took the matter in high dudgeon, and finding themselves without a driver, dashed down the street at a furious rate, colliding with two other teams, which also started off at full speed. General confusion ensued. Hannum's horses became detached from the sleigh at Woodworth's corner, and then ran around the square to the barn where they belong. The other two establishments went down the street below Second and are still going for aught we know.

At home or in church, in lyceum or at militia muster, at choir practice or fire drill, at the circus or less spectacular sideshows and carnivals, the Dubuque pioneers found both pleasure and profit prior to the Civil War.

Then and Now

"What is thy destiny, oh Du Buque?" queried "Selaf" in the *Iowa News* of May 5, 1838. "Wilt thou rise and shine as the Queen of the North West . . . or art thou doomed to be the victim of selfish, base, mean, and groveling demagogues?" The writer [Joseph T. Fales?] believed Dubuque would "become the abode of many thousands of happy, moral, and intelligent individuals, whose powers and influence will be felt and known to the utmost limits of the Territory."

Dubuque's destiny was by no means certain in 1840. At that time Dubuque was a straggling, unkempt village of less than one thousand souls, cowering over the possibility the heirs of Chouteau might one day claim their property. But this fear was banished when the United States Supreme Court decided in favor of the people of Dubuque in 1853. Thenceforth Dubuque forged ahead, increasing in population from 3,108 in 1850 to 13,000 in 1860. It was in the quarter century following 1853 that Dubuque assumed the position of leadership among Iowa cities.

The spirit of optimism marking Dubuque's growth was reflected in the *Daily Express and Herald* of January 1, 1858:

We are at the most important point on the Upper Mississippi, a point which has given our city the sobriquet of "Key City." She commands, as the key, the whole of North western Iowa and Southern Minnesota. And not only does her natural position command it, but she is rapidly extending out the iron arms of her several Railroads, and by them will make tribute the vast resources of that rich and fertile country. We might go on to show, in addition to her commercial advantages, that Dubuque must necessarily become, in time, a great manufacturing point, from the fact that her advantages for receiving lumber, are equal to any other city in the entire West . . . the brilliant future, if the same unison of action is still adhered to by the denizens of the "Key City," cannot be far distant.

Over the years, Dubuque has demonstrated her right to be called the "Key City" of Iowa. Between 1850 and 1900 Dubuque underwent a steady population growth, increasing ten fold during the period. Between 1900 and 1940 only a modest increase was registered, but not once did the Key City of Iowa lose population. Since 1940, the population of Dubuque has soared upward approximately 6,000 each decade, an increase that can be attributed largely to the advent of the Dubuque Packing Company and the John Deere Company. The Federal Census records as follows:

1850....	3,108	1890....	30,311	1930....	41,679
1860....	13,000	1900....	36,297	1940....	43,892
1870....	18,434	1910....	38,494	1950....	49,671
1880....	22,252	1920....	39,141	1960....	56,606

There can be little doubt that Dubuque's strategic location on the Mississippi was an important factor in its growth. The Key City had a distinct advantage over Galena, hemmed in as it was on the diminutive Fever River, several miles above its junction with the Mississippi. As a result, Dubuque quickly became the entrepot for a trade area that included Iowa, northwestern Illinois, and southwestern Wisconsin.

The Mississippi River has played a significant role in the development of Dubuque. Steamboating was of primary importance; fully ninety-five per cent of the lead mined was shipped downstream to Saint Louis. In 1838 twenty-two steamboats were engaged in the Saint Louis-Dubuque trade. Twenty years later, during the winter of 1857-1858, ten boats were wintering at Dubuque — the *Luella*, *Fanny Harris*, *Excelsior*, *Golden State*, *Golden Era*, *Granite State*, *Kate Cassel*, *Adelia*, *War Eagle* and *Key City*.

Dubuque was entering the heyday of steamboating on the Upper Mississippi in 1858, an era that began to wane in the late 1880's, although still augmented by the rafting and lumbering trade until the opening of the 20th Century. While more than one hundred different steamboats were being recorded on the Upper Mississippi at Dubuque in a single season prior to the Civil War, these were mostly diminutive craft. It would take twenty such boats, loaded to the guards, to push

the heavy tows of coal and oil upstream to Dubuque in the 1960's.

The completion of the twenty-six locks and dams in 1938 (of which Zebulon M. Pike Lock & Dam No. 11 at Dubuque forms an important link) is responsible for this spectacular growth. Fully 8,735,049 tons passed through Lock No. 11 during the first eleven months of 1963, ample testimony of the activity above Dubuque. This figure did not include the additional 500,000 tons passing through the Bellevue lock, representing in large measure coal, oil, and molasses headed for Dubuque.

The railroad has been an equally vital factor. As early as 1836, John Plumbe, Jr., an unusually talented Dubuquer, had visions of a transcontinental railroad. Unfortunately the railroad was slow in arriving at Dubuque.

"Let us have railroads!!" fumed the *Miners' Express* on December 12, 1849:

The whole country — North, South, East, and West — cities, towns, hamlets, and villages, are crying out "Railroads!" This cry is approaching us from all directions, while here we are in Dubuque as unconcerned as if "Whiskey Hill" and "Dirty Hollow" were ever to be the only thoroughfares from and to Dubuque.

It was not until 1855, however, that the iron horse slaked its thirst in the waters of the Mississippi opposite Dubuque. The railroad bridge linking Dubuque with Dunleith was completed in

1868. The Illinois Central constructed its track to Fort Dodge in August 1869, and to Sioux City on July 8, 1870. But this is only one railroad associated with Dubuque. In 1964 the "Key City" of Iowa is served by four great trunk lines — the Illinois Central, the Chicago Great Western, the Burlington, and the Milwaukee railroads.

Scores of settlers swarmed across the Mississippi into the Black Hawk Purchase on June 1, 1833, the first spray falling around Dubuque. Hundreds of these pioneers had come westward by stage coach, covered wagon, and on horseback.

The need for communication with friends and relatives back East soon led to bitter complaints over bad roads and irregular mail deliveries. The first mail reached Dubuque from Galena in 1833 and was carried by George Ord Karrick. Milo H. Prentice was appointed the first Dubuque postmaster in 1833, the post office being located in the Prentice store between Third and Fourth on Main Street. In 1857 the Post Office was moved to Sixth Street, between Main and Iowa, and later that year it was moved into the Odd Fellows Hall. During the year ending December 31, 1857, postal receipts for delivery were \$10,879.52, in addition to which 15,477 free letters were delivered. It was estimated that when paid and free mail were combined, there was an average of 20 letters per year received by each Dubuque inhabitant. Meanwhile, about fifteen bags of newspapers

were received and delivered daily. Twelve clerks, with an aggregate salary of \$7,000, were required to perform this work.

Twenty-three postmasters have served Dubuque since 1833. Postal receipts have zoomed steadily upward in these 130 years, reaching \$1,283,577.70 in the fiscal year ending June 30, 1964. The services have expanded to a remarkable degree — free city delivery, railway mail service, and postal money order service were each established in 1863-1864. The introduction of Rural Free Delivery Service (1896), Postal Savings System (1911), Parcel Post Service (1913), and Air Mail Service (1918) have all added to the cost of operation. With these added services, and a population five times as great as in 1858, there can be little wonder that 134 are now employed in the Dubuque Post Office.

Prior to 1850 Dubuque depended on volunteer fire fighters who were provided with buckets furnished by the home owners. In January 1853, a mass meeting petitioned the City Council to buy a fire engine. The group then proceeded to organize a hook and ladder company, and a hose company. In February Colonel McHenry was sent East to buy a fire engine which failed to arrive in September as expected. Meanwhile, some citizens argued "Why organize when we have no water?"

Two years later, after several costly fires, the Dubuque *Herald* complained, in February 1855,

that the city was "almost wholly without fire fighting apparatus." In the spring of that year Washington Fire Company No. 1 finally raised enough money to buy a new fire engine and 500 feet of hose. Protection Fire Company No. 2 was organized in November, 1855, with thirty members. On December 18, 1855, Washington Fire Company No. 1 threw three streams nearly eighty feet high and, in another demonstration, threw a stream ten feet over the flagstaff of the Julien House on Main Street. In February, 1856, the Washington and Protection companies held a grand parade and ball, on which occasion they exhibited their new engines to admiring citizens.

Since 1924 Dubuque's outstanding fire department has given the city the lowest fire insurance rate in Iowa. The effectiveness of the Key City fire fighters is readily demonstrated: between 1911 and 1920 the average yearly loss was \$350,000; between 1921 and 1936 it was only \$56,000. In seven of the last ten years — 1954-1963 — the average loss was only \$82,000, a record which would be even less than the previous period considering the inflation in property values. The Mt. Carmel Infirmary Fire in 1955, the Eagle Supermarket and Iowa State Liquor Store fires of 1961, and the Bly Lumber Company and the Dodds Twine Company fires in 1963 were responsible for heavier losses in those years. The 85 men who operated the five Fire Stations in Dubuque in

1963, together with the excellent equipment, afford Dubuquers outstanding protection from the ravages of fire.

In 1837 a lone marshal endeavored to enforce law and order in Dubuque. As the city grew, the problem of proper law enforcement mounted and Dubuque newspapers were constantly demanding more adequate police protection. Drunken brawls, robberies, and assaults were common every day occurrences, and even murder was not uncommon. The German and Irish element engaged in bloody fracasés and the rough element around the levee could be counted on for an occasional wild melee that called for stern editorial comment in the papers.

There was no Marshal Dillon or Wyatt Earp at Dubuque or the following might not have been recorded in the Dubuque *Daily Times* of April 6, 1858.

ROCKY RYAN AND HIS EXPLOITS

Yesterday the notorious bully and desperado known as "Rocky Ryan" was conspicuous at several of the voting places, employed in his usual demonstrations of ruffianism. He endeavored to vote at the 2d Ward polls, but was repulsed by the intrepid challengers. He then visited the 1st Ward and for some time abused and blackguarded the citizens there. As he has for a long time set our police at defiance (?) he was allowed to go away unmolested, and soon after got into a row with Constable Nagle, whom he beat and mangled in a shocking and perhaps fatal manner. Officer Carpenter and Swivel soon after arrived at the

spot and attempted to arrest Ryan when a confederate of the latter named Borlan, drew a six-shooter on them. Ryan picked up two rocks, and bid them defiance. Detective Carpenter drew his pistol and would have shot him had not a citizen interfered. Ryan and his confederate then started for the levee, with the police on his trail. Sheriff Hayden started down Main Street to head them off. As he reached Second Street he met them, and on attempting to arrest Ryan, Borlan placed his pistol at the Sheriff's head and swore by his Maker if he advanced a step he would blow his brains out. The Sheriff being unarmed, was obliged to desist for the time; he, however followed them into Dublin where other confederates assisted in putting the law in defiance. Meantime one or two of the police came up, and the Sheriff stationed them to prevent his escape while he went off for a posse, but Ryan fled with Borlan in the direction of the furnace.

It is worth noting that Ryan and Borlan were apprehended and sentenced to six months in jail. A reporter chronicled their presence in jail with a motley array of hardened lawbreakers, including one awaiting the death penalty.

Today the Dubuque Police Department is made up of 65 men divided into three eight-hour shifts with a police captain at the desk in charge of each shift. Six walking beats are maintained during the night and officers direct the flow of traffic during the heaviest and most congested hours. The Department has seven patrol cars, one detective car, one 2-wheel motorcycle, and three 3-wheel motorcycles.

The 1963 statistics were:

Moving Violations	2,882
Non-Moving Violations	39,144
Personal Injuries	317
Fatalities	2
Property Damage	953

In 1836 a young Philadelphian dipped water from the Mississippi and delivered it to the pioneers. Twenty years later, on May 31, 1856, the *Dubuque Express & Herald* complained to the "city fathers" because most of the water supplied by the "water carriers" of Dubuque was "obtained along the inner levee and at other most improper places."

In September of 1856, the first two public cisterns were built at First and Second streets. Improvements came slowly, however, and the people and the press constantly goaded the City Fathers for action. On January 31, 1866, the *Herald* reported as follows:

Sanitary Investigations — We understand that the Sanitary Committee met at the City Hall, yesterday, and resolved to visit the distilleries of Jos. A. Rhomberg and Adam Jager [A. F. Jaeger] for the purpose of taking into consideration the best and most expeditious manner of abating the nuisances on the premises of the above named persons, occasioned by the slops of the distilleries and the excrement of the stock fed on the premises. The people using the water from the sloughs are constantly entering complaints to the City Council in regard to the filthy con-

dition of the water. The said committee will also visit the vinegar factory of Schodde & Co. The committee will commence their examination on Tuesday next.

It was not until October 21, 1871, that an adequate waterworks plant was completed. In 1898 the city bought the waterworks system for \$545,000. In 1964 the municipal water plant was capable of pumping fifteen million gallons of pure water daily. There were 15,061 water meters in Dubuque in 1963.

Dubuque is a city of church steeples representing many denominations. While mention has been made of the rougher element this group was in the distinct minority. As a result, the major denominations had become established at Dubuque before Iowa entered the Union in 1846.

In 1964 there were eleven Roman Catholic, seven Lutheran, three Methodist, three United Presbyterian, three Congregational, and two Baptist churches. In addition, members of the Seventh Day Adventist, United Pentecostal, Assemblies of God, Christian Scientist, Episcopalian, Evangelical United Brethren, Hebrew, Mormon, Nazarene, Church of Christ, Greek Orthodox, Jehovah's Witnesses, Salvation Army, and Independent Fundamental Churches of America worshiped in their own churches in Dubuque. The presence of twenty different denominations worshipping in forty-three different churches attests the religious convictions of the Key City of Iowa.

No city in Iowa can compare with Dubuque in the number and variety of colleges available for its young people to attain a higher education. The University of Dubuque was founded originally as a Theological Seminary in 1852 by Adrian Van Vliet and did not assume its present dual role as Seminary and Liberal Arts College until around the opening of the Twentieth Century. The school had an enrollment of 850 Liberal Arts students and about 200 Theological Seminary students in 1963-1964.

The large German element in Dubuque and the vicinity led to the founding of Wartburg Theological Seminary in 1856 to prepare young men for the German Lutheran ministry. Graduates of Wartburg can be found throughout the United States, and indeed throughout the World. Owned and operated by the American Lutheran Church, Wartburg Seminary has an enrollment of over 200 in 1963-1964.

Present-day Loras College was founded originally as St. Joseph's College, in 1873, by Archbishop Hennessy. It was renamed Columbia College. In 1938 it was more appropriately renamed Loras College as a tribute to Bishop Mathias Loras, the first Bishop of the Territory of Iowa, and without doubt the leader of his Faith prior to the Civil War. Loras is a Catholic Liberal Arts college for men with a campus containing thirteen buildings and an enrollment of over 1,400 in 1963.

Clarke College, originally Mount St. Joseph College, was founded by the Sisters of Charity in 1868 and has developed into an outstanding Catholic girls college with fully 884 students enrolled for the year 1963-1964.

In addition to the above institutions, which combined have averaged a century of service to Dubuque and a vast hinterland, two new institutions of higher learning were opened in Dubuque in 1951 — St. Bernard Seminary for preparing students for the priesthood; and St. Rose Priory, the School of Theology of the Aquinas Institute of Philosophy and Theology, and a Theological House for Dominican students. The magnificent structures erected for these schools add much to the beauty of Dubuque.

In summary it should be noted that three of these institutions (Clarke, Dubuque, Loras) are Liberal Arts schools in the generally accepted meaning of such a college, while three (St. Bernard, St. Rose Priory, Wartburg) are distinctly Seminaries with a fourth (Dubuque) still maintaining its Seminary. Combined, these schools have afforded Dubuque a rich heritage over the years. Their contribution, not merely from the economic but from the social, cultural, intellectual, and spiritual, is immeasurable. The wide variety of talent provided by both students and faculty, the outstanding personalities of International as well as National fame that visit their campuses, the

opportunities arising out of music, drama, lectures, and a wide variety of athletic events, are assets that few cities can match. The Key City of Iowa is justly proud of its institutions of higher learning.

During the 1850's several theaters opened in Dubuque and presented plays that would do credit to the most sophisticated audience today. In 1855 the Globe Theater presented such plays as *Othello*, *The Lady of Lyons*, *The Merchant of Venice*, *Richard III*, *The Drunkard*, *King of the People*, and *The Wife*. In 1856 the Varieties Theater opened in Lorimier Hall with *Othello*, *Damon and Pythias*, *Black Eyed Susan*, *Ingomar*, *The Barbarian*, *Virginius*, *The School for Scandal*, *Romeo and Juliet*, *The Iron Chest*, *Richard III*, *The Wife*, *Lucretia Borgia*, *Rob Roy*, *The Irish Lion*, and *Uncle Tom's Cabin*.

The fare offered by the People's Theater, which opened at Dubuque in 1857, was equally impressive. Few colleges or universities today would dare to present two Shakespearean plays in one season, and yet, in this the 400th anniversary of the birth of the Bard of Avon, it can be recorded that five Shakespearean plays were presented by J. A. J. Neafie at Dubuque in a single season — *Hamlet*, *Macbeth*, *Richard III*, *Othello*, and *Much Ado About Nothing*.

Early in 1863, Professor Lascelles and his troupe gave a series of concerts at the Julien Theater which the Dubuque press hailed as the

"grandest musical event" ever presented in Dubuque. According to a contemporary account: "The Lascelles third concert was attended by a large audience, which testified almost breathlessly to the rare and beautiful music. Mrs. Lascelles possessed a soprano voice of rare sweetness and compassion, and Miss Anna Lascelles captured the audience with her Yankee songs. Mr. Lascelles played and sang with a power and sweetness never approached on a stage in Dubuque."

In 1836 the citizens sought to establish a Library Association to influence the "moral and intellectual character of the inhabitants." In 1855 the Dubuque Library Association was organized with Platt Smith as president, Austin Adams as vice-president, and J. S. Blatchley, librarian. In 1902 the Carnegie-Stout Free Library was commenced and completed, the joint gift of Andrew Carnegie, Frank D. Stout, and the citizens of Dubuque, strongly represented in part by the Young Men's Library Association. A condition of Carnegie's gift was that the city levy an annual tax in support of the library.

The Carnegie-Stout Free Library's contribution to the cultural and intellectual growth of the Key City of Iowa has been tremendous over the past sixty years. In 1963 the 20,061 borrowers had access to 109,120 volumes in the Dubuque Public Library, and the average annual circulation stood at 527,779 books, or 11 books per capita.

The Key City of Iowa has always been sports-minded, the best illustration of this being its devotion to baseball over the past century.

The game seems to have been introduced in Dubuque during the Civil War. The Fourth Ward, doubtless following the practice of clubs around New York City, challenged the Third Ward to a "Star Game" for the city championship in June, 1863. The Fourth Ward won after a "very exciting and astonishing game."

Several baseball clubs were organized in 1864, two of them known as the Julien and the Hawk-eyes. The following year the Julien team consisted of two nines which played several "matched" games. The score of one game was 21 to 12, which the Dubuque *Herald*, with becoming modesty, declared was "the best game ever played in the city, if not the best west of the Mississippi." It was the first time nine full innings were played in Dubuque.

In September, 1865, the Empire Club of St. Louis came to Dubuque and beat the best Julien nine 35 to 29. Late that year B. M. Harger and J. D. Langworthy represented the Dubuque clubs at a baseball convention in Chicago that established the Northwestern Baseball Association.

Dubuque continued to flourish as a baseball town in the years that followed. The Red Stockings, virtually a semipro club, was organized in the mid-Seventies and supported by wealthy back-

ers. In 1878 the name of Charles Comiskey appeared as catcher and games were played with Milwaukee, Davenport, Peoria, and Rockford. The following year, 1879, the Red Stockings belonged to the Northwestern League consisting of Dubuque, Davenport, Rockford, and Omaha. Charles Comiskey and Charles (Old Hoss) Radbourne, both later elected to the Baseball Hall of Fame, were members of the Red Stockings; both were later tapped by the American Association in 1881-1882. Dubuque finished on top with such stars as Sullivan, Loftus, Comiskey, and Radbourne.

It would be worthwhile recording Dubuque's association with various other leagues through the Three-I League. Suffice to record that the love of baseball has continued down to the present. In 1909, for example, Dubuque could boast of an attendance of 30,000 paid admissions. Since 1955 the Key City of Iowa has outdrawn all Class A cities in the Nation, averaging 93,000 attendance each year. What is more amazing, Dubuque won national recognition when it shared facilities with the Keokuk Dodgers who, having failed to draw support in Keokuk, finished out their baseball season in Dubuque.

The need for encouraging various industries was recognized at an early date. In December 1854, the *Express & Herald* wanted to know why there was not a single pork packing plant in Du-

buque. On November 14, 1860, the *Herald* reads:

Pork —The pork business is or ought to be one of the heaviest departments of business in our city. Heretofore it has been neglected — any quantity of hogs have passed through and been carried to other points. This is a mistake. Dubuque should not, under any circumstances, allow a hog or any cattle of any kind to pass through here. The trouble heretofore has been a lack of capital. No one had sufficient to embark in the business. A few have done so, but with limited means; and they have been obliged to sell immediately after packing in order to turn their money. This was shown last spring, when dealers in pork were obliged to import from St. Louis the very article which they sent thither last fall.

In July of 1866, the Dubuque Street Railway Company petitioned the city council for the right to occupy the streets, which right was granted by ordinance in October 1867. Between 1888 and 1890 competing horsecar companies were authorized to operate electric street railways which in turn gave way to buses between 1925 and 1933. In 1964 the Interstate Power Company owned 39 buses which totaled 1,069,717 miles annually. The average roundtrip bus route daily was 69.4 miles.

Prior to the Civil War it was suggested only three gas lamps could light Dubuque. In 1964 it took 2,177 lights for this purpose. To provide the power for Dubuque and a vast hinterland, the Interstate Power Company imported 223,560 tons of coal by Mississippi towboat in 1963.

The longevity of her industry is demonstrable:

Name of Firm	Estab-lished	Employees No.	Rank	Name of Firm	Estab-lished	Employees No.	Rank
Telegraph-Herald	1836	198	7	The Adams Company	1883	155	10
Morrison Brothers	1855	90	16	Beatrice Foods	1887	92	15
A. Y. McDonald	1856	354	5	Dubuque Stone Product	1888	27	43
Frith Rendering	1859	41	31	Dubuque Casket	1892	41	30
Rooster Feeds, Inc.	1863	17	56	Thomas J. Mulgrew	1893	14	64
Caradco, Inc.	1866	644	3	E. J. Voggenthaler	1893	10	76
Boat & Boiler Works	1870	47	28	H. Trenkle	1894	33	37
Klauer Manufacturing	1870	130	14	Dubuque Star Brewing	1898	33	36
Molo Sand & Gravel	1870	10	73	Metz Manufacturing	1898	59	26
Dubuque Mattress	1876	4	94	Artesian Bottling	1900	2	100
Lenz Monument	1878	6	91	Brannon Monument	1900	2	101
Northwestern Bell	1879	149	11	Sweetheart Bakery	1900	78	20

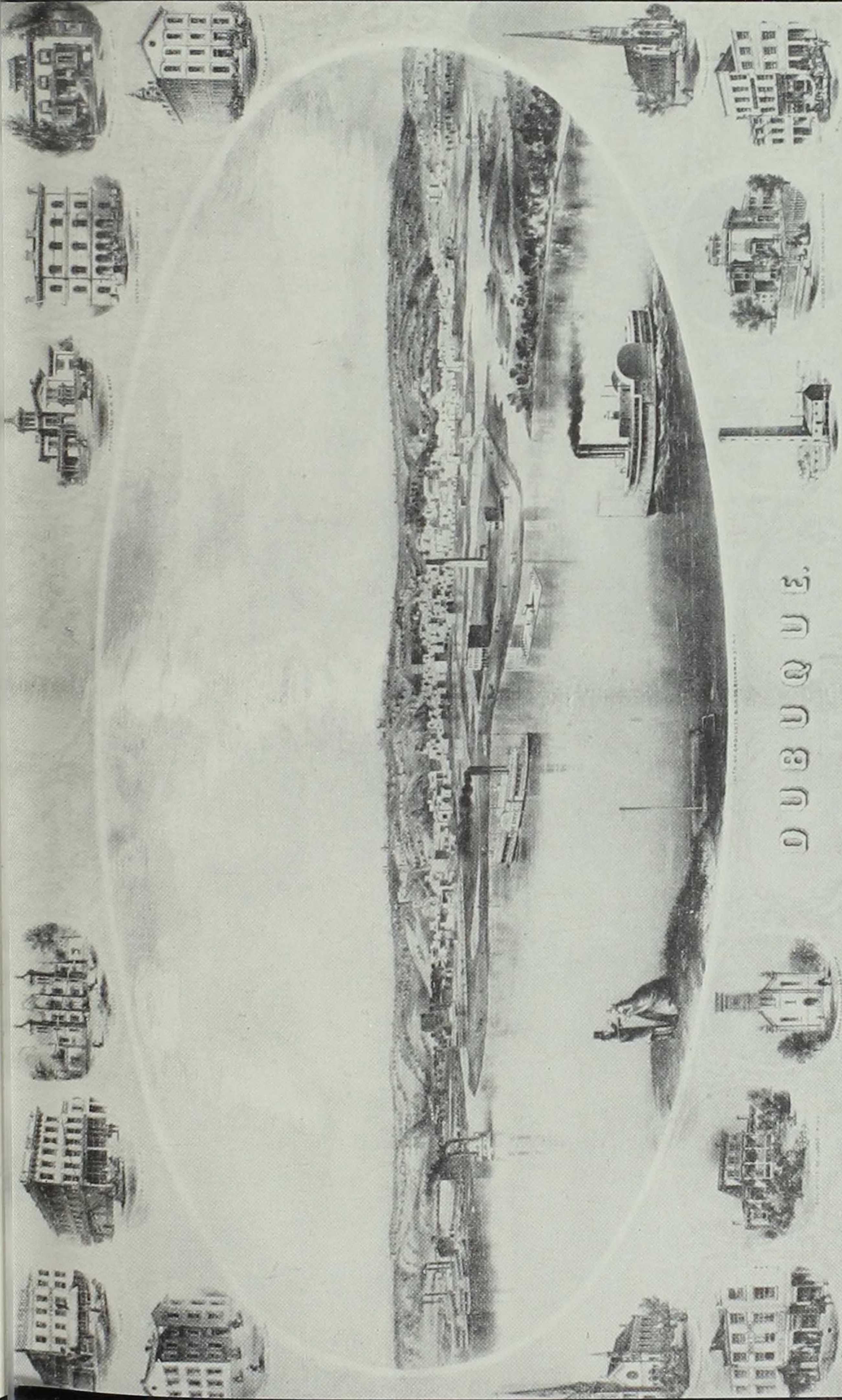
The dream of the *Herald* in 1860 was realized a century later as demonstrated by thirty of the largest industries in point of total employment. The list, if expanded to 109, would show 11,524 employed in Dubuque, out of which John Deere and Dubuque Pack employ 6,400, or over half.

	1964 Employment
1. DEERE, JOHN, DUBUQUE TRACTOR WORKS	3,500
2. DUBUQUE PACKING COMPANY	2,900
3. Caradco, Inc.	644
4. Flexsteel Industries, Inc.	361
5. A. Y. McDonald Manufacturing Company	354
6. Interstate Power Company	346
7. Telegraph-Herald	198
8. Dubuque Container Company, Div. St. Regis Company	188
9. Barrett Division, Allied Chemical Corporation	167
10. Adams Company, The	155
11. Northwestern Bell Telephone Company	149
12. Trausch Baking Company	141
13. Dubuque Stamping & Manufacturing Company (Farm-Eze) Company	130
14. Klauer Manufacturing Company	100
15. Beatrice Foods Company	92
16. Morrison Brothers Company	90
17. Brown, William C., Company, Inc.	84
18. Standard Brands, Inc.	83
19. Sorbeau, Inc.	80

20.	Sweetheart Bakery	78
21.	Galena Glove & Mitten.....	70
22.	Unique Balance Company	69
23.	Thermolyne Corporation	68
24.	Virginia-Carolina Chemical Company	66
25.	Peoples Natural Gas Company, Div. Northern Natural Gas Company....	60
26.	Metz Manufacturing Company	59
27.	Eska Company	54
28.	Dubuque Boat & Boiler Company.....	47
29.	Hilldale Dairy	45
30.	Dubuque Casket Company	41

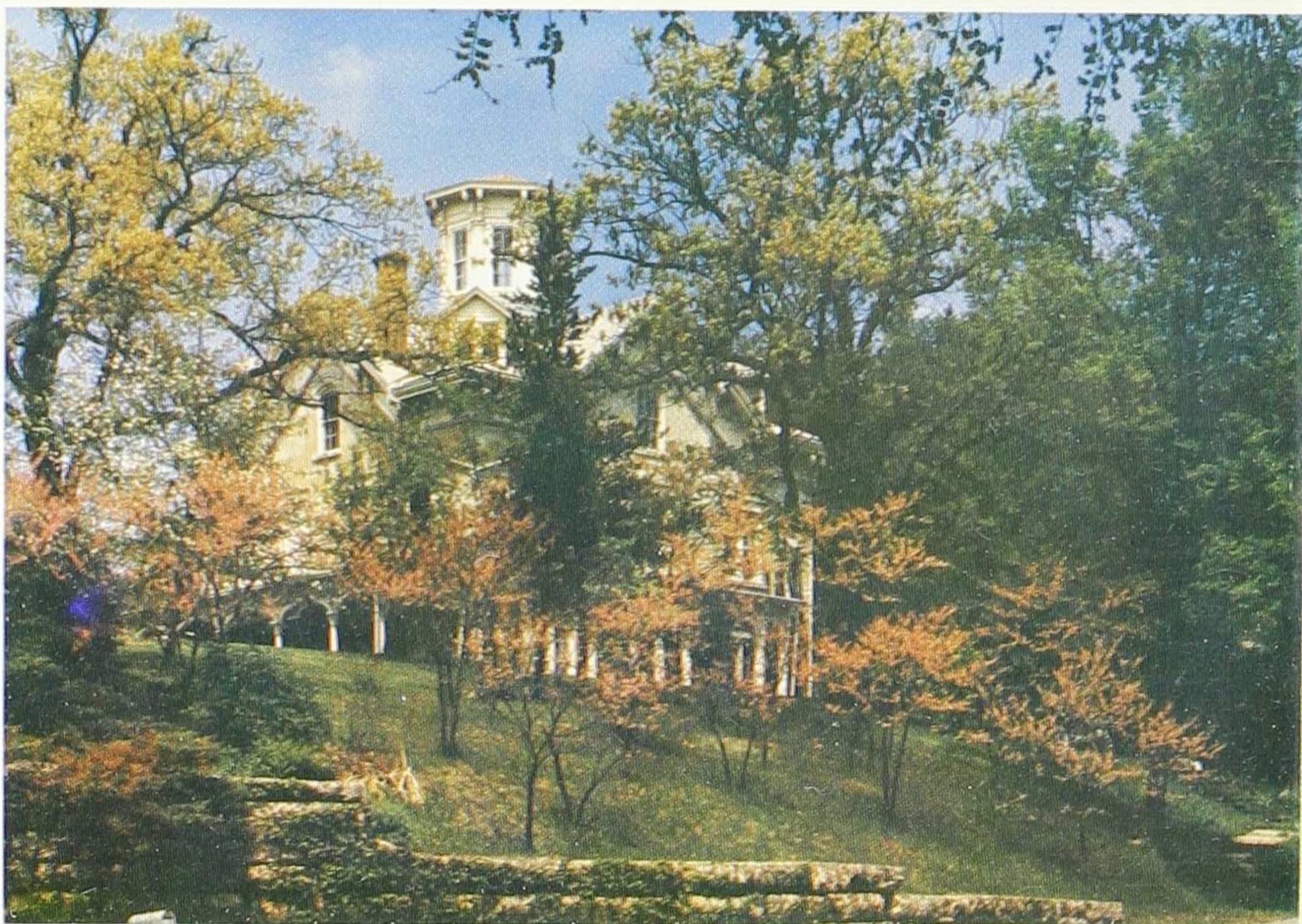
In 1955 the residents of Dubuque voted a bond issue enabling the construction of a \$2,000,000 Municipal Industrial Park on the channel of the Mississippi and less than one mile from the main Dubuque business district. By 1964 ten new industries had established themselves in this area — Dubuque Container Corporation (St. Regis Paper Co.), Janlin Plastics Company, Inc., Thermolyne Corporation, Vulcan Tool Corporation of Iowa, Ralston-Purina Warehouse, Olin-Mathieson Chemical Corporation, Flynn Ready Mix Concrete Company, Dubuque Oil Terminal Company, Truss-Joist Midwest Company, and the Thru-Put Terminal Company. Although the area is zoned, it is zoned on neither a restrictive nor yet a permissive basis, but rather on “sensible interpretation benefiting all, rather than a few.” It represents an effort to develop a healthy industrial atmosphere.

The city of uncertainty in the days of Joseph T. Fales had truly become the “Queen of the North West” by 1860. And, for a century since, Dubuque has demonstrated itself entitled to the sobriquet — “The Key City of Iowa.”

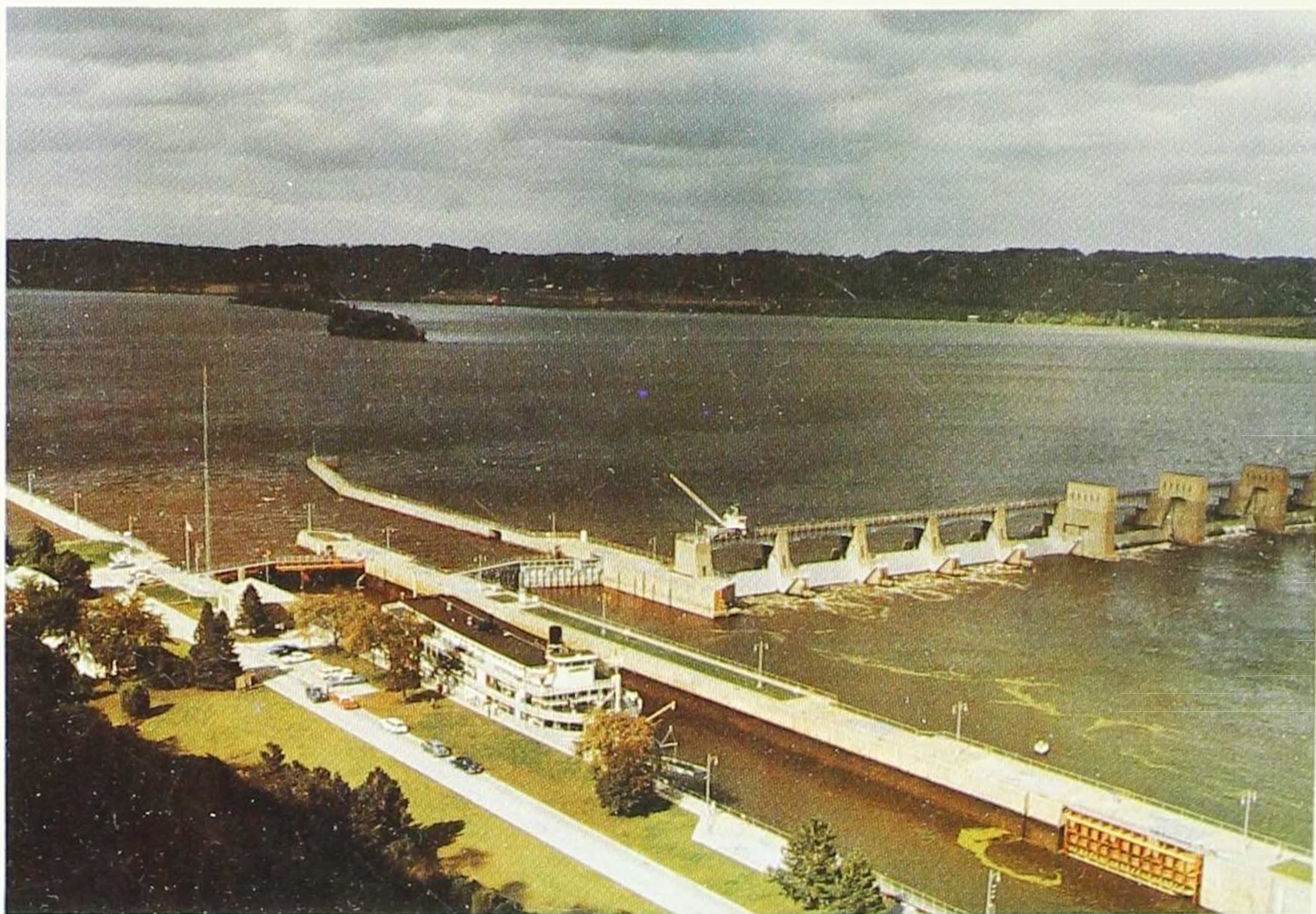


DUBUQUE.

Lithograph of Dubuque about 1860 by Endicott & Co. of New York City. *Left to Right:* (Top) Public School Building, Root's Gallery, Jones Block, City High School, Residence of R. S. West, Custom House and Post Office; Residence of Gen. Geo. W. Jones, City Hall and Market House. *Left to Right:* (Bottom) Congregational Church, Book Store, Residence of Judge King, Second Presbyterian Church, Shot Tower, Residence of Edward Langworthy, Etna Insurance Co. Office, St. Raphael's Cathedral.



Ham House—Home of the Dubuque County Historical Society



Delta Queen in Zebulon M. Pike Lock (#11) at Dubuque