

The
PALIMPSEST



Muscatine: The Port City of Iowa

Beginnings of Muscatine

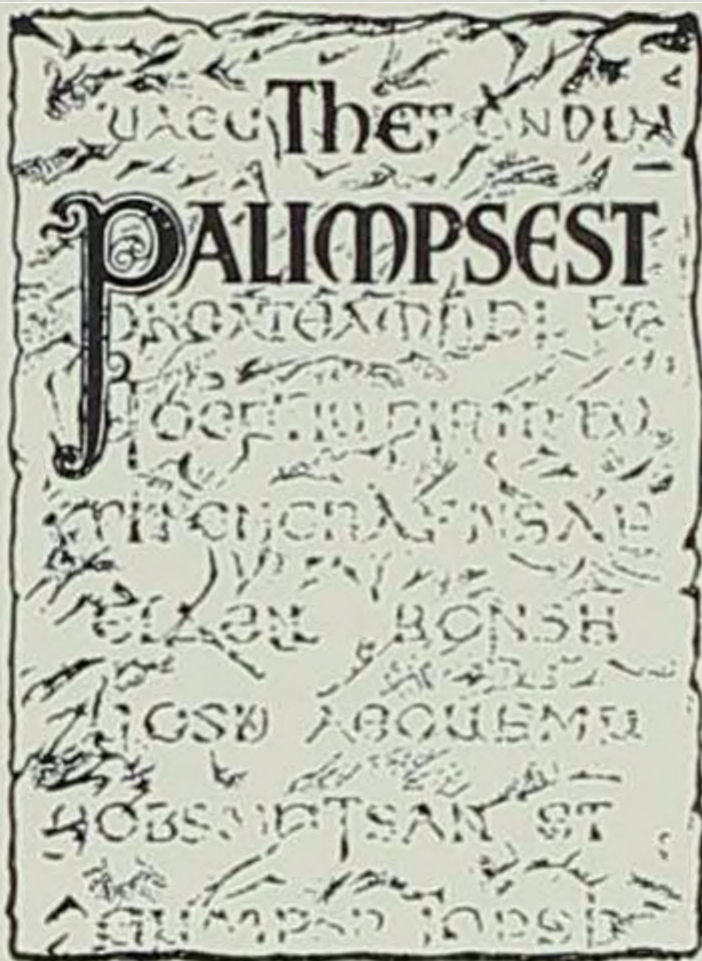
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The Meaning of Palimpsest

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.

Contents

BEGINNINGS OF MUSCATINE

WILLIAM J. PETERSEN

Land of the Fire Makers	321
A Town of Many Names	324
The Wheels of Government	331
Bloomington Comes of Age	344

Illustrations

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THE PALIMPSEST

EDITED BY WILLIAM J. PETERSEN

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Land of the Fire Makers

Worshippers of the sun and thunder were the warlike Mascoutens. French explorers were wont to call them the *Nation du Feu* or the "Fire Nation." Their Indian cousins, the Chippewa and the Foxes, were inclined to designate them as the "little prairie people." From the day when Champlain first heard of them in 1616 the Mascoutens were continually at war with their neighbors: in 1640 they fought the Iroquoian Neutrals; in 1712 they were almost annihilated by the Potawatomi at Detroit; by 1728 they had been driven across the Mississippi. The journals of such men as Radisson and Perrot, Hennepin and Marquette, all bear testimony of the courage and belligerent character of the Mascoutens.

It was while sojourning near the mouth of the Iowa River that the Mascoutens probably became identified with a low, flat, sandy tract of land containing nearly forty thousand acres known to-day as Muscatine Island. Returning to their old homes on the Fox River in Wisconsin, the Mas-

coutens were last mentioned in the white man's annals in 1779. After this they mysteriously vanished from history: incessant warfare had so depleted their ranks that they were probably absorbed by stronger tribes, the Sauks and Foxes in the north and the Kickapoo in southern Illinois.

Although the "fire people" or "little prairie people" had disappeared, the early American explorers continued to associate their name with the region around present-day Muscatine. When Major Thomas Forsyth journeyed up the Mississippi in 1819, he pitched his camp at the "upper end of Grand Mascoutin" within the modern limits of Muscatine. The following year Stephen Watts Kearny passed "Prairie Island," which he reported to be ten miles long. In the spring of 1823, when Giacomo C. Beltrami ascended the Mississippi in the steamboat *Virginia*, he estimated that the head of "Grande Prairie Mascotin" was thirty-three miles above the mouth of the Iowa River. By 1836 Lieutenant Albert M. Lea was writing with easy familiarity of "Muscatine Slue" and the "swamps" of "Muscatine Island."

On December 7, 1836, Governor Henry Dodge approved a bill of the Wisconsin Territorial legislature dividing Demoine County into eight counties, one of which was named "Musquitine." The same act provided that district court should be held "in the town of Bloomington, in the county of Musquitine, on the fourth Monday in April and

September in each year." On January 18, 1838, the modern spelling of Muscatine was used when the present-day boundaries of Muscatine County were established.

A Muscatine editor asked Antoine Le Claire in 1852 for a definition of the word Muscatine. The swarthy French-Indian replied that Muscatine "is a sort of combination of an Indian and French word: mus-quo-ta, the Indian word, means 'prairie'; the French added the termination *tine* to mus-quo-ta, and the compound word musquo, or musquitine, means 'little prairie.' The Indian word menis means 'island,' ashcota means 'fire,' musquaw means 'red.' The Indians used to call the island Mus-quo-ta-menis, which means 'prairie island.' "

Muscatine antiquarians preferred a more realistic interpretation, pointing out that "fire island" more nearly fitted the spectacular prairie fires that yearly swept the island. Muscatine — whether it means fire island, prairie island, makers of fire, or prairie people — should invoke a kaleidoscopic panorama of color and action in the mind of any one who knows the origin of the name.

WILLIAM J. PETERSEN

A Town of Many Names

When the steamboat *Red Rover* churned past the Grand Mascoutin Prairie on her way to Fort Armstrong in 1829, the passengers were "enraptured at the numerous and beautiful situations for dwelling houses" along the western shore. "Nature had done all — man nothing," Caleb Atwater recorded in his *Western Antiquities*. "Princes might dwell here, within a mile or two of each other, fronting the Mississippi and along it, and possess handsomer seats than any one of them can boast of in the old world."

Europeans lavished equally extravagant praise. Charles A. Murray, an English traveler and vitriolic critic of the mushroom settlements in the Black Hawk Purchase, was delighted with the land of the "Fire People" as he glided by on the steamboat *Heroine* in 1835. The Mississippi flowed in "one vast body unbroken by islands" along low-lying bluffs "clothed in all the majesty of the forest." According to Murray, "Autumn was here decked in all its glory, and in every variety of hue; the deep and solemn foliage of the nobler trees was relieved by the brilliant colours of the scarlet creeping-vines which were twined round their mighty limbs, and hung in festoons

forming natural bowers, wherein poets might dream, or dryads repose. Over all this enchanting scene, and over the wide expanse of water, the setting sun had cast his rosy mantle and bathed it in a flood of crimson light."

By June 1, 1833, the red man departed from the Black Hawk Purchase and the American pioneers came to stake out claims. During the summer Colonel George Davenport sent a Mr. Farnham and two assistants to establish a fur trading post at Sandstone Bluffs or Grindstone Bluffs, as the present site of Muscatine was then known. Farnham erected a two-room log cabin on the bank of the Mississippi at the foot of what is now Iowa Avenue. A prospector in 1834 declared Davenport's trading post was the only building in what is now Muscatine. Indeed, only two other cabins had been erected in Muscatine County that year: Benjamin Nye had located his claim at the mouth of Pine Creek, and Err Thornton erected his cabin on Muscatine Slough in Township Seventy-six.

Two settlements were made within the present limits of Muscatine in 1835. James W. Casey staked out a claim just below Davenport's trading post at the head of Muscatine Slough, intending to build a town called Newburg. He was the first actual settler in what is now Muscatine. Travelers on the Mississippi knew his place as "Casey's Landing" or "Casey's Woodyard." In the fall of 1835 Lieutenant Albert M. Lea, who had laid out

the town of Iowa at the mouth of Pine Creek, wrote the following account of "Kasey's" town-site. "The place possesses the advantages of an excellent landing, and of a fine back country; but the bluff, probably 200 feet high, approaches the river very abruptly, allowing little room for building below it, and rendering difficult the ascent to the level ground above. The contiguity of the swamps of the Muscatine Island and of Sturgeon Bay, will have a tendency to create much disease at this point. Notwithstanding these disadvantages, it must be a place of considerable trade; as it is the first place above Burlington, where a town can be built on the west bank of the Mississippi, thus leaving an interval between these two places of forty miles on the river."

A second settlement was made just above Casey's Landing. On February 20, 1836, Colonel John Vanatta and Captain Benjamin Clark bought George Davenport's trading post and claim for \$200. Situated in the heart of present-day Muscatine, the claim was one-half mile square, extending along the river a quarter of a mile on each side of Davenport's trading-post cabin.

In May, 1836, Colonel Vanatta employed Major William Gordon of Rock Island, a graduate of West Point and a civil engineer, to survey a town on their new claim, starting from the stick chimney at the west end of the 32-foot trading-post cabin. Measuring eighty rods southwest

from that point, Gordon encroached about twenty feet on Casey's claim, but this conflict was later settled by arbitration according to the claim laws. In 1840 a second survey of the town was made by George Bumgardner, the Muscatine County surveyor.

Originally the proprietors planned to adopt Casey's paper-town name of Newburg but finally agreed on Bloomington, probably in honor of Colonel Vanatta's birthplace in Indiana. In August, 1836, John H. Foster and Suel Foster paid Captain Clark \$500 for his remaining one-sixth interest in the townsite. About the same time Moses Couch, Charles H. Fish, T. M. Isett, Adam Funck, Robert C. Kinney, William St. John, G. H. Hight, and J. W. Neally bought claims. Meanwhile, the rivalry that had sprung up between Casey's Landing and Bloomington was cut short by the untimely death of Mr. Casey.

At the close of the tenth year of the corporate existence of Bloomington, on June 6, 1849, about two hundred citizens filed a petition with Richard Cadle, clerk of the district court, asking that the name of the municipality be changed from Bloomington to Muscatine. Several reasons were given for the reform: the frequent miscarriage of mail to towns of the same name in Missouri, Kentucky, Indiana, and Illinois; the confusion between Burlington and Bloomington by postal authorities; and finally because the new name fitted "one of

the most noted and conspicuous landmarks" on the Mississippi and was not duplicated anywhere else. The petition was granted by Judge James Grant on June 7, 1849.

The change from Bloomington to Muscatine met with almost universal satisfaction. "The name we now bear is the aboriginal one for this locality," declared the Bloomington *Democratic Enquirer* of June 9, 1849. "It means Fire Island and was applied to the large island just below the city. It is also the name of our large, rich and rapidly populating county. It has euphony and originality and is peculiar to ourselves, not being found anywhere else on the map of the world."

The *Muscatine Journal* of June 9th expressed similar gratification. "We are aware that it will take some time to familiarize every one with the new name — but we think one year will suffice to obliterate the name of Bloomington as associated with our town from the mind of almost every one. The truth is, the town should never have been called by the name of Bloomington. There is a Bloomington in seven or eight of the States, we are confident, and in how many more we know not. Our citizens have been continually perplexed and disappointed at not receiving their letters and papers from abroad at the time they ought to reach here by due course of mail, and many important letters and documents have been given up for lost — when, lo! they would arrive here — marked

'Missent and forwarded.' Sometimes they would be forwarded from Bloomington, Indiana; sometimes from a town of the same name in Illinois — from the Bloomfields, the Burlingtons, the Bloomingtons, Bloomingtons, and every other town in the United States that was in 'Bloom.' This great source of difficulty is now, we trust, removed. Muscatine is an Indian name — there is nothing else like it that we know of in any other state. It is euphonious, easily remembered, easily spelt, and very appropriate. It is the name of our county, and we predict that Muscatine, Iowa, will yet make a figure in the world."

In the years that followed Muscatine was "easily remembered" for the picturesque charm associated with the name. The famous English statesman Richard Cobden was delighted as his steamboat approached Muscatine one bright summer afternoon in 1855. "When the boat came around that point above, and the amphitheater of your town appeared in view, with the sight of those beautiful residences suspended by the high bluff above the river, I thought the picturesque Rhine had not the equal of that picture."

Just as Charles A. Murray reveled in the beauties of a Muscatine sunset, so Mark Twain recalled the remarkable benedictions at the close of day. "And I remember Muscatine — still more pleasantly — for its summer sunsets," he wrote years after he had left the town. "I have never

seen any on either side of the ocean that equalled them. They used the broad smooth river as a canvas, and painted on it every imaginable dream of color, from the mottled daintiness and delicacies of the opal, all the way up, through cumulative intensities to blinding purple and crimson conflagrations which were enchanting to the eye but sharply tried it at the same time. All the Upper Mississippi region has these extraordinary sunsets as a familiar spectacle. It is the true sunset land. I am sure no other country can show so good a right to the name."

WILLIAM J. PETERSEN

The Wheels of Government

On November 16, 1838, Chauncey Swan, an energetic Dubuque lead miner, arose in the House of Representatives of the First Legislative Assembly of the Territory of Iowa and moved "that a standing committee on incorporations" be appointed by Speaker William H. Wallace. The motion having been carried, Representative Swan was appointed chairman of the committee that included James W. Grimes of Des Moines County, George S. Bailey of Van Buren, S. C. Hastings of Muscatine, and Robert G. Roberts of Cedar County, who also represented Jones, Linn, and Johnson counties.

Two first class Iowa cities — Davenport and Muscatine — trace their civil beginnings to the work of this committee. Davenport was incorporated on January 25, 1839; Bloomington (now Muscatine) two days earlier. The movement to organize a municipal government for Bloomington probably began in the campaign for the election of members of the first Iowa Legislative Assembly. The little community had not adopted the simple form of town government provided by the Wisconsin Territorial legislature. As a member of the committee on incorporations, S. C. Hastings was

in an admirable position to see that his town obtained a special charter.

On Tuesday morning, December 18, 1838, Chauncey Swan reported from his committee a bill "to incorporate the town of Bloomington." After the holidays the bill was considered and passed without controversy. The Council discussed the proposed charter on January 16, 1839, and accepted it with an amendment to which the House readily agreed. Thereupon, on January 23rd, Governor Robert Lucas approved the act to incorporate the town of Bloomington.

The first section declared that "all that part or tract of land in township seventy-six north, and range two west, and township seventy-seven north, range two west, which has been surveyed and laid off into town lots for commercial purposes, in which is embraced the village of Bloomington, be and the same is hereby constituted a town corporate, and shall hereafter be known by the name or title of the "Town of Bloomington."

A president, a recorder, and three trustees, to be elected annually, constituted "a body corporate and politic" capable of holding property, appearing in court, and ordaining rules and regulations for governing the town. They could provide for the election of a treasurer, two assessors, a marshal, "and other subordinate officers which may be thought necessary for the good government and well being of the town."

The method of holding elections was simple. According to the charter, the "free male inhabitants" having the "qualifications of electors" were "to meet at some convenient place, in said town of Bloomington, on the first Monday of May, and annually thereafter, and then and there proceed, by plurality of votes, to elect, by ballot," the officers named in the act of incorporation. Failure to hold the first election on the day designated would not dissolve the corporation.

In the first election two judges and a clerk were to be chosen *viva voce* by the electors present. At all subsequent elections the trustees, or any two of them, were to serve as judges while the recorder acted as clerk of the election. Polls were to be opened between the hours of nine and ten o'clock in the forenoon and close at five in the afternoon. This was almost twice as long as provided in the Davenport charter.

When the polls closed the votes were to be counted and the results proclaimed by one of the judges to the electors present. The clerk was required to make a "true record" of the vote and inform the successful candidates within five days after the election. The town council was to notify citizens of all subsequent annual elections by posting up notices in three of the most conspicuous places in Bloomington at least five days before the election.

The duties of the town officials were not ardu-

ous. All had to take an oath or affirmation to support the constitution of the United States and the organic law of the Territory of Iowa. The president presided at the meetings of the town council; the recorder kept an "accurate record" of all proceedings; and the council consisting of the president and trustees made the ordinances, granted licenses, levied taxes, and made a semi-annual report of revenue and expenditures.

Some of the most important powers, however, were assigned to the voters themselves, in the traditional manner of New England towns. They determined the width of the sidewalks, regulated the improvement of lanes and alleys, and ordered the removal of "all nuisances and obstructions from the streets and commons." Moreover, the levy of all taxes had to be authorized by the electors "in legal meeting assembled," though the president and trustees were responsible for recommending the amount within a month after their election. The amount could not exceed one-half of one per cent of the "aggregate amount of real and personal estate" within the limits of the town. If a citizen did not pay his taxes, the marshal could sell either personal or real property, but no real estate could be sold unless very elaborate notice of the tax levy and proposed sale had been given in one or two newspapers. Neither could property be taken for public use without fair compensation "ascertained by twelve disinterested freeholders,

to be summoned by the marshal for that purpose."

Among the important functions of the pioneer community was the improvement of thoroughfares. The "streets, lanes, and alleys" of Bloomington were declared to constitute "one road district," including the several roads leading for one mile from the corporation limits, and a road "overseer" elected by the citizens was in charge. His position could be refilled by the president and trustees in case of "death, removal, or other inability." To promote the health, safety, and sobriety of Bloomington, provision was made for the abatement of nuisances and licensing retailers of ardent spirits. Proceeds from the liquor licenses were to be used for the benefit of the town.

The last section of the original charter of Bloomington declared that the act could be "altered, amended, or repealed" by the Territorial legislature. As amended on four subsequent occasions the charter was destined to serve as the organic law of the town until 1851 when a new one was granted to Muscatine by the State legislature.

The first election of Bloomington officials was held at the home of Robert C. Kinney on Monday, May 6, 1839. John Marble served as clerk of the election and Moses Couch and Arthur Washburn acted as judges. The forty eligible voters cast their ballots for thirteen candidates selected from their ranks. Joseph Williams, Associate Justice

of the Territorial Supreme Court, received thirty-eight of the forty votes cast for president. Arthur Washburn, Henry Reece, and B. P. Howland led a field of nine candidates for the office of trustees. Moses Couch was elected recorder with twenty-nine votes, and Giles Pettibone became the first overseer of the road district with the support of ten friends.

The town officials held their first meeting at the office of Arthur Washburn on May 10, 1839, when they were sworn in and qualified. On the following day they met at Washburn's office, only to adjourn for lack of a quorum. Five days later they appointed Moses Couch as treasurer, John Marble as marshal, Charles H. Fish as assessor, and John Reece as street overseer. Apparently Pettibone did not want the job.

The first ordinance, designed to preserve "good order" in Bloomington, was adopted on May 28, 1839. The sale of "Spirituuous liquors" without a license was declared unlawful. The fee for liquor licenses was fixed at \$100 and a fine of \$100 could be assessed for violating the liquor law. If the fine was not paid the goods and chattels of the violator could be appropriated and the money put in the town treasury. Drunkards were not allowed to "quarrel, fight or wrangle" in the town; the license of a liquor dispenser could be revoked if his establishment became the scene of such a brawl. This was the only ordinance adopted by

the first Bloomington city council, and apparently very little public business was transacted because no taxes were levied to provide revenue for town improvements.

The growth of Bloomington is attested by the fact that eighty-two votes were cast at the courthouse on May 4, 1840. John Lilley was elected president and Henry Reece, Ralph P. Lowe, and John W. Richman were named trustees. Matthew Matthews was selected "street engineer" and Edward E. Fay recorder.

The year 1840 proved to be a very active one for the president and trustees. On May 15th the new officers were sworn in by retiring trustee Arthur Washburn. Four days later the council met at the post office and notified the citizens to "assemble at the school room on Saturday evening next between the hours of 2 and 5 o'clock P. M. for the purpose of voting the amount of Corporation tax which shall be laid this current year." At the appointed time the town meeting "unanimously voted a tax of $\frac{1}{4}\%$ " on the personal and real estate within the corporation limits.

On May 26th the president and trustees appointed Suel Foster and Lyman C. Hine as assessors, Hiram Matthews as marshal, and D. I. Snyder as treasurer. Ralph P. Lowe then moved that a tax of $\frac{1}{4}$ per cent (two and one-half mills) be levied on all real and personal property. With the adoption of this motion the town officials were

able to accomplish some of the functions for which Bloomington had been incorporated.

One of the most serious problems facing the trustees was that of liquor regulation. On May 26, 1840, Ralph P. Lowe's ordinance regulating "grocery" or liquor licenses was passed unanimously. In the following July, Henry Reece submitted another ordinance for the preservation of good order which declared that any person "who shall maliciously willfully or knowingly disturb the peace or quiet of any person or family or any congregation assembled for religious worship or any other laudable purpose within the limits of said town either in the day time or the hours of the night, by offensive behavior, threatening, quarreling, Swearing, challenging to fight or fighting within the limits of said town, Shall upon conviction thereof be fined" not less than \$5 or more than \$50.

The ordinance contained a number of other provisions. Any person guilty of "lewd vulgar or unbecoming language" or "exhibiting himself to public view in an indecent or vulgar manner" would be fined from \$2 to \$20. Citizens were prohibited from exhibiting a "stallion or Jackass" or "let the same to any mare in a public place within the limits of the town." Any person running a horse, mare, or gelding, or shooting off a gun or other firearm within the town limits could be fined as much as \$5. Heavier penalties were inflicted on

any one who assisted a criminal to escape. The ordinance provided that the fines could be collected by an action of debt before any magistrate in Bloomington. The need of such an ordinance is attested by the fact that as late as March 12, 1845, Recorder Thomas Crandall posted three written copies of it.

There were other problems with which bustling Bloomington had to cope. On July 7, 1840, an ordinance was passed regulating billiard tables and nine-pin alleys. Barton Ise appears to be the first affected by this ordinance: on September 26, 1840, he paid twenty-five dollars for permission to retail liquor and keep a billiard table. The annual tax for operating such amusement resorts could run as high as \$50, which was rather more than some could afford, for on June 25, 1841, the council had to allow Jonas Clark time to collect funds to keep his nine-pin alley in operation. A month later the president and trustees passed an act prohibiting "nine pin rolling" between 10 P. M. and 4 A. M.

Still another ordinance regulated exhibitions and shows. On May 10, 1841, the trustees decreed that "any person wishing to exhibit any shows of animals, wax figures, or paintings or perform any feats such as circus riding, Rope and wire dancing, Slight of hand, or any exhibitions or performance of any kind whatever for charge or compensation" must receive a permit from the treas-

urer and pay not less than \$3 or more than \$20 for each exhibition. Failure to comply might draw a fine of not less than \$10 nor more than \$50.

One of the most vexing problems was the maintenance of streets and sidewalks. Like his fellow officer at Davenport, the Bloomington street overseer was confronted with many onerous duties for virtually no compensation. Hence the office was not a popular one. The first man elected apparently refused to serve, perhaps because he did not expect any financial support. With revenue provided in 1840, however, the trustees adopted Overseer Matthews' plan for a culvert "over papoose [Papoose] creek on second street" and asked for sealed bids. Later C. B. Leavitt was allowed \$24.35 for timber and Osborn Mackobee \$35.05 for labor on the Papoose Creek culvert. This culvert was frequently washed out and was the subject of continual expense. All citizens were required to work two days a year on the roads in the Bloomington district. When S. C. Hastings reported for road work with a hatchet, a sly citizen suggested that the dapper, loquacious attorney contribute a couple gallons of whiskey instead. Delighted with this opportunity, Hastings promptly settled for his road work in this manner.

The removal of stumps from Front Street and Second Street as well as from Iowa Avenue and Chestnut Street also presented a problem. Almost immediately after assuming office Ralph P. Lowe

urged that the trustees contract for their removal but the bids submitted proved unacceptable. The trustees accordingly authorized the president on July 21, 1840, to "employ one or more hands" to dig stumps from Bloomington's wretched thoroughfares. Thereafter, scarcely a council meeting was held at which some citizen was not paid for pulling stumps; for example, George Grossman was allowed \$24.64 on December 21, 1840, for twenty-two days of such labor.

The civic consciousness of Bloomington was further reflected when Mr. Denison was employed on August 25, 1841, to establish the grades of the streets. John L. Lakin was appointed to remove the "nuisances" in Thomas M. Isett's cellar on Front Street. William St. John was given \$5 for removing manure from the street in front of Lewis's stable. Thomas Mofford was allowed \$1.50 on November 9, 1840, for "hauling a dead horse from the incorporation which has been left by a stranger." Even President John Lilley joined in the clean-up: on December 21, 1840, he was paid for hauling a dead ox from the street. In the following year Marshal Myron Ward received \$1 for removing a dead wolf.

If the amount of taxes collected was small, the expenditures were equally niggardly. In 1840 Suel Foster received \$19 and Lyman C. Hine \$5 for assessing the corporation. The following year Edward E. Fay and Lyman C. Hine were paid at

the rate of \$2 per day for the fourteen and one-half days they put in jointly as assessors. John Marble was allowed \$10 for serving six months as marshal. E. E. Fay was granted \$8 on November 9, 1840, for making a new tax book for 1840; he also received \$10 for "writing out posting up recording and copying Corporation ordinances up to this date." Six months later the trustees tardily allowed Moses Couch \$7 for his services as recorder during 1839, while E. E. Fay was granted \$15 as recorder in 1840. On March 23, 1841, the trustees purchased a plough from Joseph Bridgman for \$35. Henry Reece was allowed \$2 on May 25th for the pick axe he furnished the corporation. On the same day the trustees called a meeting of the citizens to consider the "propriety of purchasing Land for a Burying Ground."

Bloomington's increasing population is revealed by the 113 votes cast for town president on May 3, 1841. This was triple the number recorded in 1839; indeed, the 77 votes cast for Thomas Darlington surpassed the total number of Bloomington residents in 1839. John S. Lakin, Suel Foster, and Edward Ballard were elected trustees and Arthur Washburn was named recorder. During this administration William St. John served as street overseer, John W. Weller as treasurer, and John Marble as marshal.

Muscatine was also growing in civic enterprise. On May 15, 1841, the citizens unanimously voted

to increase taxes from two and a half to five mills. Subsequently the council adopted as its temporary seal "the eagle of a dime impressed on paper of a diamond shape, lain on a wafer."

The need of maintaining an unobstructed levee was recognized on May 10, 1841, when an ordinance was adopted which demanded that Front Street and the wharf between Iowa Avenue and Pine Street must be kept clear of all obstructions "except goods to be shipped or unloaded" from steamboats. These could be left on the wharf no more than three days. The ordinance further provided that no boat, canoe, or raft should be permitted to obstruct steamboats at the wharf. Finally, log rafts could not be taken from the water to the wharf between Iowa and Pine streets.

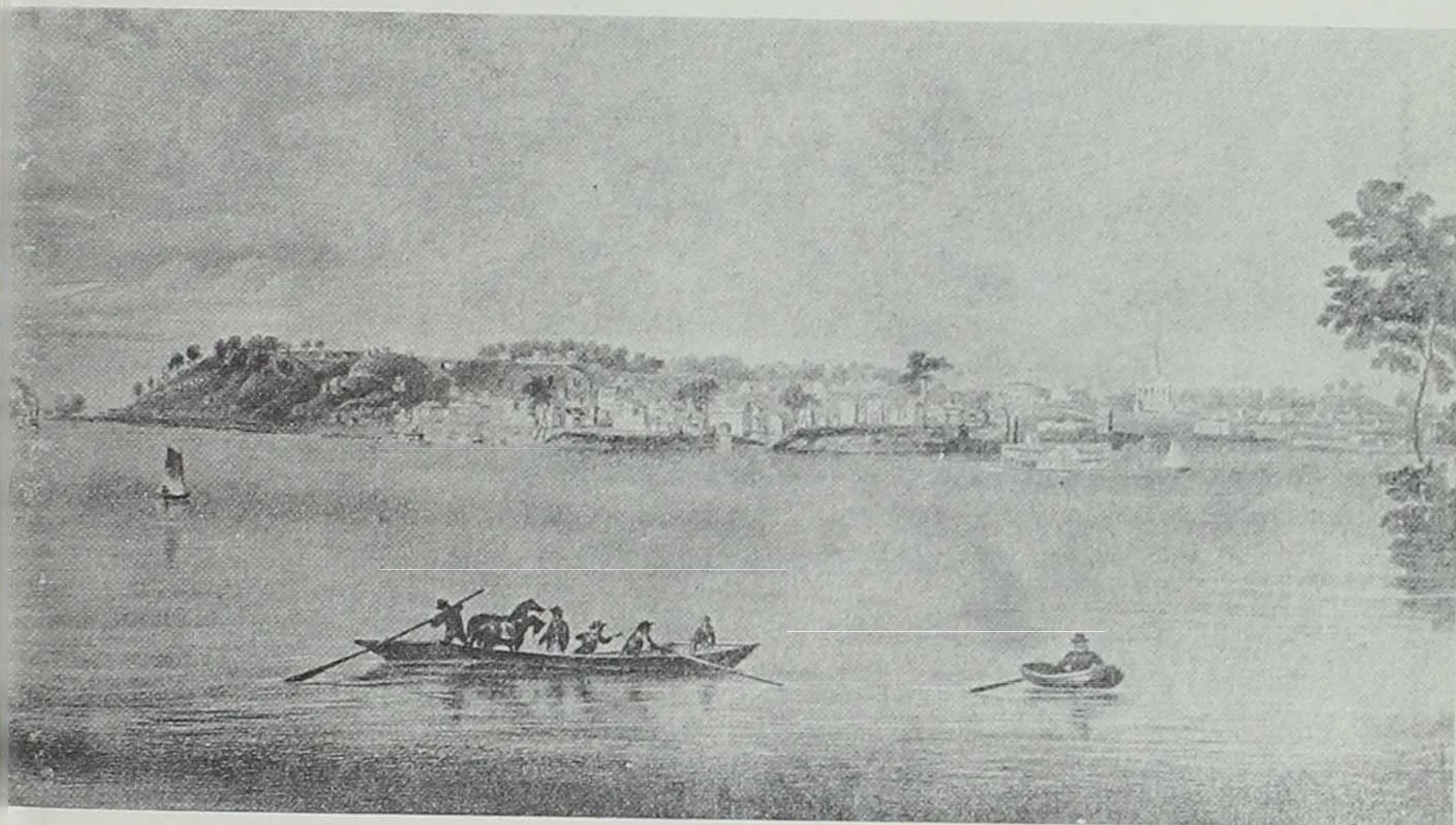
Such were the problems facing the trustees of the "Town of Bloomington" 125 years ago. Great changes have transformed the pioneer community into the modern "City of Muscatine" with its four-mile river front, its municipally lighted streets and boulevards, its public parks and beautiful cemeteries. In 1963 the city occupied an area of 8.55 square miles and levied a tax of 34.050 mills for such public services as sewers, fire department, parks, garbage disposal, police protection, and the public library. A total of \$1,511,597 was collectible to operate the "Port City of Iowa" in 1963. Muscatine is still governed by special charter.

WILLIAM J. PETERSEN

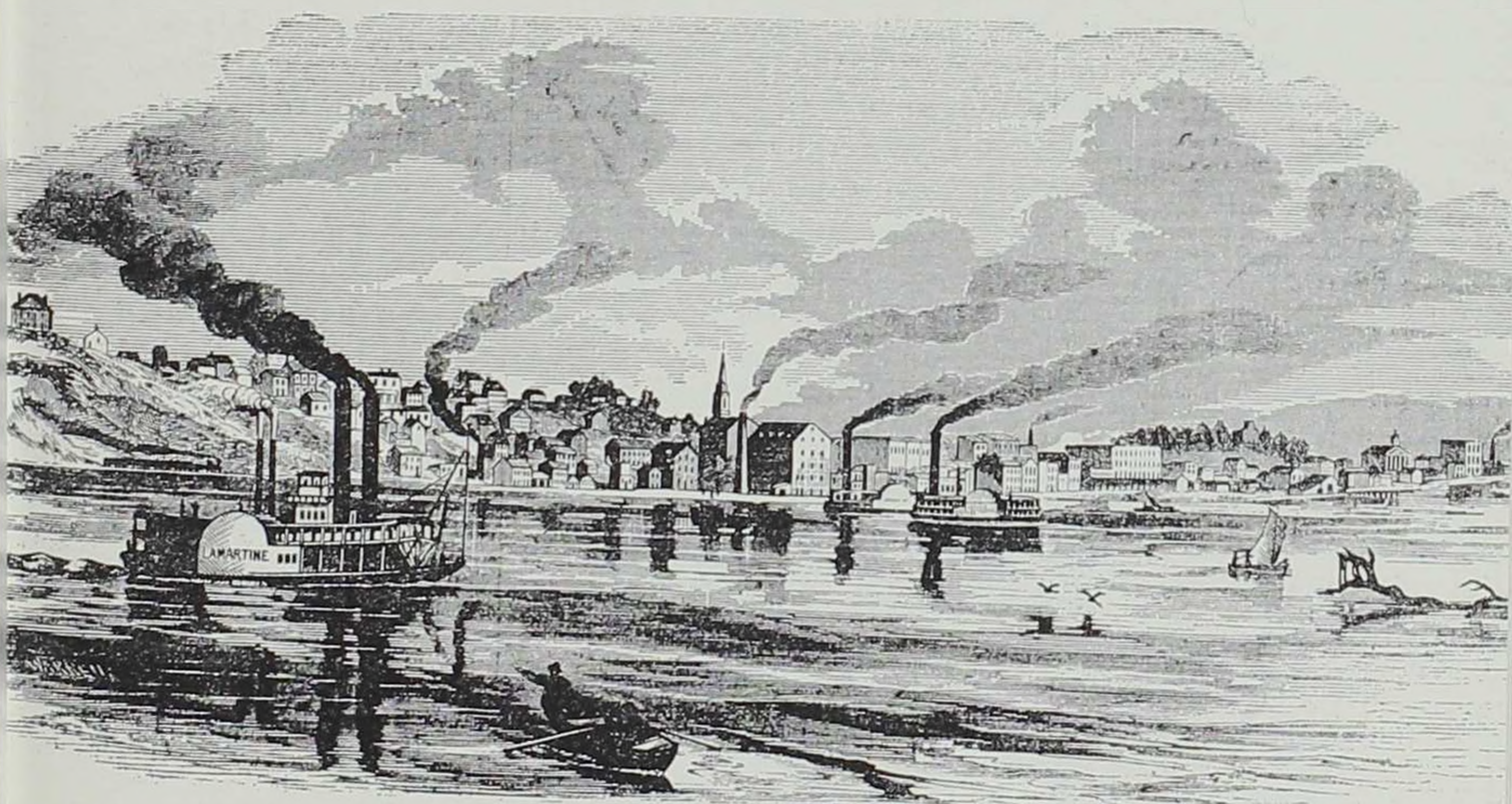
Bloomington Comes of Age

Early in January of 1839 a traveler from Michigan jogged into the "much talked of" town of Bloomington, then better known as the "Town of Pinch 'em Slily." Despite the contemplated Cedar River Canal and the immense water power rushing by its door, Bloomington's prospects did not impress the Wolverine. "The famous town," he recorded, "is tastefully gotten up on a gentle acclivity bound in by lofty" bluffs on one side, "a stagnant pool and inundated swamp" on another, and encompassed by "some tilable lands," but mainly "consisting of broken fragments of hills and precipices, that look as if formed for pasturage and shaken to pieces by a fit of the ague before it got dry."

The traveler awoke the next day to watch numerous inhabitants go to the river to "obtain water from holes cut in the ice." With the rising sun he sallied forth, "and found some of the houses stuck up against the hills on high blocks like stilts, and others dug into the bluff, so as to place the one end entirely below the surface of the ground. The town includes a great deal of broken, irregular ground, many of the lots stand precisely on one end, others *hang a little over*; — such are bought



View of Bloomington (now Muscatine) in 1845 by J. C. Wild, a traveling artist. Exhibited at the Iowa House in November, 1845, Wild took orders at a price of \$3.00 colored, \$1.50 uncolored. An original in color is in the P. M. Musser Public Library.



CITY OF MUSCATINE, IOWA.

View of Muscatine in *Ballou's Pictorial Drawing-Room Companion*, August 4, 1855.

INCORPORATIONS.

AN ACT to incorporate the town of Bloomington.

Limits of the town.

SEC. 1. *Be it enacted by the Council and House of Representatives of the Territory of Iowa*, That all that part or tract of land in township seventy-six north, and range two west, and township seventy-seven north, range two west, which has been surveyed and laid off into town lots for commercial purposes, in which is embraced the village of Bloomington, be and the same is hereby constituted a town corporate, and shall hereafter be known by the name or title of the "Town of Bloomington."

When officers to be elected.

SEC. 2. It shall be lawful for the free male inhabitants of said village, having the qualifications of electors, to meet at some convenient place, in said town of Bloomington, on the first Monday of May, and annually thereafter, and then and there proceed, by plurality of votes, to elect, by ballot, a president, recorder, and three trustees, who shall hold their offices one year, and until their successors are elected and qualified; and any three of them shall be a board for the transaction of business, but a less number may adjourn from time to time; *Provided*, That if an election of a president, recorder, and trustees, shall not be made on the day when, pursuant to this act, it ought to be made, the said corporation shall not for that cause be deemed to be dissolved, but it shall and may be lawful to hold such election at any time thereafter, pursuant to public notice to be given in the manner hereinafter prescribed.

In what manner elections to be conducted.

SEC. 3. At the first election to be held under this act there shall be chosen, *viva voce*, by the electors present, two judges and a clerk of said election, who shall each take an oath or affirmation faithfully to discharge the duties required of him by this act; and at all subsequent elections the trustees, or any two of them, shall be judges, and the recorder clerk of the election; and at all elections to be held under this act the polls shall be opened between the hours of nine and ten o'clock in the forenoon, and close at five o'clock in the afternoon of said day, and at the close of the polls the votes shall be counted, and a true statement thereof proclaimed to the electors present by one of the judges, and the clerk shall make a true record thereof, and, within five days after such election, the said clerk shall give notice to the persons elected of their election; and it shall be the duty of said town council, at least five days before each annual election, to give notice of the same by posting up notices in three of the most public places in said town.

This act may be amended.

SEC. 17. This act may be altered, amended, or repealed by the legislature of this Territory.

APPROVED, January 23, 1839.

The Statute Laws of the Territory of Iowa (1838-1839) contain the articles of Incorporation of Bloomington and numerous other laws relating to Muscatine County and the surrounding territory. They were printed at Dubuque in 1839.

CHAPTER XXXII.

MUSCATINE CITY.

AN ACT to incorporate the City of Muscatine.

SECTION 1. *Be it enacted by the General Assembly of the State* ^{Muscatine cre-}
of Iowa, That the town of Muscatine, (formerly the town of ^{ated a city.}
Bloomington,) in the county of Muscatine, is hereby created
a city, by the name of the "City of Muscatine."

§ 2. The said city is made a body corporate, and is invested ^{Incorporation}
with all the powers and attributes of a municipal corporation.

§ 3. All the rights, powers, privileges, duties, liabilities and
^{Town proper-} property of the late town of Muscatine, are hereby trans-
^{ty, rights, lia-}ferred to, and imposed upon, the said city, except as repealed
^{bilities, &c.} or qualified herein, and the same may be enforced by or
^{transferred to} against the city as they might have been by or against the
^{city.} town.

§ 4. The said city is hereby divided into three wards as fol-
^{Wards.}lows: that part of the city which lies south and west of the
middle of Chestnut street, is the first ward; that part lying
between the middle of Chestnut street and the middle of
Walnut street, is the second ward; that part lying north and
east of the middle of Walnut street, is the third ward; but
the city council may create new wards, and change the lim-
its of those now or hereafter established.

§ 5. Every white male citizen of the United States, of the
^{Citizenship.} age of twenty-one years, who shall have been a resident of
the city six months, and of the ward in which he offers to vote
ten days next preceding a city election, is declared a citizen
of the said city, and is entitled to vote at all elections thereof.

§ 7. A person offering to vote may be challenged as in the
^{Voters may be} elections in the townships, and an oath may be administered
^{challenged.} to him under like circumstances, naming the qualifications
herein prescribed.

§ 8. No person shall be eligible to any elective office men-
^{Qualifications} tioned in this act, unless he be a citizen of the city, as above
^{for office.} defined, and have been a resident thereof one year next pre-
ceding his election.

The Charter to the City of Muscatine is contained in the *Laws of Iowa* passed by
the Third General Assembly and approved by Governor Stephen Hempstead on
February 1, 1851.

BLOOMINGTON HERALD.

PRINTED AND PUBLISHED WEEKLY, BY THOMAS HUGHES, AT THREE DOLLARS PER ANNUM—JOHN B. RUSSELL AND THOMAS HUGHES, EDITORS.

VOL. I.

BLOOMINGTON, I. T., TUESDAY, OCTOBER 27, 1840.

NO.

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BY THOMAS HUGHES

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Woe not for him that dies—
By THE REV. MR. HORTON.

Woe not for him that dies, neither lament him,
Woe not for him that goes away, for he shall
return no more, nor see his native country—
JANUARY 10.

Woe not for him that dies—
For he sleeps and is at rest,
And the soul which he left
In the green earth's quiet breast.

Woe not for him that dies—
On a far land's leafy shore—
Who wearily departed,
Where yet his face no more.

Woe not for him that dies—
For friends are round his bed,
And many a young lip sighs,
When they make the early bed.

Woe not for him that dies—
Where some will think or care,
When the great his faint heart grieves
In the last days of despair.

Woe not for him that dies—
For his struggling soul is free,
And the world from which it came
Is a world of woe.

Woe not for him that dies—
The joyous is his chain,
To the agony he goes,
Death will be his pain.

Woe not for him that dies—
For he hath found his rest,
And a voice to his reply,
Which he hath not heard for years.

Woe not for him that dies—
On the cold land's quiet shore—
Woe, least to be that sleepeth—
Woe for the dead no more.

Woe not for him that dies—

Woe not for him that dies—

Woe not for him that dies—

Woe not for him that dies—

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Woe not for him that dies—

and discipline of life. The great school of life, of Providence, is indeed open to all.—But what, I would ask, is done by our public institutions for the education of the mass of the people? Is it ever proposed to add the various faculties of a man being, to prepare him for self-improvement through life?—Indeed, according to the views of education now given, how defective are our institutions for rich as well as poor, and what a revolution is required in our whole system of training the youth!—Dr. Canning.

HORTICULTURE.
BY MRS. LYDIA W. HORTON.

If the admiration of the beautiful objects of Nature, has a tendency to refine and refine the character, the culture of them has a still more powerful and abiding influence. It takes the form of an affection. The seed which we have sown, the bud which we have reared, the tree of our planting, under whose shade we sit with delight, are to us, as living and loving friends. In proportion to the care we have bestowed on them, is the warmth of our regard. They are also gentle and persuasive teachers of his goodness, who caresses the tree to stone, and the flower to dust; who forgives the tender buried vine, amid the snows and ice of winter, but brings forth the root long hidden from the eyes of man, into verdant splendor, or autumnal fruitage.

The lessons learned among the works of Nature, are of peculiar value in the present age. The restlessness and dip of the rail-road principle, which pervades its operations, and the spirit of accumulation which threatens to corrode every generous sensibility, are checked by the sweet serenity of the quiet plants. The fall, the berry, the speculation, the sudden reversion, which mark our times, beyond all that has preceded them, render it peculiarly salutary for us to heed the admonition of our Saviour, and take instruction from the lilies of the field, those peaceful devotees of the beauty of heaven.

Horticulture has been pronounced by medical men salutary to health, and to the refinement of spirits; and it would seem, that the theory might be sustained by the practical and happy consequences of those who use it as a relaxation from the excitement of business, or the exhaustion of study. And if he, who devotes his leisure to the culture of the works of nature, benefits himself—be who beautifies a garden for the eye of the community, is surely a public benefactor. He insures into the bosom of the man of the world, panting with the gulf-fetter, gentle thoughts, which do good like a medicine. He cheers the desponding invalid, and makes the eye of the child brighter with a more intense happiness. He furnishes pure amusement for that idle, which seeks amusement and multiplies simple pleasures. To those who were their subsistence by laboring on his grounds, he stands in the light of a benefactor. The kind of industry which he promotes is favorable to simplicity and virtue. With one of the sweetest ports of our mother-land, we may say.

Prize to the sturdy plough,
And patient plough, and shepherd's simple crook,
And let the light mechanic's tool be hail'd
With honor, which ensue by the power
Of long companionship, the plowman's hand,
Can off that hand, with all its world of woe,
From a too busy commerce with the world.

To manage a rearing horse.—In preference to the dangerous experiment of pulling a rearing horse backward, I recommend the adoption of the following method—Whenever you perceive the horse's inclination to rear, separate your reins and prepare for him; the instant he is about to rise, check one hand and lead or lead his head with the other, keeping your hands low. This bending compels him to move a hind leg, and of necessity brings his feet forward. Instantly twist him completely round two or three times, which will confuse him very much and throw him off his guard. The moment you have finished twisting him round, place his head in the direction you wish him to proceed, apply the spur slightly, and he will not fail to go forward; if the situation be convenient press him into a gallop, and apply the spur and whip two or three times (but no more) severely. The horse will, perhaps, not be satisfied with the first move a hind leg, and of necessity bring his feet forward. Instantly twist him completely round two or three times, which will confuse him very much and throw him off his guard. The moment you have finished twisting him round, place his head in the direction you wish him to proceed, apply the spur slightly, and he will not fail to go forward; if the situation be convenient press him into a gallop, and apply the spur and whip two or three times (but no more) severely.

PACKING BUTTER.—The increased price of butter in autumn, as well as its scarcity in winter, renders the best mode of packing it a matter of some importance. There are several particulars of minor importance to be attended to, to which greater or less attention is given by good butter makers; but the two leading requisites without which there must be a failure, and with which there cannot easily be, are clean vessels and thorough working. The importance of the former in obtaining perfectly sweet butter, must be evident to every one; hence the necessity of washing vessels by scalding; and where they become rusty from disuse, of employing chloride of lime. In order to keep the sweetener, it is indispensably necessary that every particle of butter should be worked well before packing down, this is accomplished when it ceases to flow from it. Inexperienced butter makers generally perform this part of the operation very imperfectly. Work the butter four times as long as you think necessary, and then perhaps you will have half completed it when it is thoroughly worked, pack it down by beating, in a

strong pot, cover the top with an inch of very strong brine, and keep it in the cool part of the cellar, and you need not fear its becoming injured by keeping before winter, even if put up early in the spring. Genesee Farmer.

CELESTINE.—Opposed to the most able and powerful men that ever lived, she finally conquered the world's conqueror, by the brilliant qualities of her mind and the seductive influence of her charms. She successively subdued Julius, enslaved Anthony, and outwitted Augustus. When proclaimed the partner of the Emperor of Rome, and when her statue was placed in the temple of her gods, she only used her power to crush the hearts of the world's great masters, to crush Egypt and increase its dominions. From a faithful princess, wronged, friendless, dethroned and hunted to death by unfeeling kindred, she made herself an independent sovereign queen, and raised the desecrated capital of her kingdom to the intellectual metropolis of the universe, a shrine to which the great men of all nations brought their tributes. * * * Never was Egypt so rich in wealth, power, and civilization as under the reign of this last of its queens, who made knowledge the basis of national supremacy, who reconstructed that precious library which once in its madness had destroyed; and who, when the treasures of the Roman empire were made disposable at her will, by the emperor Augustus, replied in his offer: "The treasures I want are two hundred thousand volumes from Pergamos for my library at Alexandria."

Every thing relating to the Napoleon family is daily acquiring additional interest. The following is a more faithful account than we have seen, of the preservation, by his faithful friend, Horvath, of some articles of the Emperor.

On a late occasion, King Louis Philippe, having at his side the Duke de Nemours, surrounded by all his ministers and military staff, received in the hall of the Throne, the old grand marshal of the palace of the Emperor, Gen. Count Bertrand, who delivered to the hands of His Majesty, the arms of Napoleon. These arms consisted of the sword worn by Napoleon at Austerlitz, and the only one he had used since, two pairs of pistols, richly mounted; the Roman sword he wore at the battle of Marengo, which he had given to the Duke de Nemours, and a pair of gloves given by the Duke to the Emperor. The King ordered them to be deposited in the treasury of the crown until the completion of Napoleon's tomb, upon which they are to be deposited. He no doubt thought, says the Journal des Debats, that the glory of the Emperor was a family inheritance, but that it belonged to France, who had paid for it with her blood. The sword which Gen. Bertrand had presented to the King was laid upon the bed of Napoleon, during his illness, and after his death the English insisted on writing and retaining it; but the Emperor, with some friends, substituted his own for it. Napoleon's last coronation ring is in the hands of the Duke de Nemours, 1795. The list is of solid gold, simple in form, inscribed with three antique medals, the bearing of which is Hanabial, Cesar and Alexander.

CONTEMPORARY.—The editor of the N. H. Telegraph, in an article relating to the frequency of this disease among us adds its character, says: "If there be a disease in this world of ills, which seems in a peculiar manner to fit its victims for the fate which human skill cannot avert, that disease is consumption. To one who is full of life, and hope and joy, the first conviction that it has fastened its death grasp upon him, the fearful certainty of its end will flash through him with a thrill of terror—more doubtless, than that of any other disease—more certain, that there is a worm gnawing at first time, that there is a worm gnawing at man's vitals, whose greedy teeth no human skill can stay—starting to feel the certainty of disease within, whose end is surely death. But how soon does the spirit grow calm; and how soon does the disease logging at his breast, and his strength waning away before it, how calmly then, does the soul place itself for its upward flight; how tranquilly then, when he lies upon the bosom of his God—and when he breathes and heart grow faint and fail, and the world sinks to its final rest, the victim of consumption."

THE WIFE.—Woman's love, the rose blooming in the arid desert, spreads its rays over the barren plain of the human heart, while all around it is blank and desolate, it rises more strengthened from the absence of every other charm. In no situation does the face of woman appear more beautiful than upon miles; parents, brothers and friends have their affections, but the love of a wife is distinct and different nature. A daughter may yield her life to the preservation of a parent, a sister may devote herself to a suffering brother, but the feelings which induce her to this conduct, are not such as those which lead a wife to follow the husband of her choice through every pain and peril that can befall him, to watch over him in danger, to cheer him in adversity, and even remain unaltered at his side, in the depths of ignominy and shame.

SAILOR'S KISS.—We were highly amused at a little incident which is said to have taken place at a ladies fair in Boston for aiding in the completion of the Banker's Hill Monument. Among the numerous visitors, was a noble hearted jolly fellow, who after having wandered about for some time viewing the rich and varied articles of exhibition, suddenly came to the table of a lovely and rich young lady—when Jack, after viewing the table and eyeing the lovely damsel, could refrain no longer, said to a friend near by: "I would give twenty dollars to kiss that girl." No sooner said than done. "You may," said the young lady, timidly stepping forward, and receiving a sweet kiss. Jack, looking dejected, plucked down the chain and left, feeling he had made a good bargain.

Arrival of the Caladonia at Boston.
Probable settlement of the Turco-Egyptian question, and prevention of the Eastern War—see in the French funds—arrival of the President and Acadia at Liverpool, &c. &c.

The third ship of the British Royal Mail line of steamers for this port, the Caladonia, Capt. Richard Cleland, arrived yesterday morning, bringing London news to the 18th and Liverpool to the 19th—the day of sailing.

The Caladonia has been 13 days and fourteen hours from dock to dock. She lost eight hours at Halifax, and twelve hours before she was at Liverpool.

The Emperor President arrived at Liverpool from New York, on the 15th, having made the voyage in 16 days. The Acadia arrived on the 15th, beating her by more than three days.

There is no later news from China, and affairs in Portugal appear to be more than usually quiet. The whole aspect of affairs was decidedly pacific at the last date.

The blockade of Alexandria commenced on the 1st inst. by Admiral Stopford. Several of the Pacha's vessels had been sequestered by the British Naval authorities.

The Victory's feet, (Egyptian and Turkish) was drawn up in order of battle in the roads of Alexandria.

The prospect of a general war had pretty much blown over. The London Morning Herald of the 17th gives, by an extraordinary express from Paris, the following statement, which may be designated "impressant if true."

If the treaty concession which M. de Montigny made at the 15th inst., will satisfy the four powers, now that matters have been pushed to such an extremity, it seems a clearly defined scheme for breaking the old man's fall, without compromising his dignity or pride.

The other morning papers are silent upon the subject and of the proposed arrangement, and their correspondents at Alexandria represent him as being inflexible at the expiration of the second day's notice. We sincerely hope for the sake of humanity and the preservation of the peace of Europe, that the Herald's statement may be true, as it opens a door for the public settlement of this ugly question.

We have received the following important communication from our Paris correspondent: Letters from Malta, of the 7th September, contain the following important intelligence: Count (Duke) has proposed to Mehmet Ali a project of arrangement, which the Viceroy has decided on accepting. The Count has set off in haste to Constantinople, in order to have the project presented to the Sultan, through the French ambassador, M. de Fontenay. Among other stipulations contained in this project, there is one, it is asserted, which is likely to facilitate the almost desperate arrangement of the eastern question, viz.—Mehmet Ali consents to accede to the proposal of evacuating Syria for his life only.

Notwithstanding the tardy and partial acquiescence of Mehmet Ali in the demands of the four powers, the Paris papers of the last dates talk quite as warlike as at any time since the commencement of the panic on the eastern question; though if Mehmet Ali yielded, we surely know what they will make a war out of. There had, however, been a great rise in the funds on Wednesday, say a franc and a half, and every thing except the tone of the newspapers indicates peace.

TREATY OF COMMERCE BETWEEN FRANCE AND ENGLAND.

We are enabled to state that the British and French Commissioners have brought to a close their negotiations for a treaty of commerce between Great Britain and France, and that it contains several clauses highly favorable to British manufactures. The very few points which may be considered open are mere technicalities, of no importance whatever, and which cannot, by possibility be made the subject of any discussion affecting either the principle or the details of the treaty. But for the unpleasant differences which have arisen on the Eastern question, the treaty would have already received the signature of M. Thiers. His motives for not signing it under such circumstances will be understood; but Mr. Porter remains in Paris, and there appears to be an understanding that the treaty will be signed the moment the political horizon shall have brightened up. The announcement of signature will then be regarded as a strong indication of the resumption of harmonious intercourse between the two nations.—Galignani's Messenger.

Letter from Constantinople, published in the Gazette of Leipzig, states that the Turkish fleet which had sailed from Constantinople under the orders of Commodore Walker, had on board 25,000 muskets, and 1,250,000 cartridges. It likewise mentions that the Ottoman Porte had dispatched a courier to Russia to request his Holiness the Pope, to give orders to the patriarch of Lebanon to exhort the population of Syria to observe obedience to the Sultan. If the Pope acceded to this request, there would very soon be 60,000 men under arms in Syria.

SYRIA.
Extract of a private letter, dated Mount Lebanon, Aug. 27, 1840.

Five English men-of-war and one steamer are at Beyrut, and have blockaded that port, and we hear that Melat, with all the seaports on the coast, if not as already, are immediately to be blockaded. The steamer and two frigates are cruising about, and seizing every vessel belonging to the Pacha which they can lay hold of. Five or six have already been captured, the last of which was quite a prize, having on board two hundred Anarctic (Albanians) one hundred Niama, and eighteen Moostainers, captured, so the way is to the Lomah. The vessels of the Pacha Powers which their families have gone on board the ships, and our consuls sent in the merchant, requesting them to leave likewise, but they have accompanied us to the mountains, where we hope to remain in peace. The poor Fellahs are quite rejoiced at the prospect of being delivered from their bondage, yet they seem as yet timid to rise again. The Emir

Behar outwardly opposes the English, but it is the general opinion that he will join his people when he sees a strong force sent against him. If he does continue on the other side, I fear he will lose his head, as he is hated as much as Mehmet Ali.

Things are growing worse and worse, and I just now hear that all the Christians have left Beyrut, and that the Pacha's soldiers are plundering the houses as fast as they can. Many of the Franks are leaving the country, and I now fear we shall be obliged to follow.

Five in London.—On Saturday morning, the public house known as Jacob Well's, was consumed by fire a little after midnight. A young man named Vanderstee, the landlord, escaped from the roof after remaining near the flames a great part. A boy also jumped from the roof upon an adjoining building, and escaped. The barmaid and a boarder named Newman, were burned in the house.

Seventeen of the political prisoners of Donelson had made their escape by a subterranean passage communicating from the interior of the prison to the second de rade. Eight of them were almost immediately recaptured in the environs of America, and the police are in active pursuit of the others.

A terrific accident occurred on the North Midland Railway on the 12th. The train which leaves Chesterfield at 11 o'clock had got as far as Bull-bridge, on its way to Derby, when the axle-tree of one of the carriages suddenly broke through the extreme badness of the iron it was made of. Several carriages were precipitated off the rails, and all in them more or less injured. One gentleman, a foreigner, was killed on the spot.

Joseph Bonaparte (Count Sorrelliere) arrived at Rotterdam on the 15th, and was to depart the next day for London.

The Bristol Lords of the Admiralty had a narrow escape from shipwreck on the 11th, in the Fishard man of war steamer, on her way from Milford to Bristol.

A heavy gale occurred at Liverpool on the 16th, and many packets which had gone out were obliged to put back.

DUEL.—On Saturday the 12th of September, Earl Gardigan fought a duel on Wimbledon Common, with Mr. Harry Tackett, in which the latter was seriously wounded by a ball passing near the right hip bone, and traversing out of the spine. Earl Gardigan was arrested and held to bail in the sum of £1600. Capt. Douglas, his second, was also held to bail in the sum of £500, for a breach of the peace.

The trial of Madame Lafarge continued to occupy a large portion of the French Press.

The War in French Africa.—Africa from Algeria to the Gulf, are quoted in the Telegraph and Lyons papers. Gen. Chabran had returned from retreating Nefech, which was much in want of provisions and medical stores. His column had a cholera affair with the Arabs on its return, at the Col de Tensah, and has occasioned the enemy a loss of 900 men. Four European colonists and a wealthy Moor had been arrested at Algiers, on charges of clandestinely supplying the Arabs with powder. A Jewish merchant, named Narbonne, had been arrested for issuing false money, which was intended for him at Marseilles, and then circulated at Algiers. The Tunisians say that an unfortunate affair has happened at the camp of Ain Tarco, near Seiff, in the province of Constantine, where, in a rally made to remove some chestnuts, 27 men were killed by the Arabs.

Mr. G. Archibald, long connected with the Melind-Thran press, and especially with the Times, died in London, on the 17th September.

Admiral Edwards died at Ringwood, Hants, of old age—aged 95. With the exception of Mr. C. Nugent and Sir James Whitbread, he was the oldest Admiral in the English Navy.

F. P. Smith, the proprietor of the new screw-propeller steamship Archimedes, has published a challenge to run his ship against any public wheel steamer in the kingdom, except high pressure engines. The trial to take place in the open air, over a distance of 100 or 500 miles, for the sum of 1000 guineas.

Campbell, in his lectures on English Poetry, thus describes the launching of a battle ship:—

"Those who have witnessed the spectacle of the launching of a ship of the line, will, perhaps, forgive me for adding this to the examples of the sublime objects of artificial life.—Of our species I can never forget the impression of having witnessed it from the faces of ten thousand spectators. They seem yet before me; I sympathize with their deep and silent expectation, and their fierce bursts of enthusiasm. It was not a vulgar joy, but an affecting national solemnity. When the vast bulwark sprang from her cradle, the calm sea, which she swung majestically round, gave the imagination a contrast of the stormy elements on which she was soon to ride. All the days of battle and the nights of danger which she had to encounter; all the ends of the earth which she had to visit, and all that she had to do and suffer for her country, rose in awful presentment before the mind; and when the heart gave her benediction, it was like one pronounced on a living being."

A large multitude of the poor of Dublin are actually in a state of starvation, and entirely dependent on the benevolence of the public to deliver them from it. The starkness which is usual at this season of the year, is at present greater in degree, more general in extent, and has been of longer duration than for years past; so that the bulk of the unfortunate people have—during some months—been unable to get any employment; meanwhile they have been subsisting by the disposal of whatever moveables they may have had in their possession, and now are so reduced as in general to have nothing left by which to raise a supply of necessary food. Upon the ground that they are actually bodied men, and in consequence not incapacitated by age or infirmity from earning their bread, but merely in want of employment, they are refused aid at the poor houses; while at the same time it is only necessary to look at them in order to see famine and the lowest degree of privation pictured in their faces, and so their whole persons.—Sunder's Journal.

FIGHT WITH THE INDIANS.
The Savannah Republican says that in a correct account of the engagement with place on the 8th instant near Fort Walker, between the U. S. troops, commanded by Lt. K. Hanson, 7th Infantry, and a party of the

On that day, information having been received from the Indians that they were in the vicinity of the Fort, the troops were ordered to march in pursuit. At the distance of one mile from the Fort, the troops were met by the enemy from a dense thicket—Lt. Hanson caused the fire to be promptly returned, judging from the long line of fire of the enemy they had numbered his command, and he followed them into the thicket, he retired in great haste from the Fort, the troops were led by the enemy from a dense thicket—Lt. Hanson caused the fire to be promptly returned, judging from the long line of fire of the enemy they had numbered his command, and he followed them into the thicket, he retired in great haste from the Fort, the troops were led by the enemy from a dense thicket—Lt. 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MUSCATINE CITY
D I R E C T O R Y

-AND-

ADVERTISER,

FOR 1856:

CONTAINING A HISTORY OF THE CITY AND COUNTY—NOTICES OF THE VARIOUS RELIGIOUS, BENEVOLENT AND LITERARY ASSOCIATIONS, ETC.—NAMES OF STATE, COUNTY, TOWNSHIP AND CITY OFFICERS, ETC., ETC.—AND AN ALPHABETICAL LIST OF THE NAMES OF HEADS OF FAMILIES AND MALE ADULTS IN THE CITY, WITH THEIR SEVERAL PLACES OF BUSINESS AND RESIDENCES — ETC., ETC., ETC.

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COMPILED BY JOHN MAHIN.  
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MUSCATINE :

PRINTED AT THE "ENQUIRER" OFFICE.

FOR SALE BY R. M. BURNETT AND SMITH & LORD.

1856.

The *Muscatine City Directory*, which was compiled by John Mahin, was one of the earliest city directories printed in Iowa. Only a few Iowa towns can claim city directories printed before the Civil War.

Lumber Trade.

Amount of Lumber, Shingles, Lath and Logs bought at Muscatine for the year 1855:

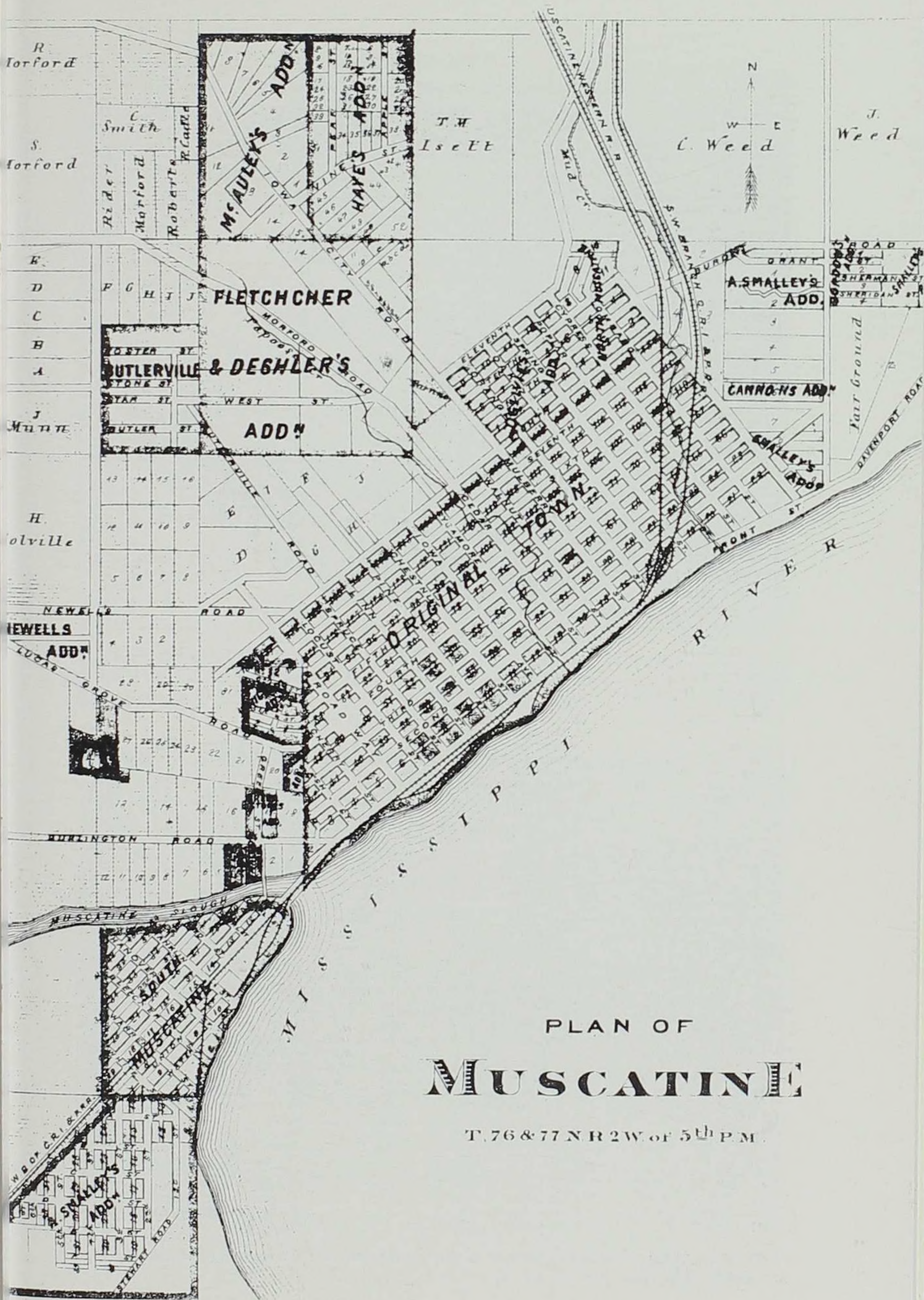
8,750,000 feet Lumber, costing \$23 00	
per 1000 feet in the yard - - -	\$201,250
7,500,000 Shingles, at \$4 50 per 1000 - -	33,750
4,500,000 Lath, " \$3 00 " " - -	13,500
Logs, Timbers, &c. - - - -	121,500

\$370,000

NUMBER OF BUSINESS PLACES, &c.

Auction Stores,	2 Hat and Cap Stores,	2
Banking Houses,	3 Harness and Saddle Makers,	4
Bakeries,	4 Hotels,	8
Barber Shops,	5 Insurance Agents,	12
Blacksmith Shops,	14 Intelligence Office,	1
Boarding Houses,	10 Jewelry Stores,	4
Book Stores,	2 Leather and Finding Stores,	2
Brick Yards,	4 Lawyers,	15
Broom Manufactory,	1 Livery Stables,	8
Barrel Manufactory,	1 Locksmith,	1
Beadstead Manufactory,	2 Lumber Yards,	7
Cabinet Shops,	10 Marble Yards,	3
Chandlers,	2 Millinery Establishments,	10
Carpenter Shops,	12 Music Store,	1
Carriage & Wagon Manufac's,	7 Meat Markets,	5
Cigar Manufactories,	3 Paint Shops,	7
Clothing Stores,	9 Physicians,	19
Churches,	16 Plow Manufactories,	2
Clergymen,	13 Printing Offices,	2
Confectionaries,	6 Pork Packing Establishments,	4
Cooper Shops,	7 Sash, Door & Blind Manufac's,	3
Daguerrean Artists,	2 Restaurants,	8
Dentists,	4 Queensware Store,	1
Drug Stores,	4 Saw Mills,	2
Dry Goods Stores,	20 Shingle Manufactories,	3
Forwarding and Commission Houses,	Shoe Shops,	12
Foundry and Machine Shops,	5 Shoe Stores,	4
Furniture Stores,	2 Soap Factories,	2
Flour Mills,	8 Stave Machines,	3
Groceries, (wholesale,)	3 Tailor Shops,	7
Grocery and Provision Stores,	2 Tin and Sheet Ironware Manufactories,	5
Gunsmith Shop,	1 Upholstery Manufactory	1
Hardware Stores,	3 Vinegar Manufactory,	1

This page of "General Information" from the *Muscatine City Directory* of 1856 attests the historical value of this important Muscatine document.



PLAN OF
MUSCATINE

T. 76 & 77 N. R. 2 W. of 5th P. M.

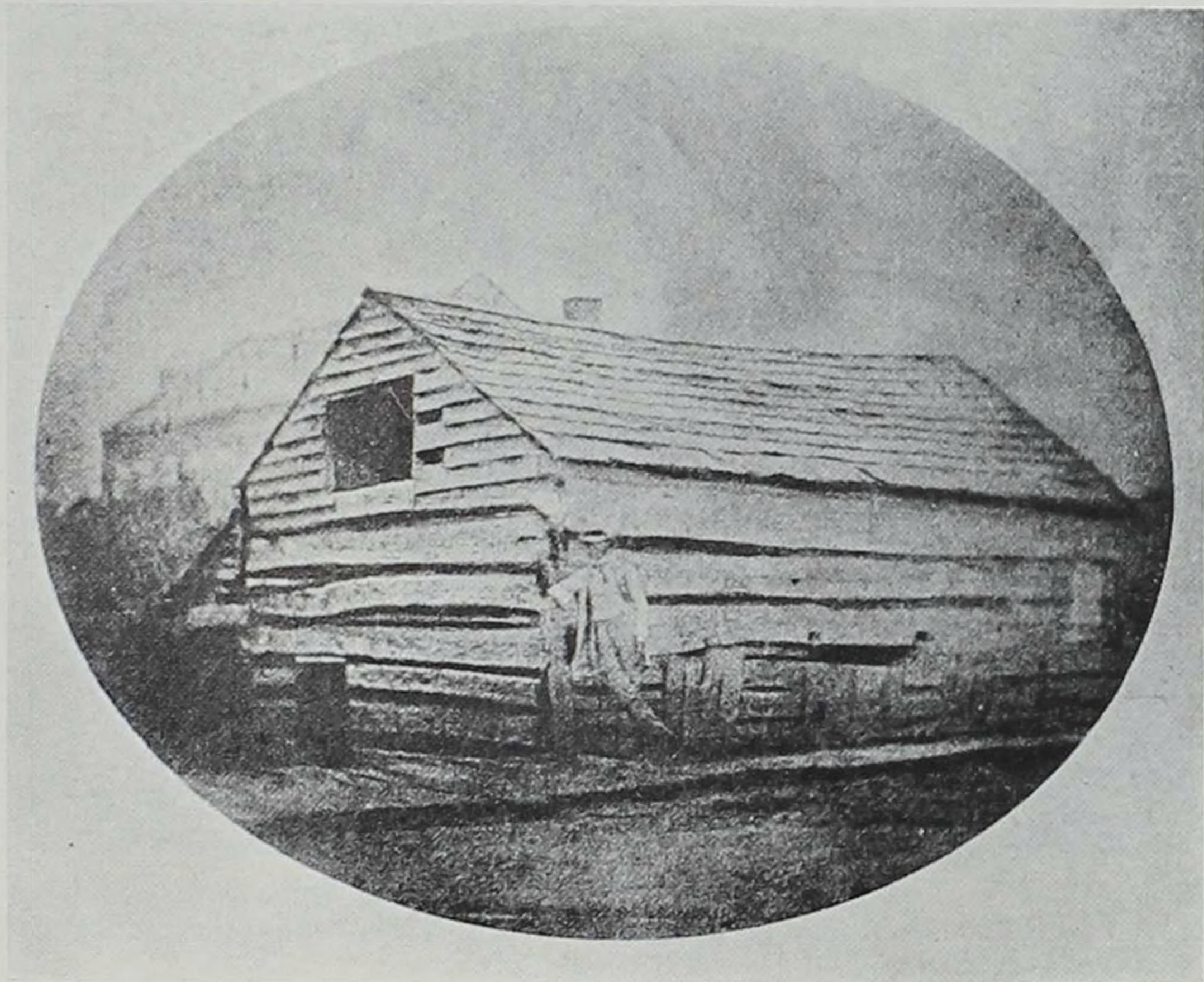
Plat of City of Muscatine from Andreas' *Illustrated Historical Atlas of Iowa* (1875).

MUSCATINE.

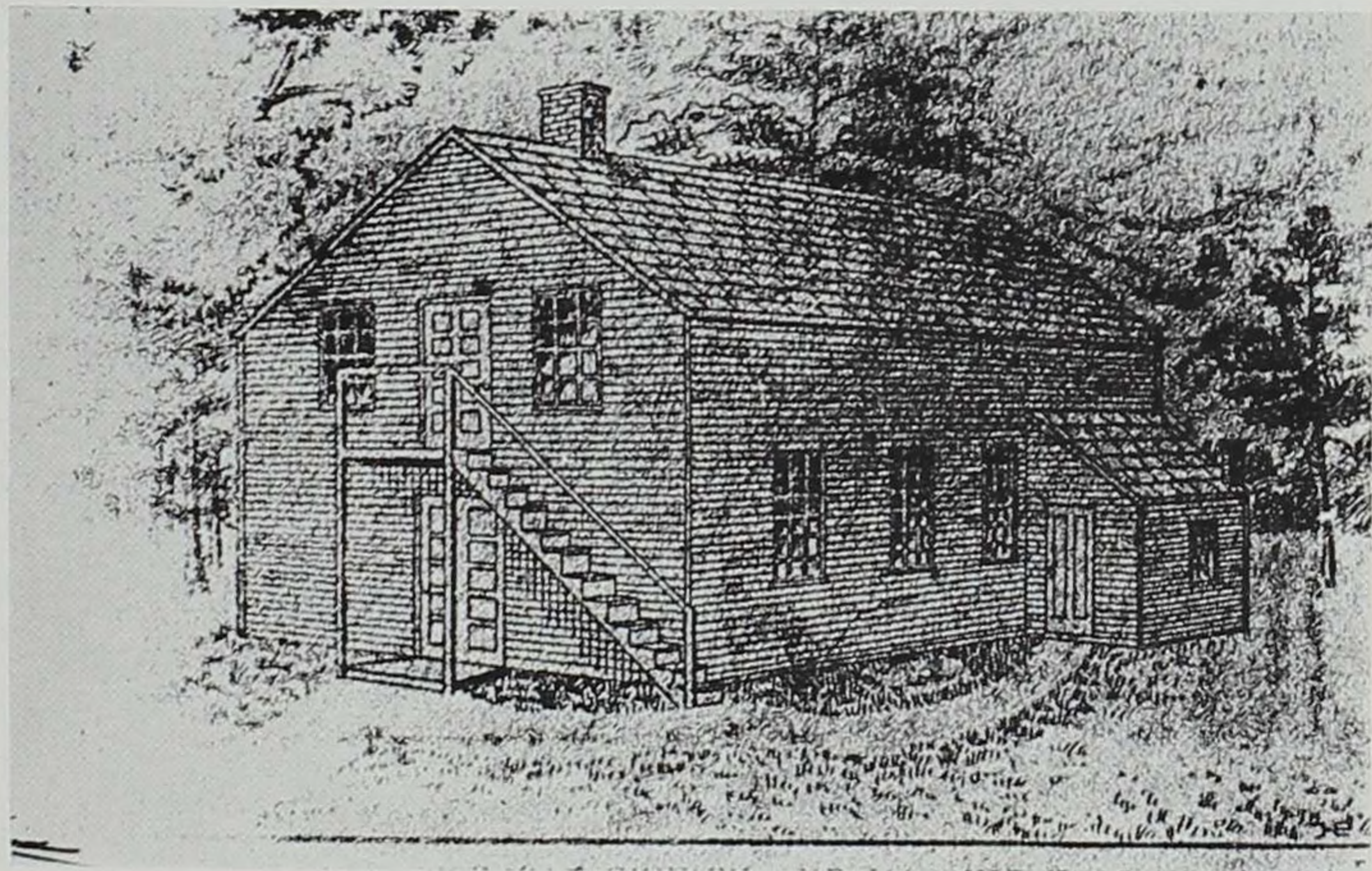
Residence and Post Office, Muscatine.

Ament & Bro.	Mnfr. Wagons, Carriages & Buggies	Tennessee	1845
Austin, P. A.	Physician and Surgeon	Scott Co., Ky.	1861
Armstrong, John	Presbyterian Clergyman	Chester Co., Pa.	1864
Bridgman, Joseph	Insurance Agent	Massachusetts	1837
Butts, W. T.	Grocer	Massachusetts	1868
Bites, D. S.	Justice of the Peace	Pennsylvania	1855
Barclay, Wm. D.	Physician and Surgeon	Venango Co., Pa.	1853
Beil, Bernhard	Gun Smith	Germany	1845
Brown Thomas	Attorney at Law	Ohio	1861
Carskaddan, J.	Attorney at Law	New York	1853
Cloud, D. C.	Attorney at Law	Ohio	1839
Chambers, A.	Lumber Manufacturer	Indiana	1836
Canney, J. H.	Proprietor Ogilvie House	Strafford Co., N. H.	1869
Clark, Alex.	Retired	Washington Co., Pa.	1842
Cook, John L.	Painter	Ashtabula Co., Ohio	1849
Clark, W. A.	Real Estate and Loans	Muscatine Co., Iowa	1841
Dean, H. M.	Physician	Connecticut	1867
Dold, Jacob	City Brewery	Wurtemberg	1848
Davidson, Andrew	Boots and Shoes	Adams Co., Ohio	1862
Dale, J. S. & P. F.	Proprietor Park House	Crawford Co., Ohio	1853
Eitmann, Frank	Grocer	Hanover, Germany	1858
Evans, J. G.	Photographer	Putnam Co., Ind.	1846
Foster, Suel	Nurseryman and Fruit Grower	Hillsborough Co., N. H.	1836
Fisher, Absalom	Captain Steamer Pearl	Clermont Co., Ohio	1847
Freeman, J. P.	Undertaker and Cabinet Maker	Butler Co., Pa.	1840
Fitch, Geo. W.	Physician	Hudson N. Y.	1838
Giesenhaus, F.	Grocer	Prussia	1857
Grossheim, T.	Hair Dressing Saloon	Prussia	1860
Geiss, Henry	Druggist	Prussia	1853
Groeschel & Knowles	Carriage Manufacturers	Germany & Connecticut	1861
Hanna & Fitzgerald	Attorneys at Law	Ohio and Michigan	1866
Huttig Bros. & Faister	Sash, Door and Blinds	Germany	1854
Hoehl, John G.	Merchant Tailor	Bavaria	1850
Hawley & Hoover	Fire and Life Insurance	Conn. & Pennsylvania	1840
Hershey, B.	Saw Mills	Pennsylvania	1852
Howe, S. K.	Agt. Muscatine Manufacturing Co. for Patrons of Husbandry	Clarion Co., Pa.	1865
Hoffman, Pickler & Brown	Attorneys at Law	Established	1872
Hoffman, W.	Attorney at Law	Prussia	1852
Jayne, Henry	Attorney at Law	Pennsylvania	1854
Jack, O. G.	Publisher <i>Humming Bird</i>	Van Buren Co., Iowa	1840
Kranz, Conrad	Florist	Bavaria, Germany	1849
Krehe, J. Theo.	Druggist	Bavaria	1852
Kaufmann, Ferdinand	Cigar Manufacturer	Germany	1853
Kulp, J. S.	Surgeon Dentist	Summit Co., Ohio	1864
Kirk & Abbott	Planing and Feed Mills, Mnfrs. Wind Mills	Ohio	1853
Kagy & Lander	Attorneys at Law	Ohio and New York	1860
Laurent, P.	Roman Catholic Clergyman	France	1850
Lorenz, Jacob	Proprietor Vineyard	France	1854
Lemp, John	Dry Goods and Carpets	Ohio	1843
Lauer, Henry	Laborer	Pittsburgh, Pa.	1851
McKenna, H.	Physician	New York	1867
Mahin Bros.	Publishers <i>Muscatine Journal</i>	Indiana and Iowa	1843
Musser, Richard	Mayor	Pennsylvania	1854
McAlister, H. C.	Physician	New York	1867
Mayer, Simon	Butcher	Bavaria	1863
Mull, Chas. L.	Wholesale Grocer	Germany	1855
Musser, Peter	Saw Mill	Pennsylvania	1854
Montiere, Claude	Printer	Nashville, Tenn.	1870
McColm, J. & Sons	Dry Goods, Wholesale and Retail	N. C., Ind. and Ohio	1862
Phelps, J. P.	Photographer	Muscatine Co., Iowa	1840
Pickler, John A.	Attorney at Law	Indiana	1853
Richman, D. C.	Attorney at Law	Ohio	1853
Reed, N. A. jr.	Attorney at Law	Rhode Island	1872
Robertson, W. S.	Physician	Pennsylvania	1838
Ruff, Frank X.	Restaurant	Baden, Germany	1856
Reuling, J. A.	Bakery and Restaurant	Germany	1838
Raff, A. K. & Co.	Agricultural Implements	Ohio	1866
Stein, S. G.	Pres. Mchts. Exchange Nat. Bank	Pennsylvania	1849
Schaefer, John	Western Brewery	Germany	1853
Schaefer, Geo. A.	Grocer	Germany	1853
Saal, Morris	Restaurant	Germany	1868
Stewart, Charles	Wind Mill Manufacturer	Henry Co., Ill.	1866
Steere, Robert	Cloth Agency	Providence Co., R. I.	1857
Schaefer, Henry	Printer	Iowa	1853
Thayer, Wm. A.	Lumber Inspector	Mendon, Mass.	1852
Van Horne & Betts	Publishers <i>Muscatine Tribune</i>	Mass. and Wisconsin	1855
Vaupel, John	Tobacco and Cigars	Germany	1854
VanName, Wm.	Supt. Union Lumber Co.	New York	1874
Williams, Robert	Police Judge and Recorder	Pennsylvania	1855
Weippiert, John W.	Publisher <i>Deutsche Zeitung</i>	Wurtemberg, Germany	1872
Walz, Franz Joseph	Hotel Germania	Wurtemberg, Germany	1869
Weir, James M.	Wholesale Liquors	Tennessee	1866

The Muscatine "Patrons" listed in A. T. Andreas' *Illustrated Historical Atlas of Iowa* (1875).



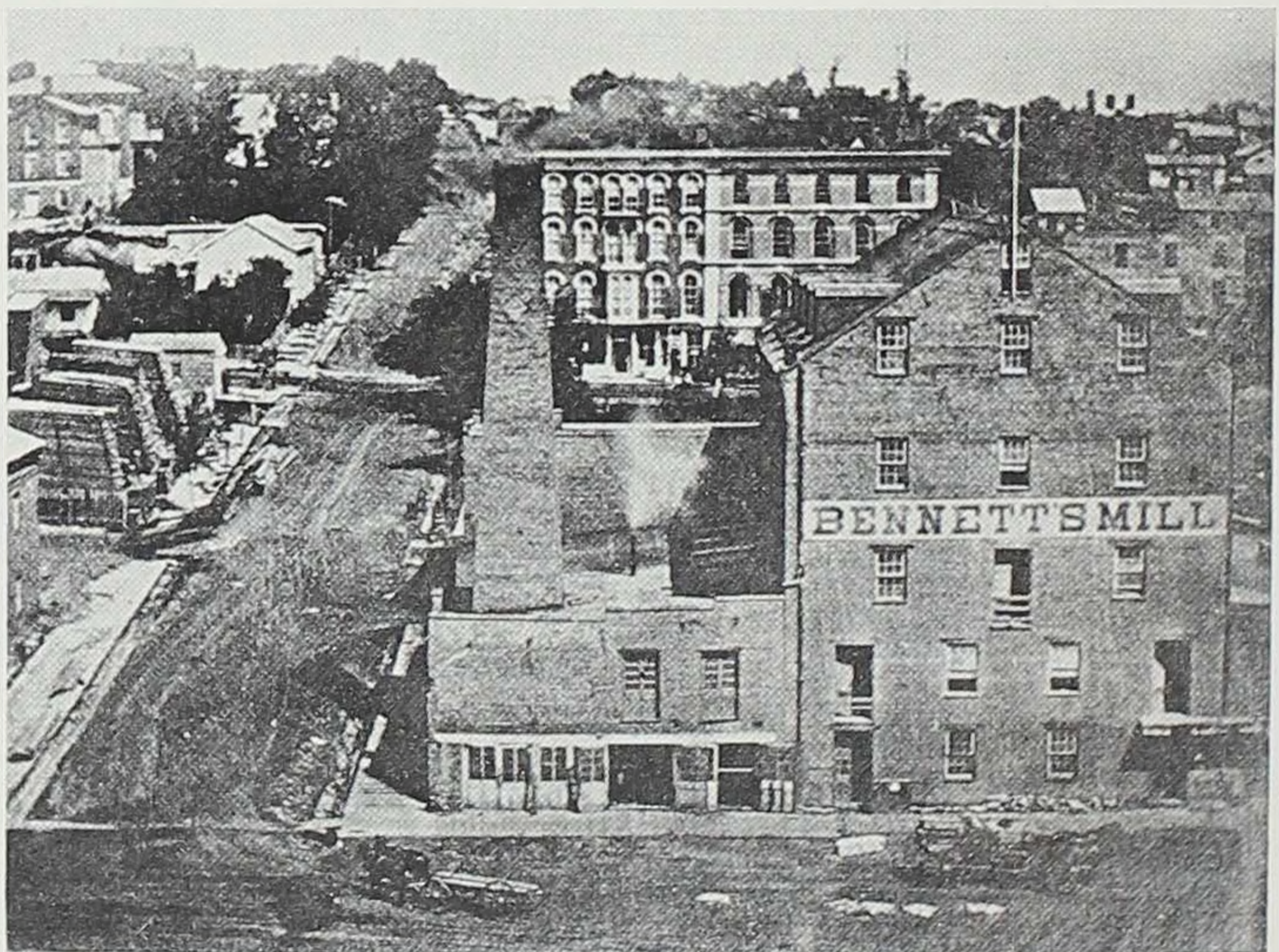
Joseph Bridgman standing beside log cabin he built on SE corner of Second and Pine in 1839. It was used as a dwelling, and later as a stable, before removal to Weed Park. Bennett's Mill, built in 1848, is in the background.



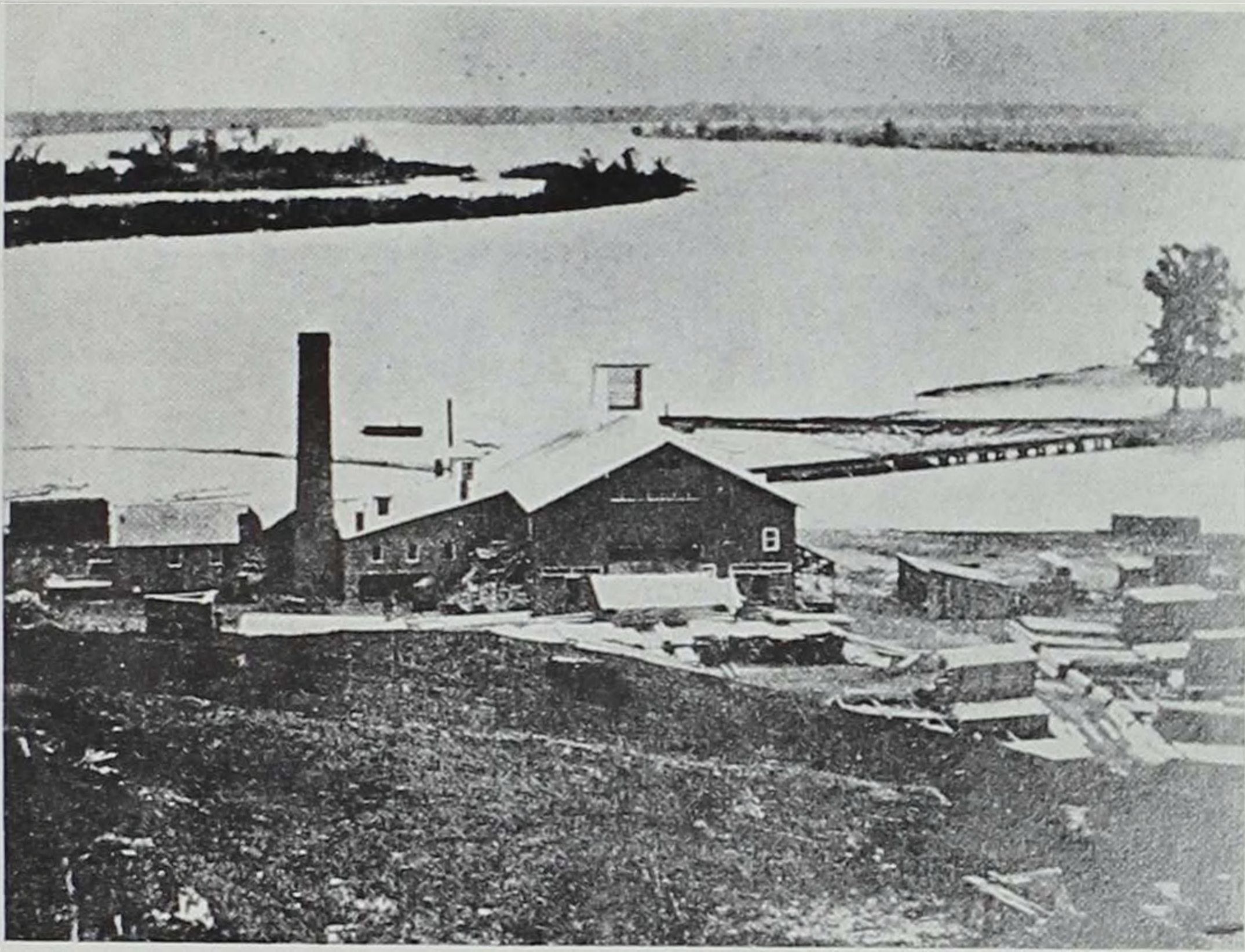
The first Episcopal Church and Masonic Hall was erected in 1841. The lower story of this 22 x 50 foot frame building was used by the Episcopalians, and sometimes by the Presbyterians. The Masons used the upper story from 1841 to 1854. The building was taken down during the Civil War.



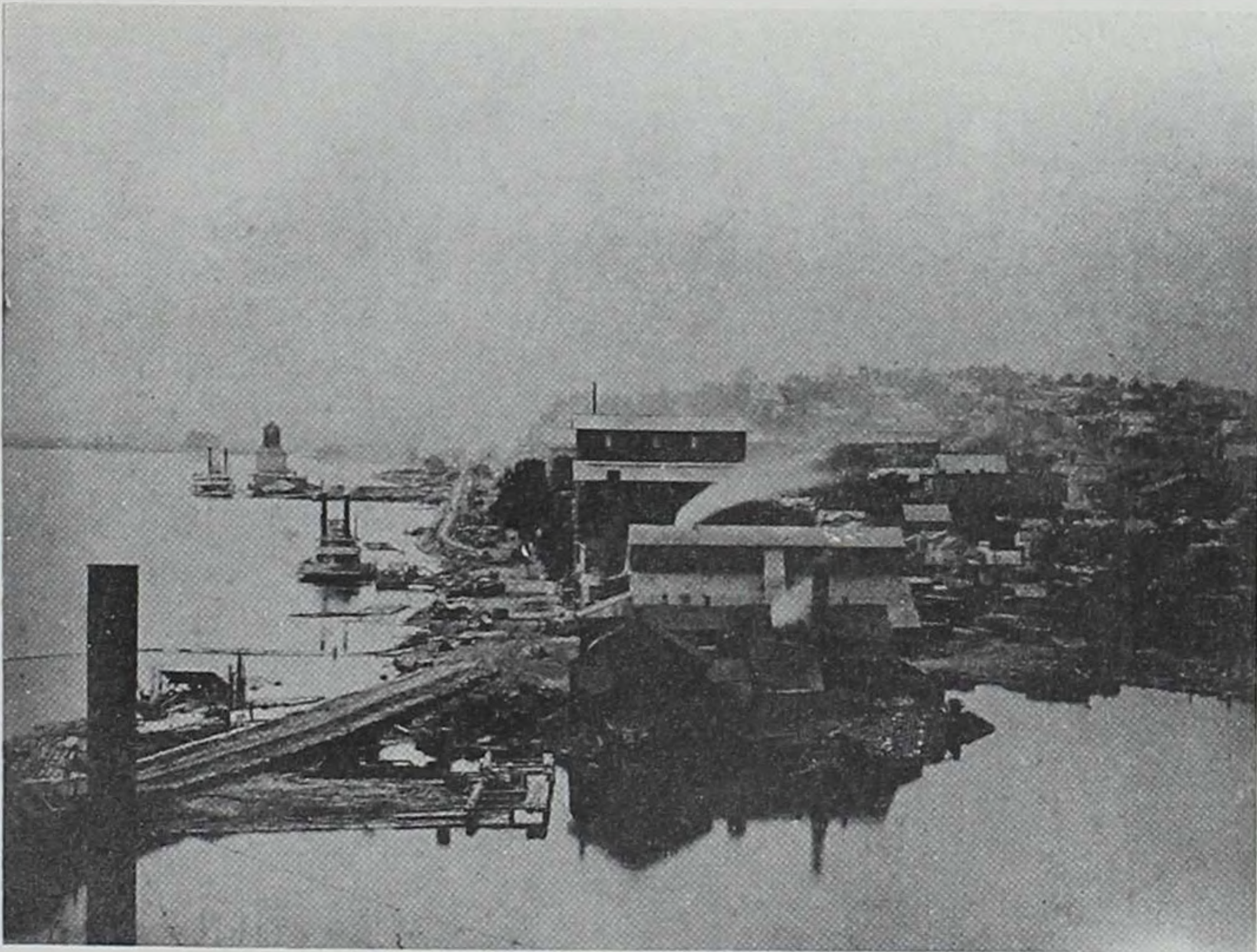
Second Street looking west from Cedar Street. Gas lights had been introduced in 1857 and general activity prevailed in the horse and buggy days of bustling Muscatine.



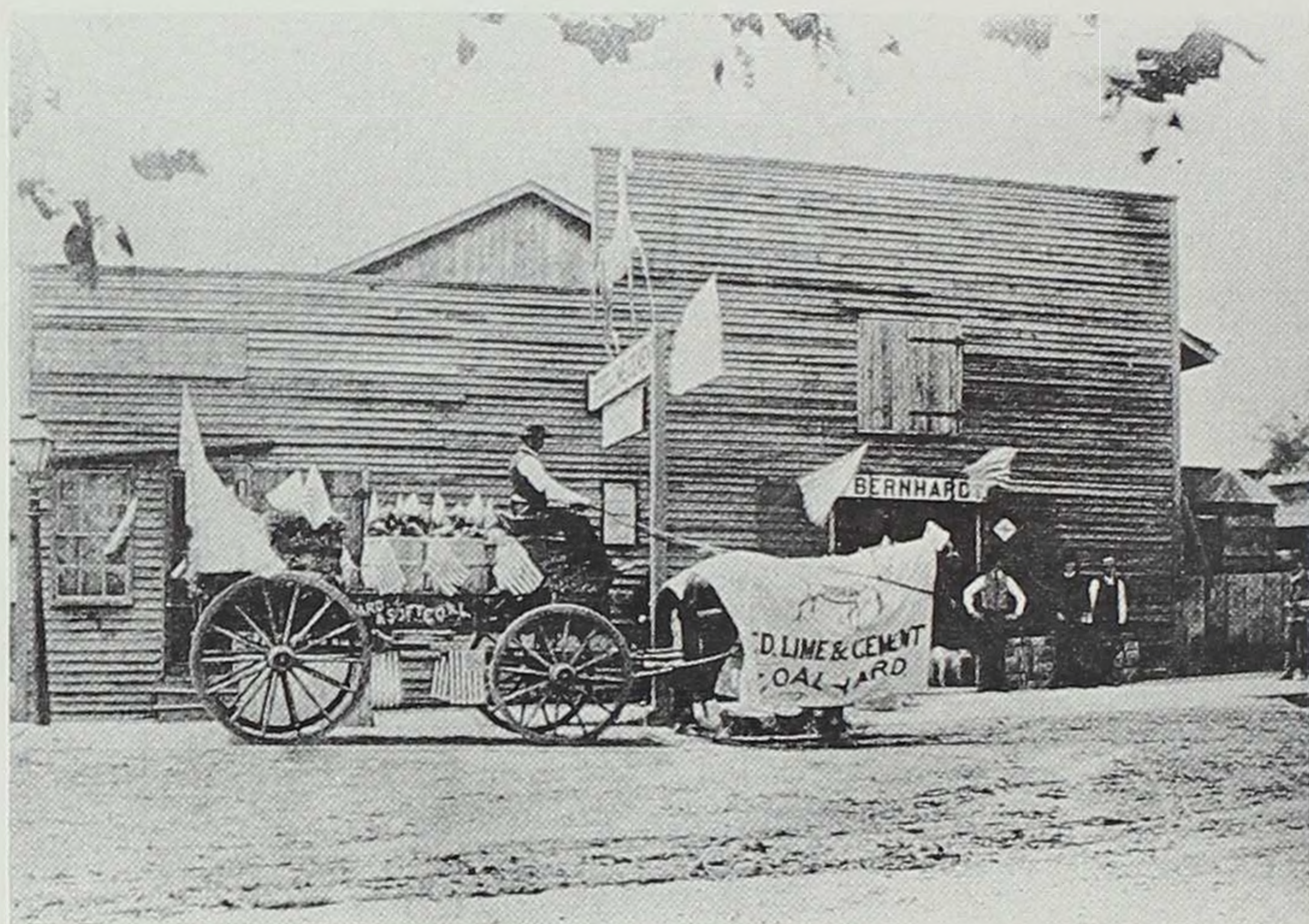
Bennett's Flour Mill was built by Joseph Bennett in 1848 and destroyed by fire August 23, 1851, with a loss of \$33,000. Rebuilt by Bennett the same year, it was bought in 1869 (the year of photo) by J. B. Hale and called "Muscatine Mills." Used as sash and door factory by Huttig Brothers from 1876 to 1879. Purchased by Muscatine Oat Meal Company in 1879.



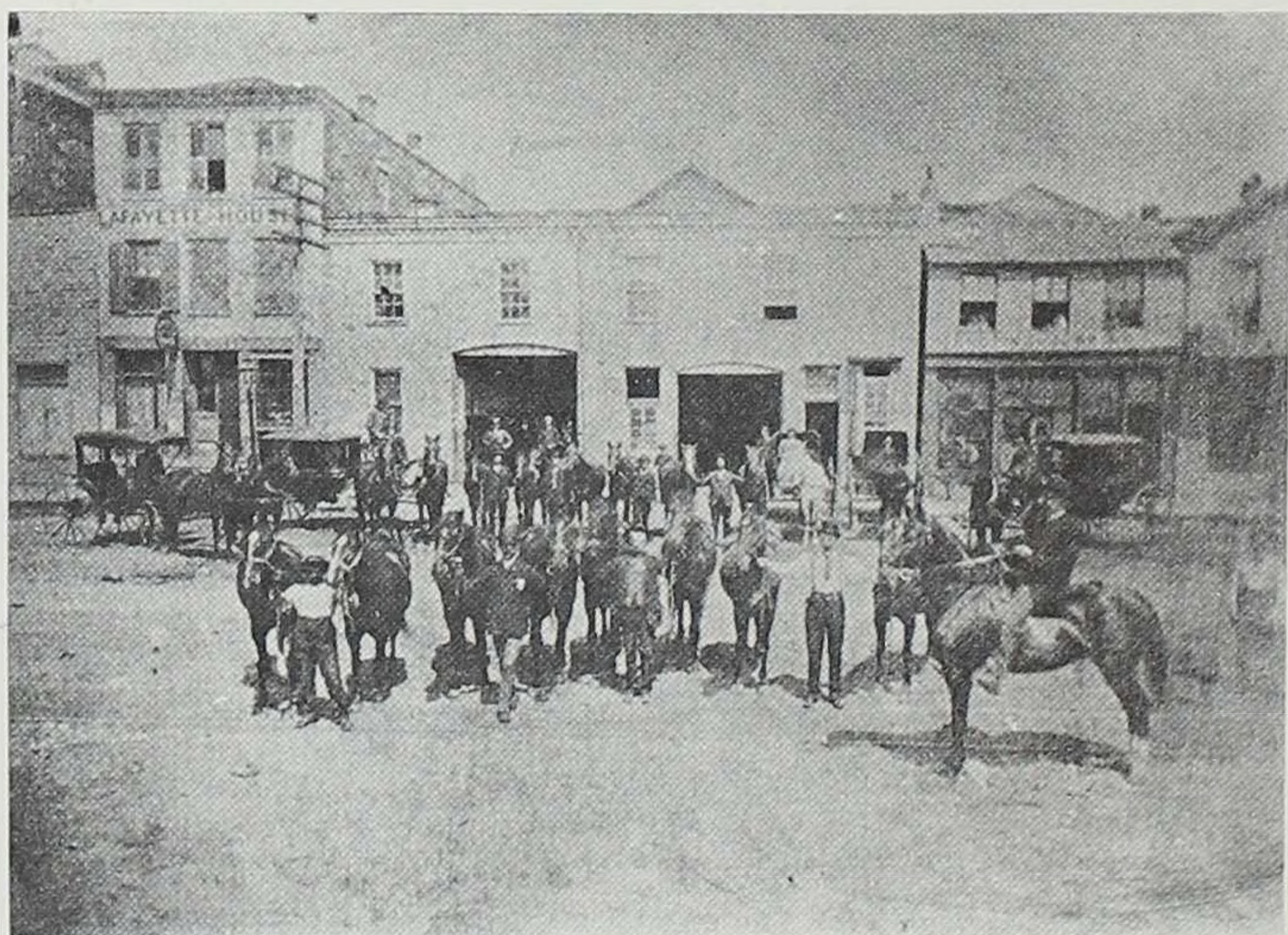
East side of Mad Creek — looking west. Richies Elevator at left center. Steamboats and raftboats made Muscatine a thriving river port.



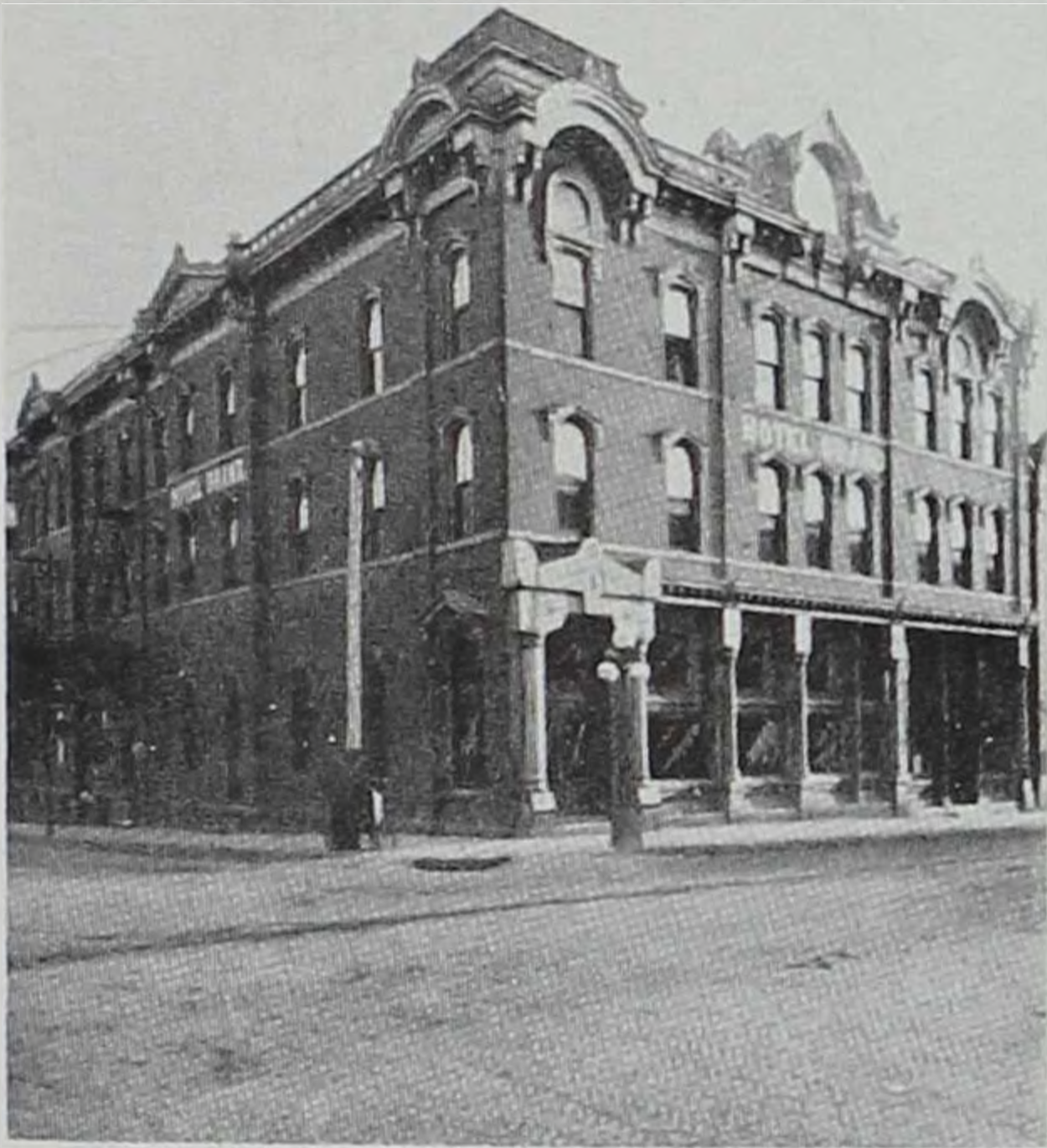
Hershey's Mill as it appeared in early 1860's. Built in 1857 by Benjamin Hershey near the head of Muscatine Slough, it replaced an older and smaller mill which had been built by Jacob Hershey in 1850, and run by Benj. Hershey after 1853.



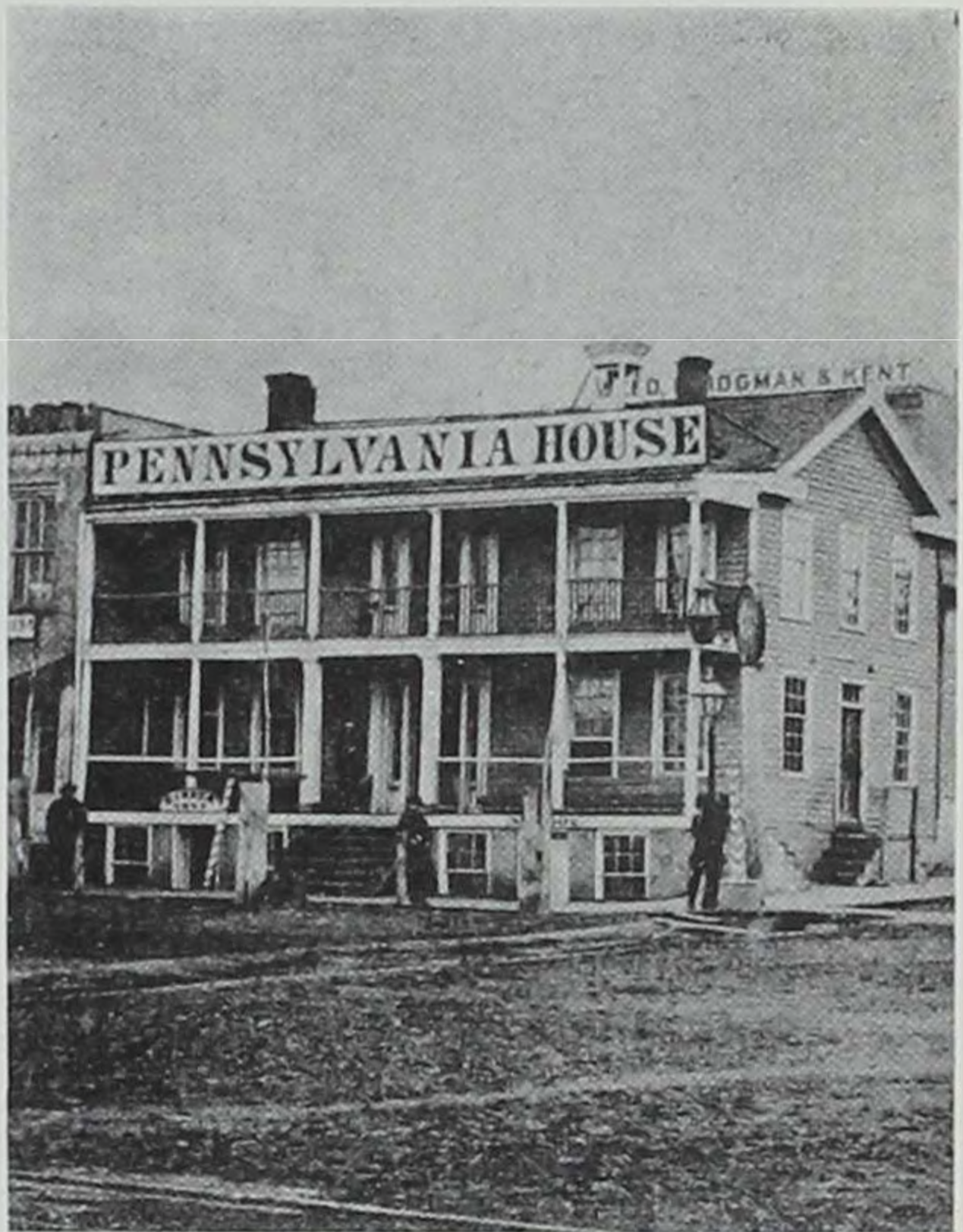
Bashaw Feed Stable was established by F. Bernhardt in 1867 on present site of Y.M.C.A. building. Used for a feed barn and later a coal, lime, and cement store. Totally destroyed by fire on March 26, 1895. Photo taken by E. B. Edwards on Labor Day in 1880's.



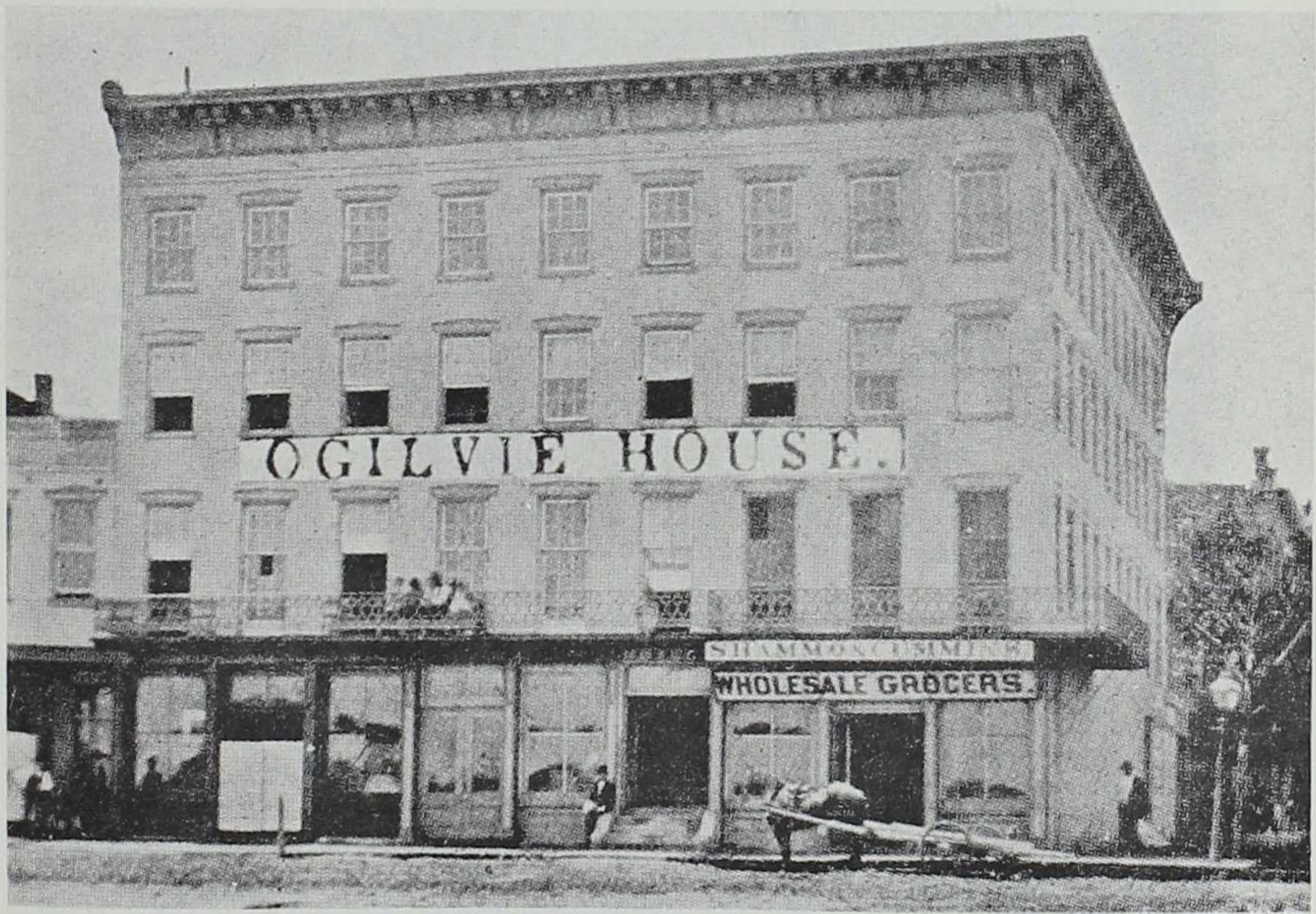
Snyder's Livery Stable at 211-213 West Front Street as it looked in 1879-1880. On April 7, 1899, Snyder's Stable burned with a loss of 10 horses. It was rebuilt by Ottie Snyder, then owner. Dennis Jordan's Lafayette House stands at left.



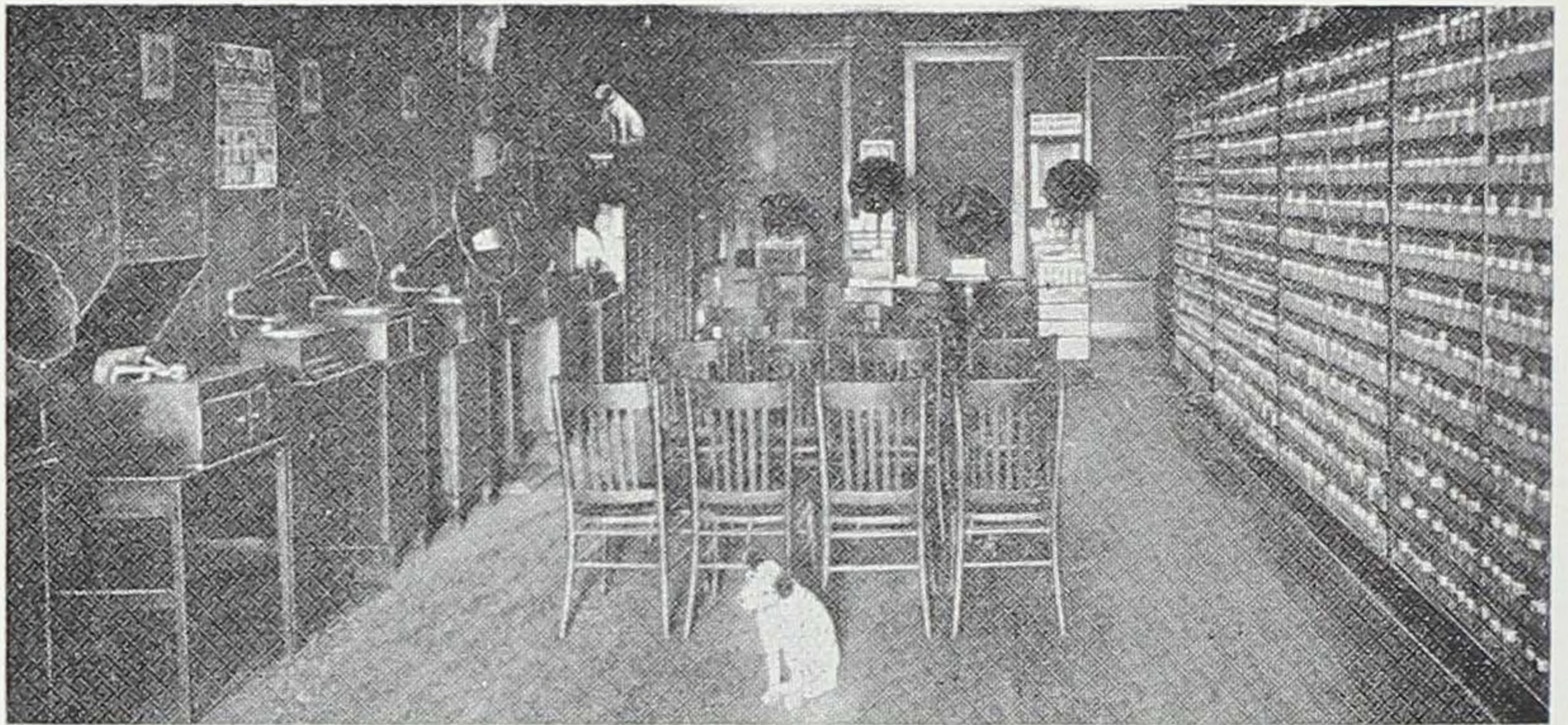
Hotel Grand, J. G. Dermedy, Proprietor.
Opened to public August 2, 1897.



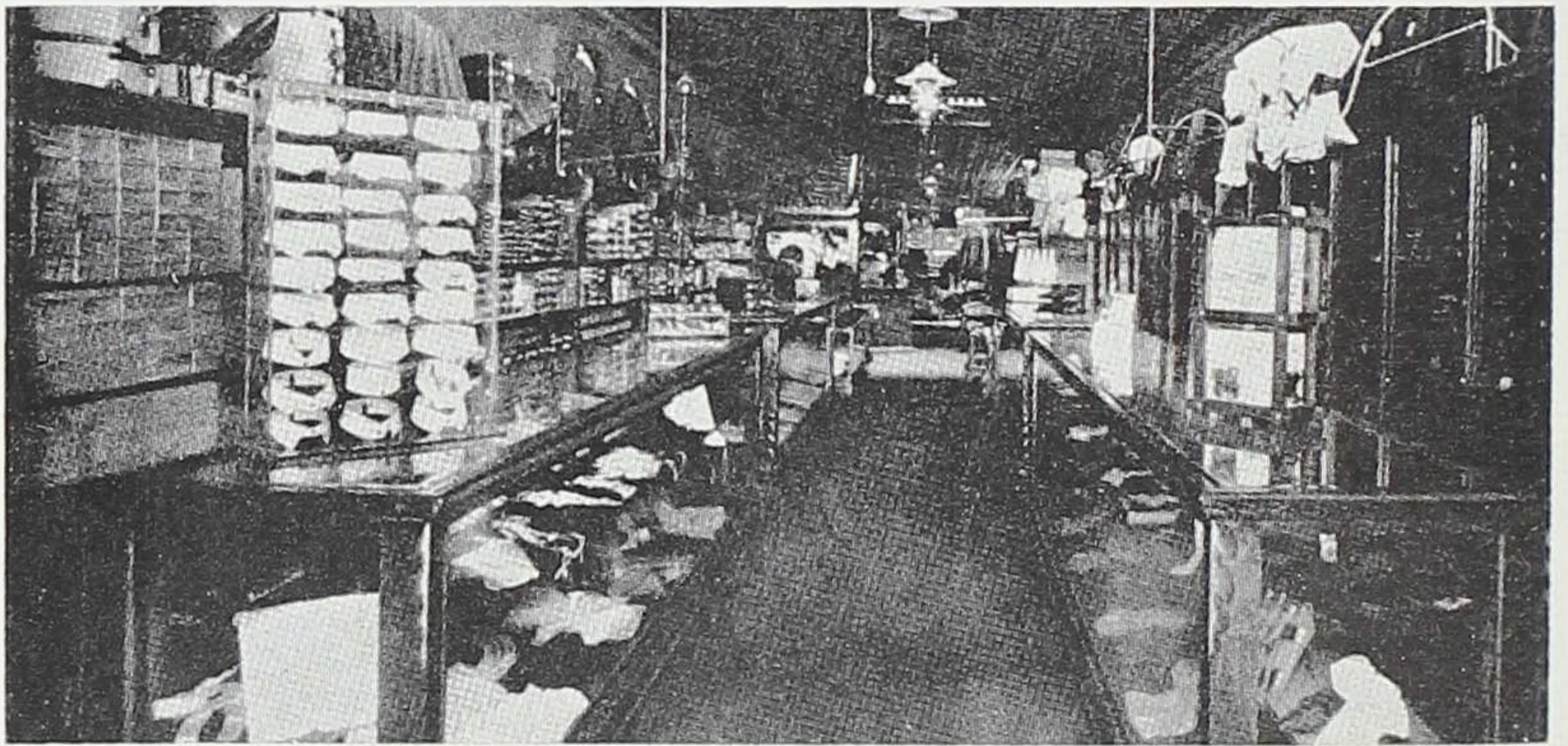
Pennsylvania House — located at corner of
Chestnut and Front streets — 1869.



Ogilvie House — George Low, Proprietor, NW Corner First and Iowa Ave.



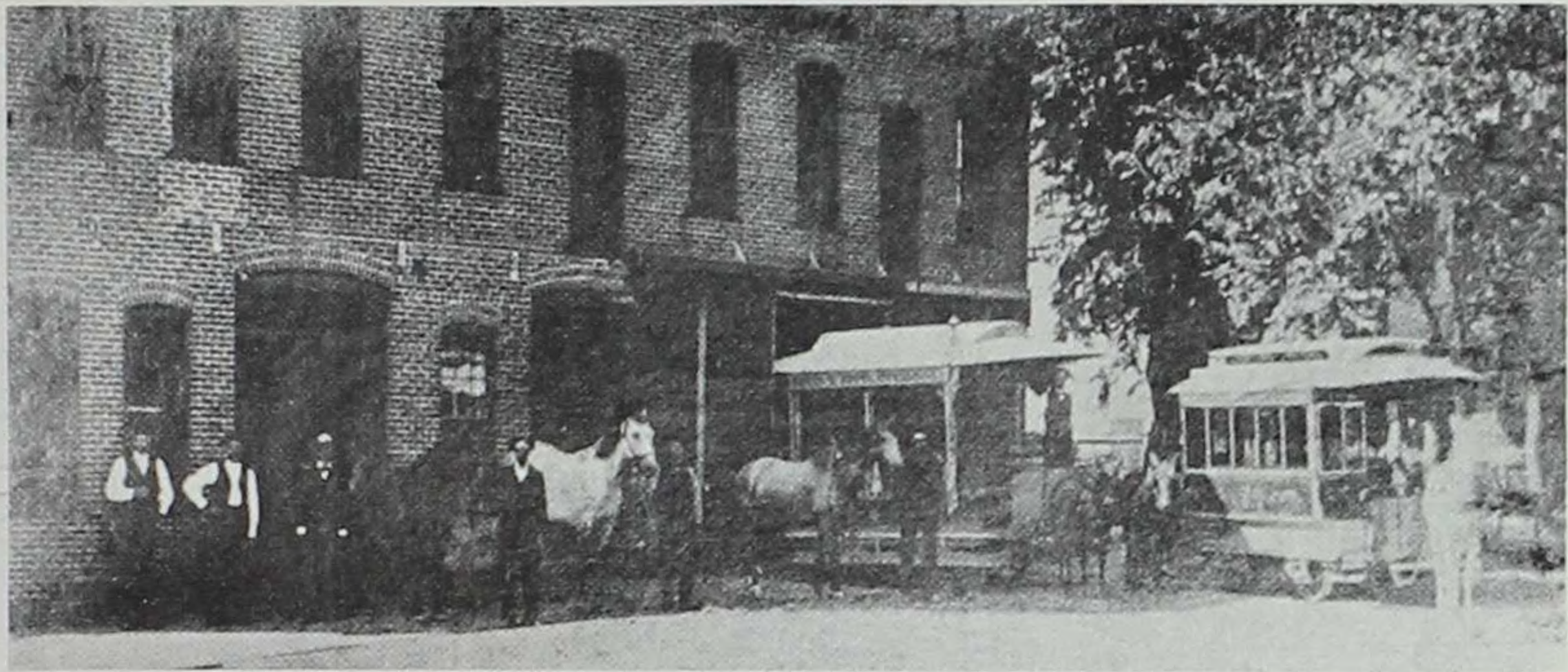
Muscatine Store Victrola Room



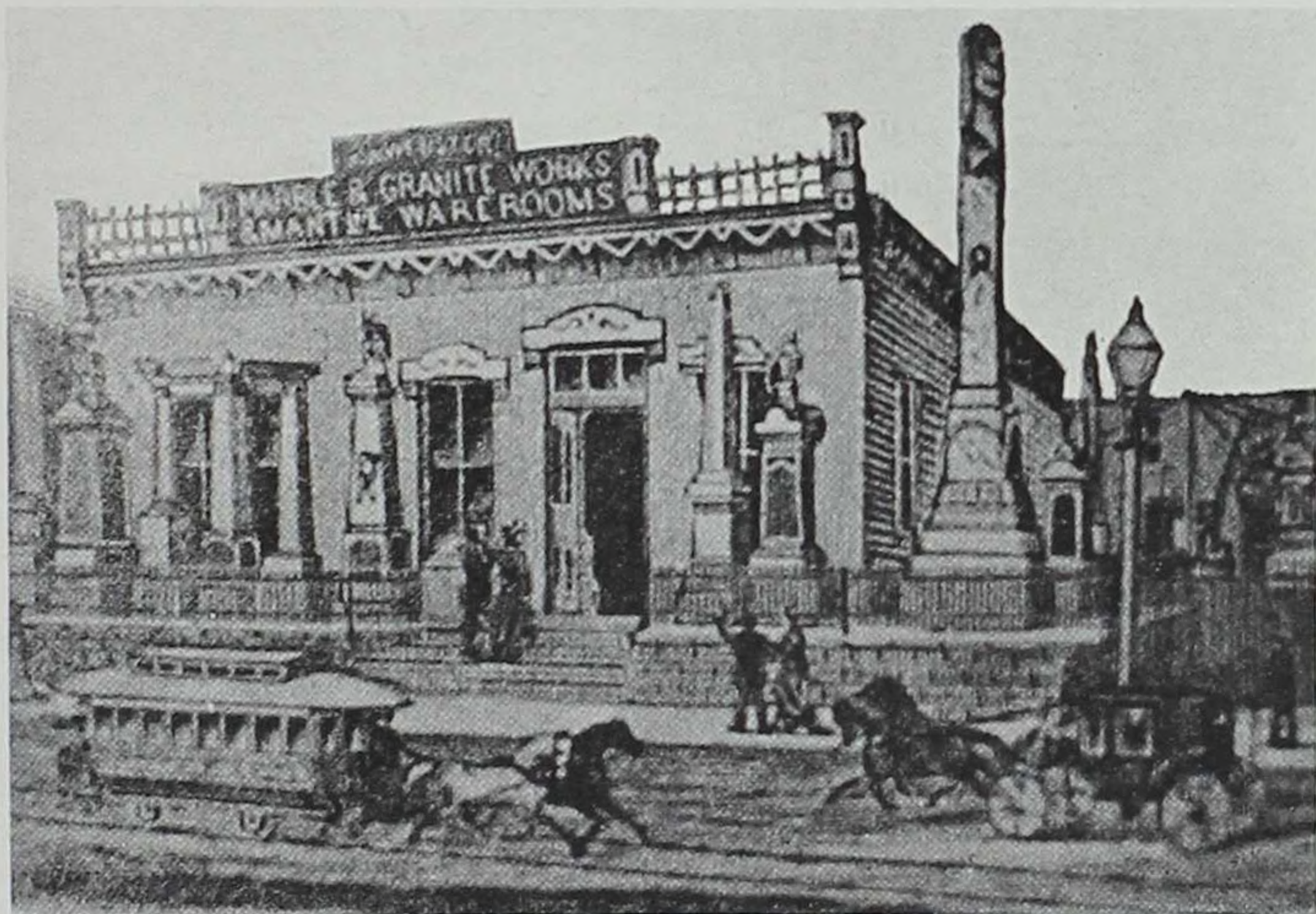
Cohn Mercantile Company, Gents' and Boys' Clothing and Furnishings



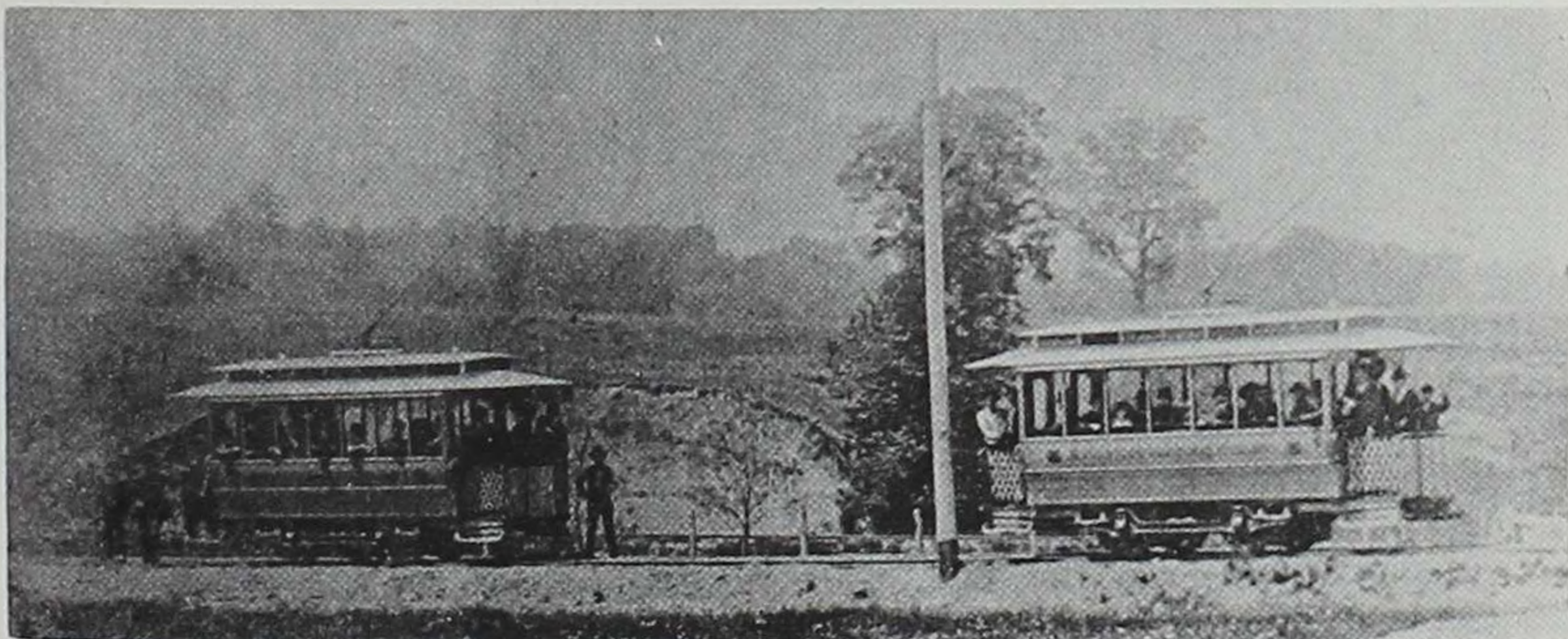
Interior of McQuesten Hardware Company Store.



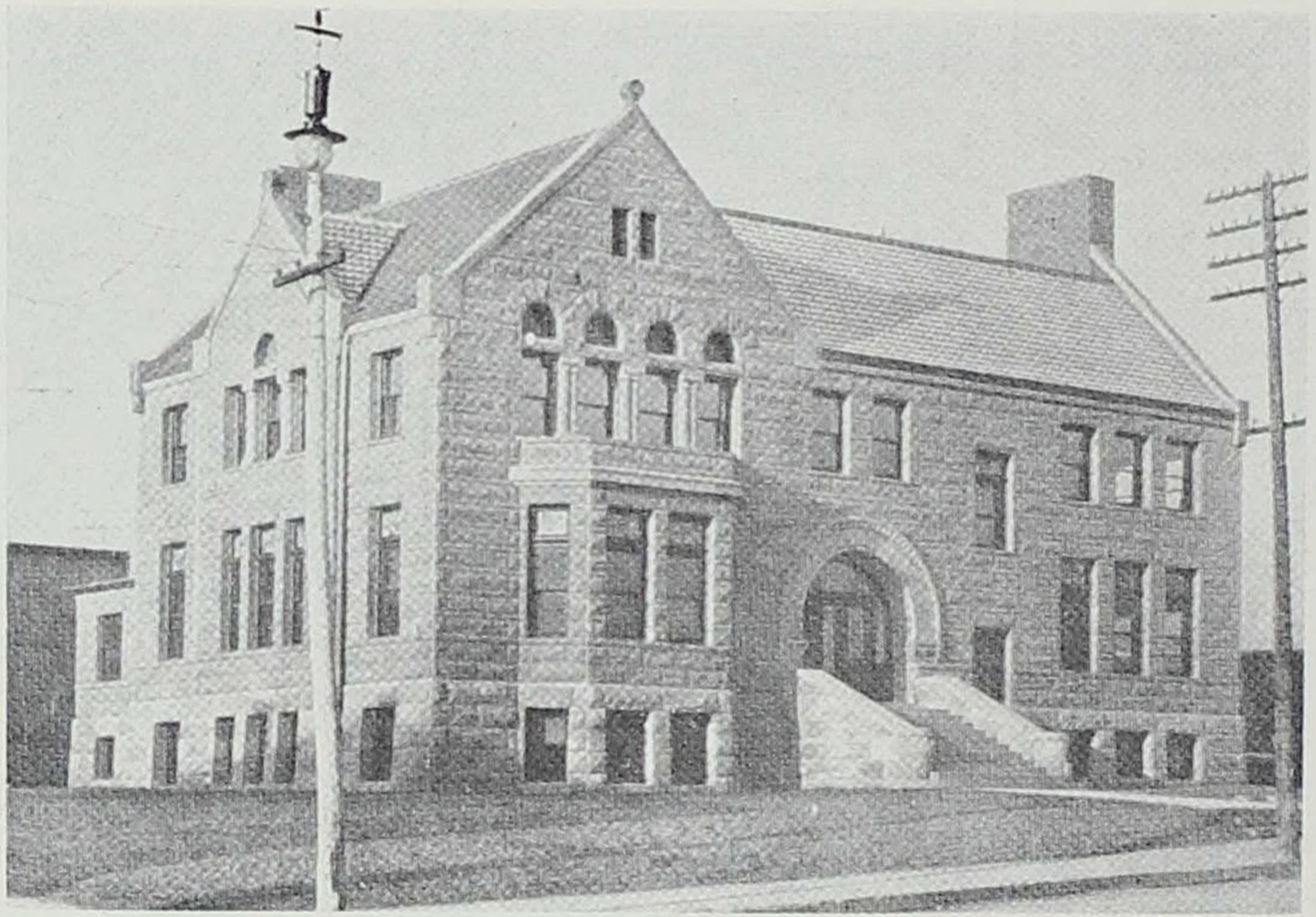
Old Street Car Barn about 1887-1888. Located SW corner Third and Mulberry. First cars, operated by horse and mule power, ran September 11, 1883.



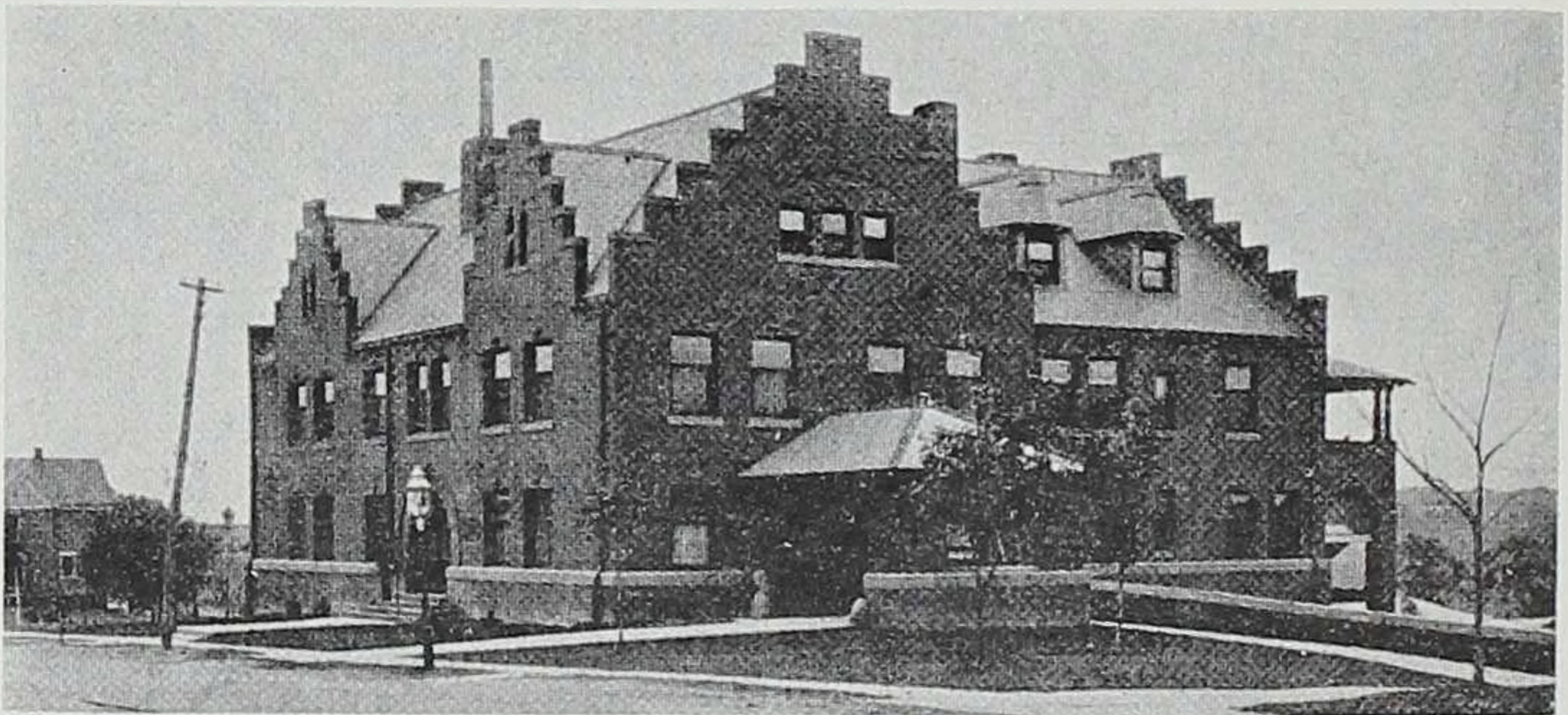
Street cars, drawn by horses, passing the W. W. Webster Marble & Granite Works in 1883. Located on NE corner of Second and Cedar streets.



Inauguration of first electric street cars in Muscatine on May 30, 1893.



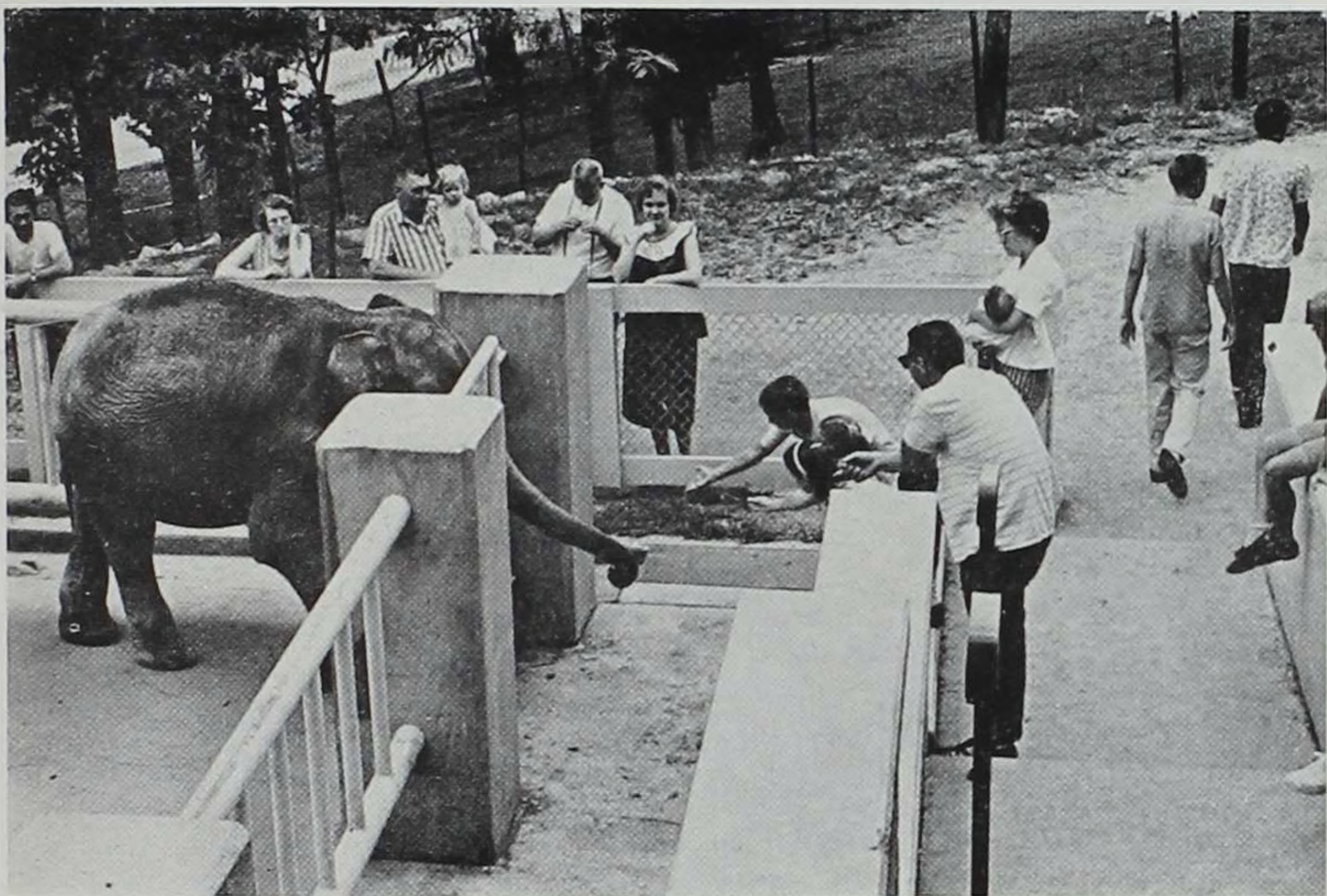
P. M. Musser Public Library — Dedicated December 20, 1901.



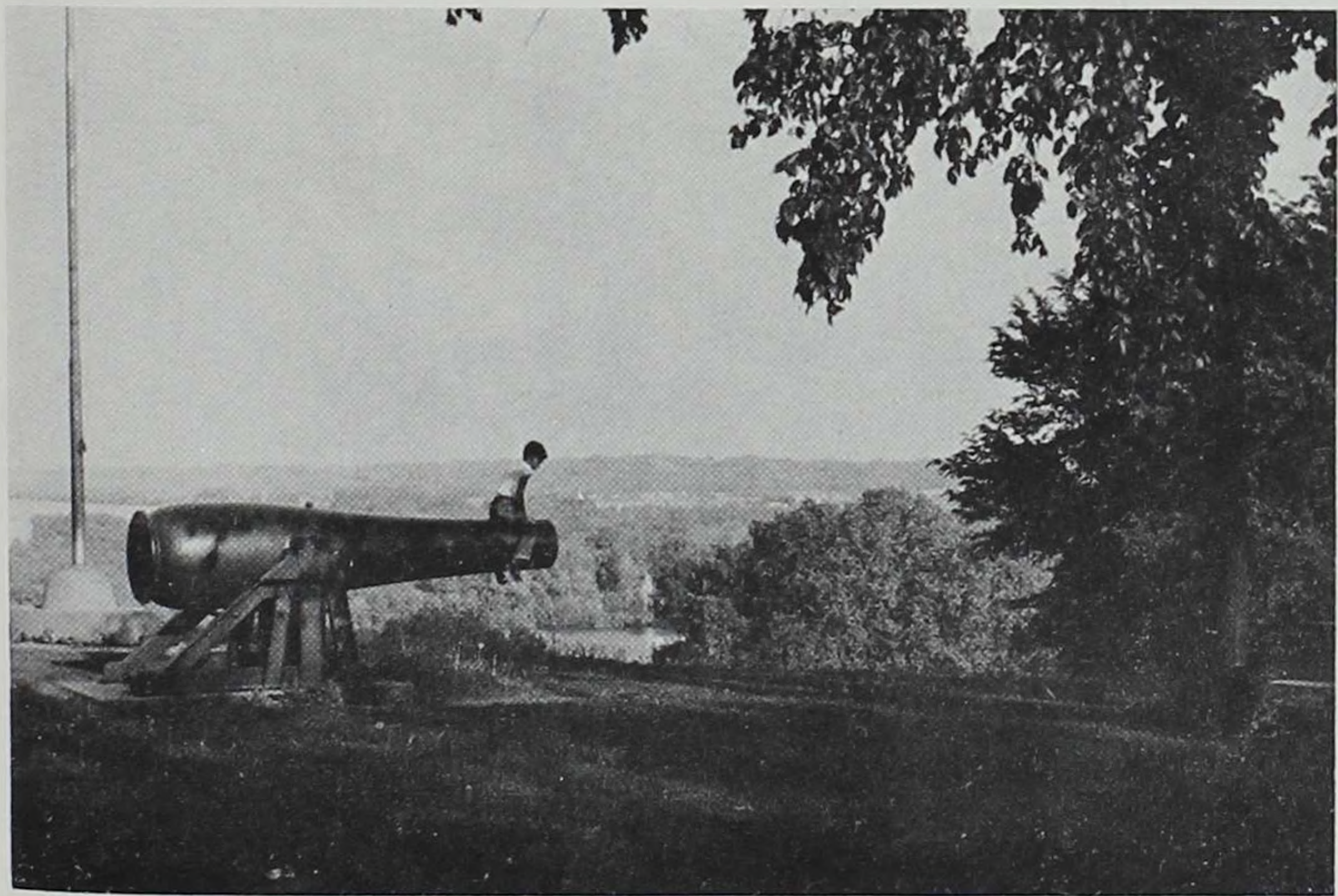
Hershey Memorial Hospital — 1902 (Hershey Memorial Hospital Home).



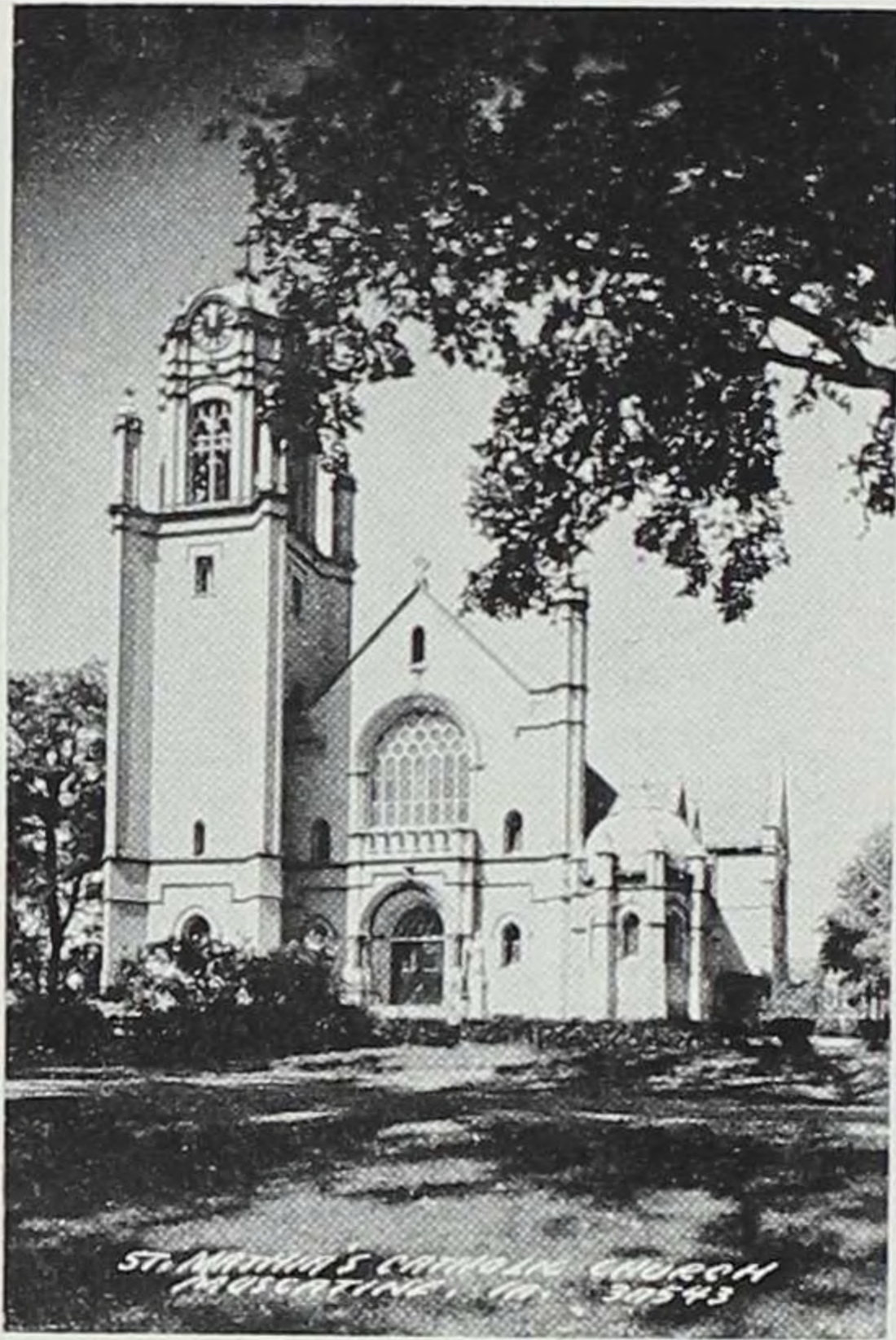
Muscatine Y.M.C.A.



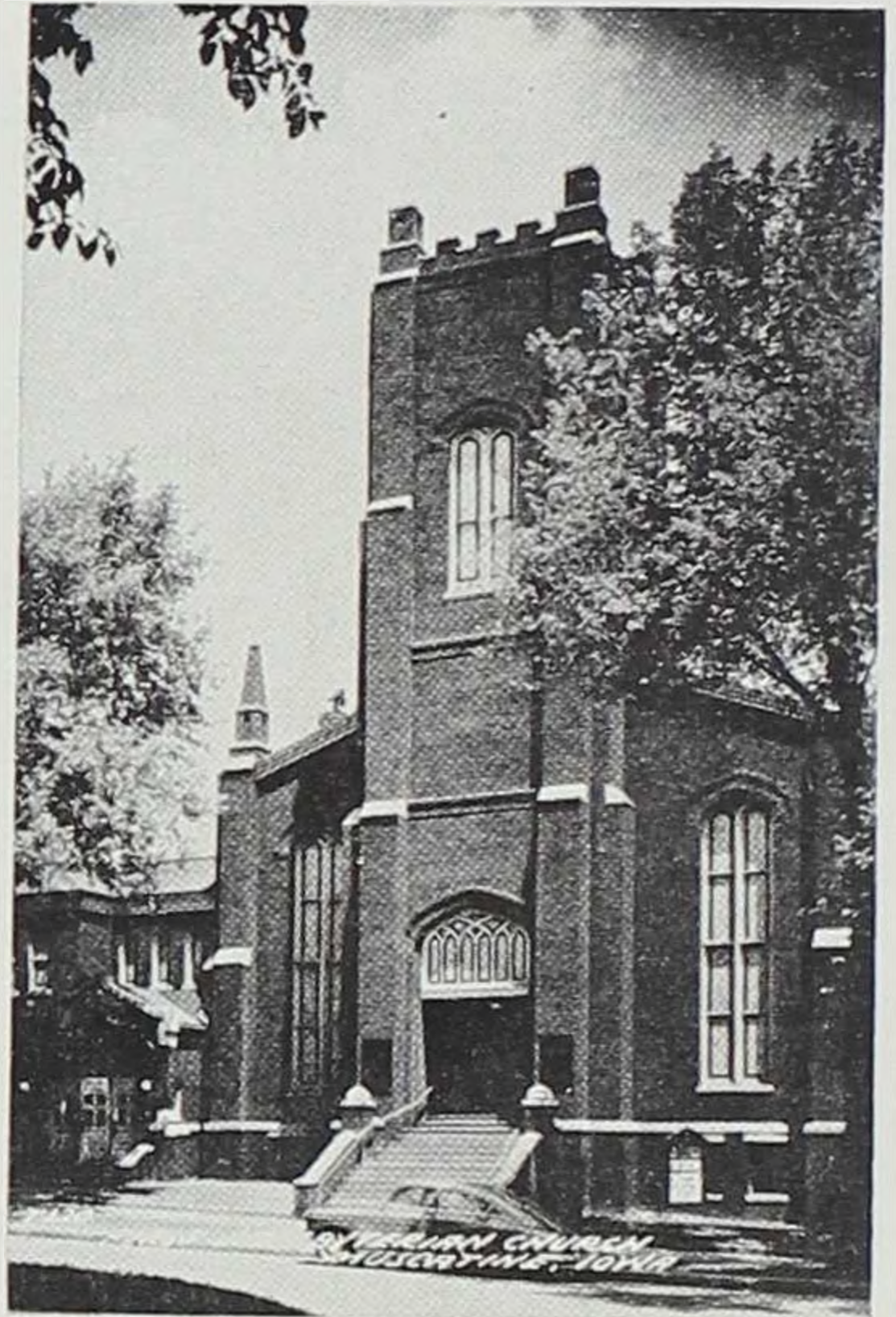
Children feeding elephant at the Zoo in Weed Park. Dr. James Weed donated sixty acres of land on East Hill for City Park on May 13, 1899.



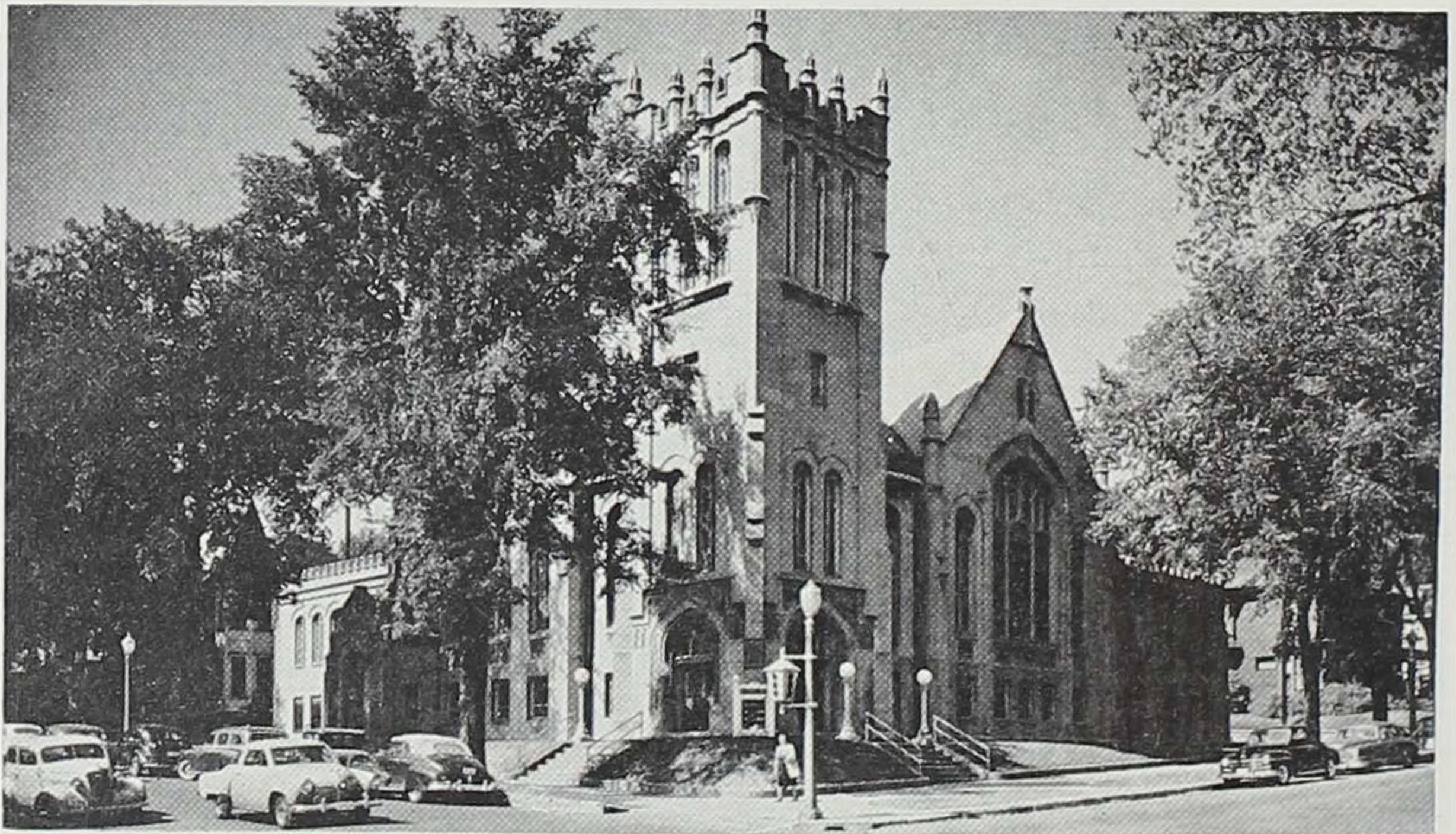
Cannon overlooking the Mississippi River in Weed Park.



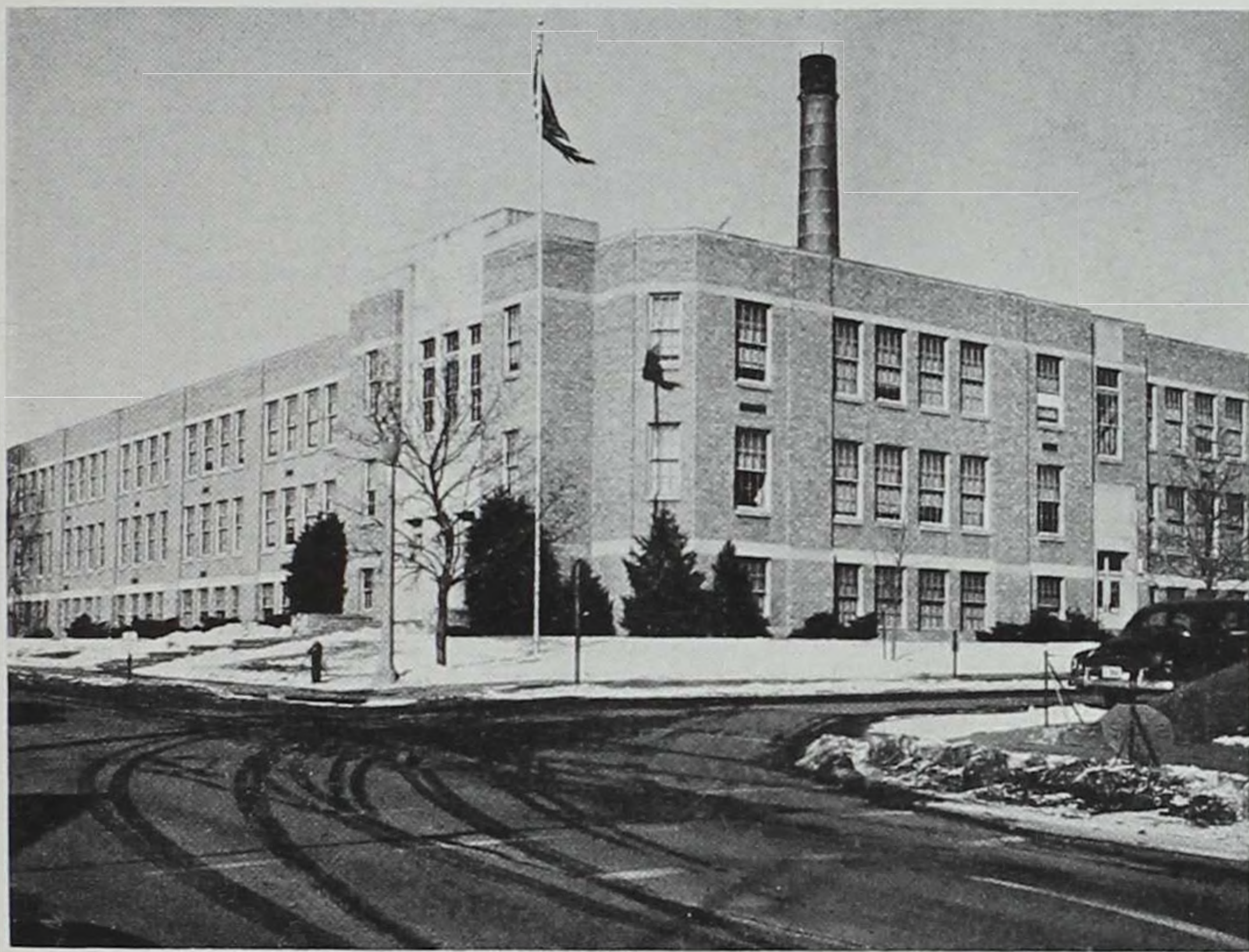
St. Mathias Catholic Church — north side of West 8th Street between Chestnut and Pine. First church erected 1842, second 1856, present 1911.



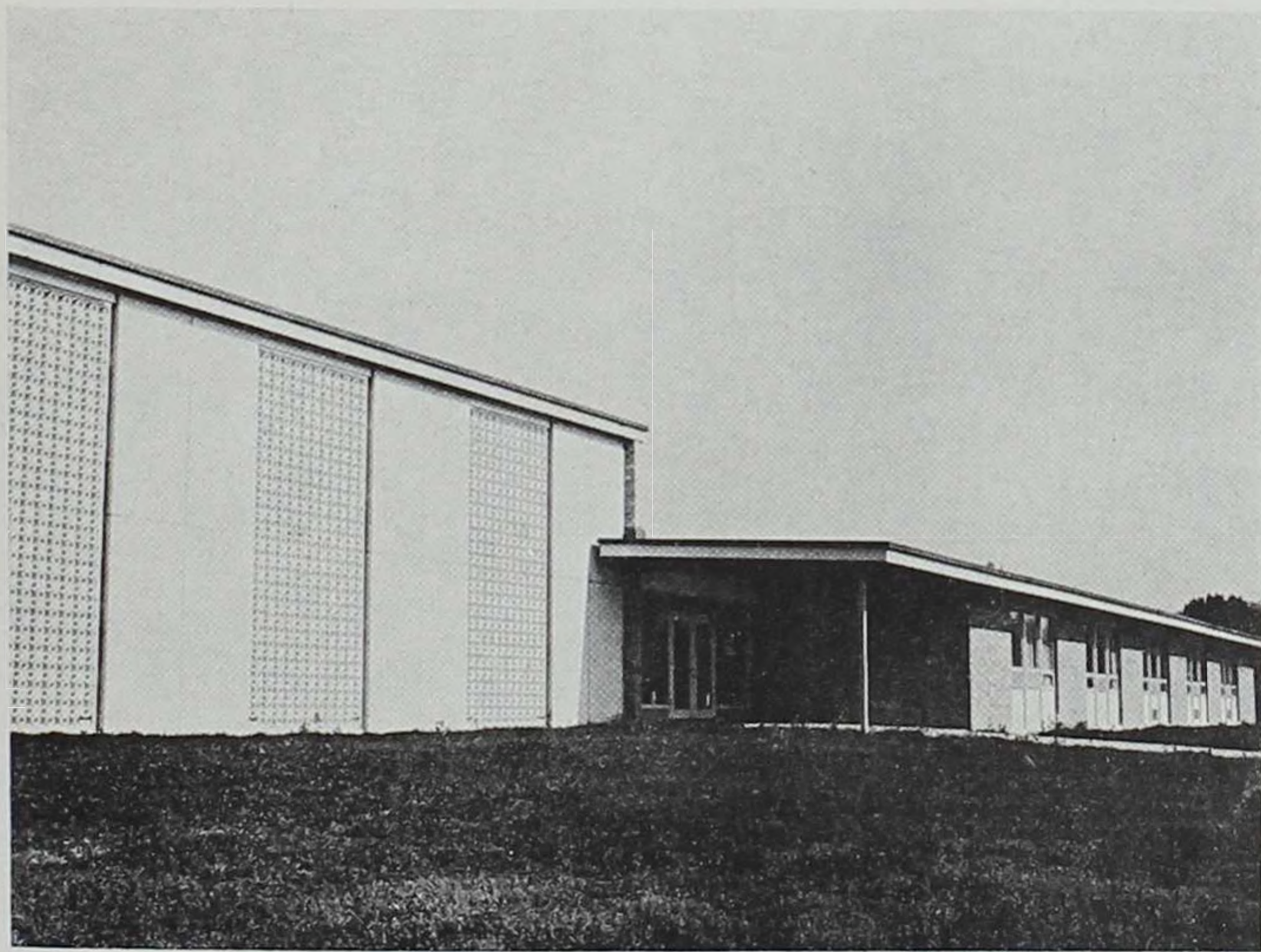
First Presbyterian Church — Iowa Avenue and East Fourth. Organized 1842, first building in 1849, present building in 1856.



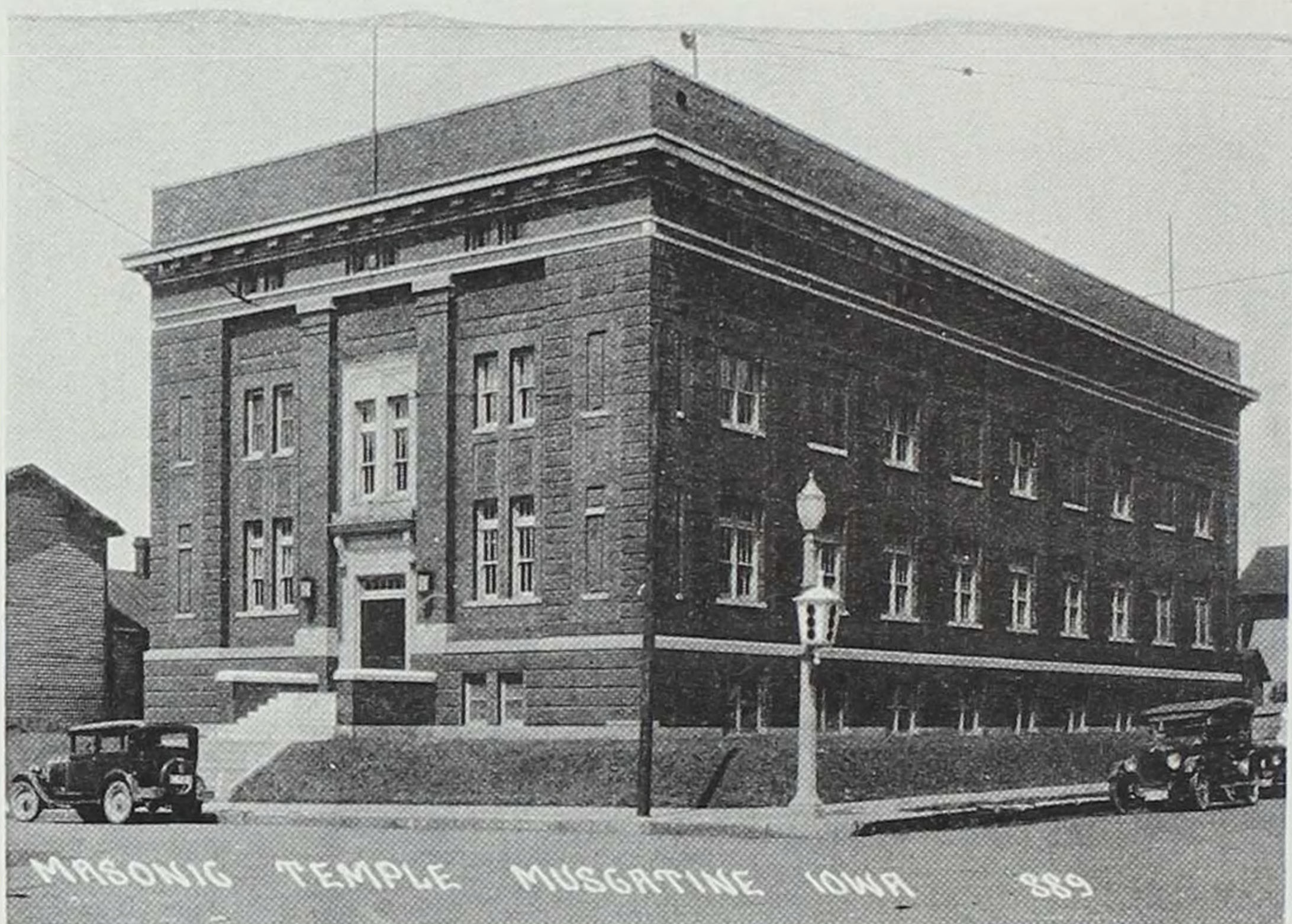
First Methodist Church — Iowa Avenue and West Fourth. The Methodists began their work in 1839. In 1840, J. A. Parvin, recording steward, wrote: "Here in these ends of the earth, the country new, the town small, but few members in class, and we all appear to think too much of this world's goods and too little of our soul's salvation. There are two organized societies in Bloomington, the Methodists and the Presbyterians. The citizens are very much addicted to Sabbath breaking, grog drinking, gambling, swearing, etc. O Thou who holds the destiny of nations and individuals in Thy hand, send salvation to Bloomington!"



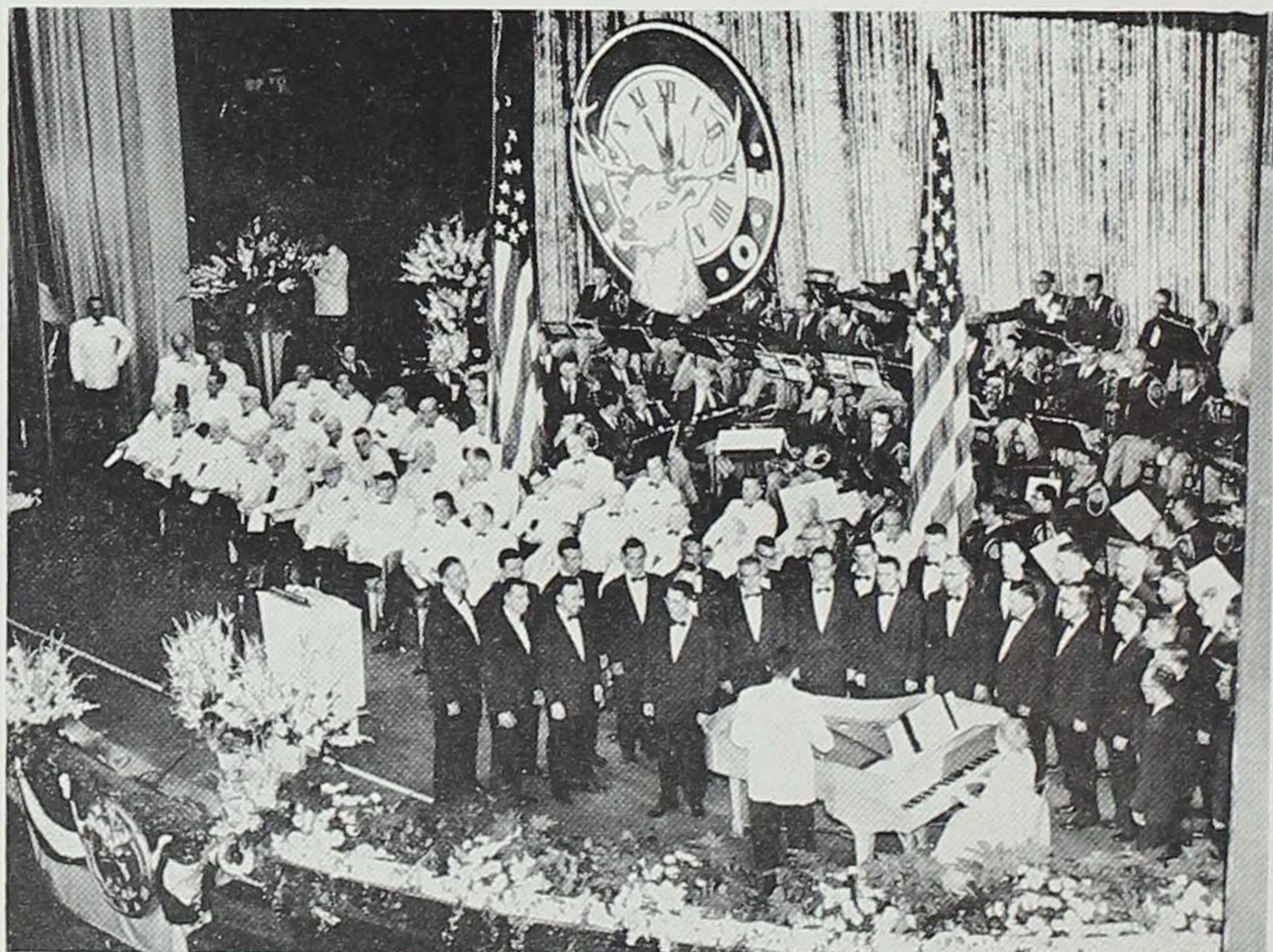
Muscatine High School
One of the first in Iowa and one of the largest in 1964.



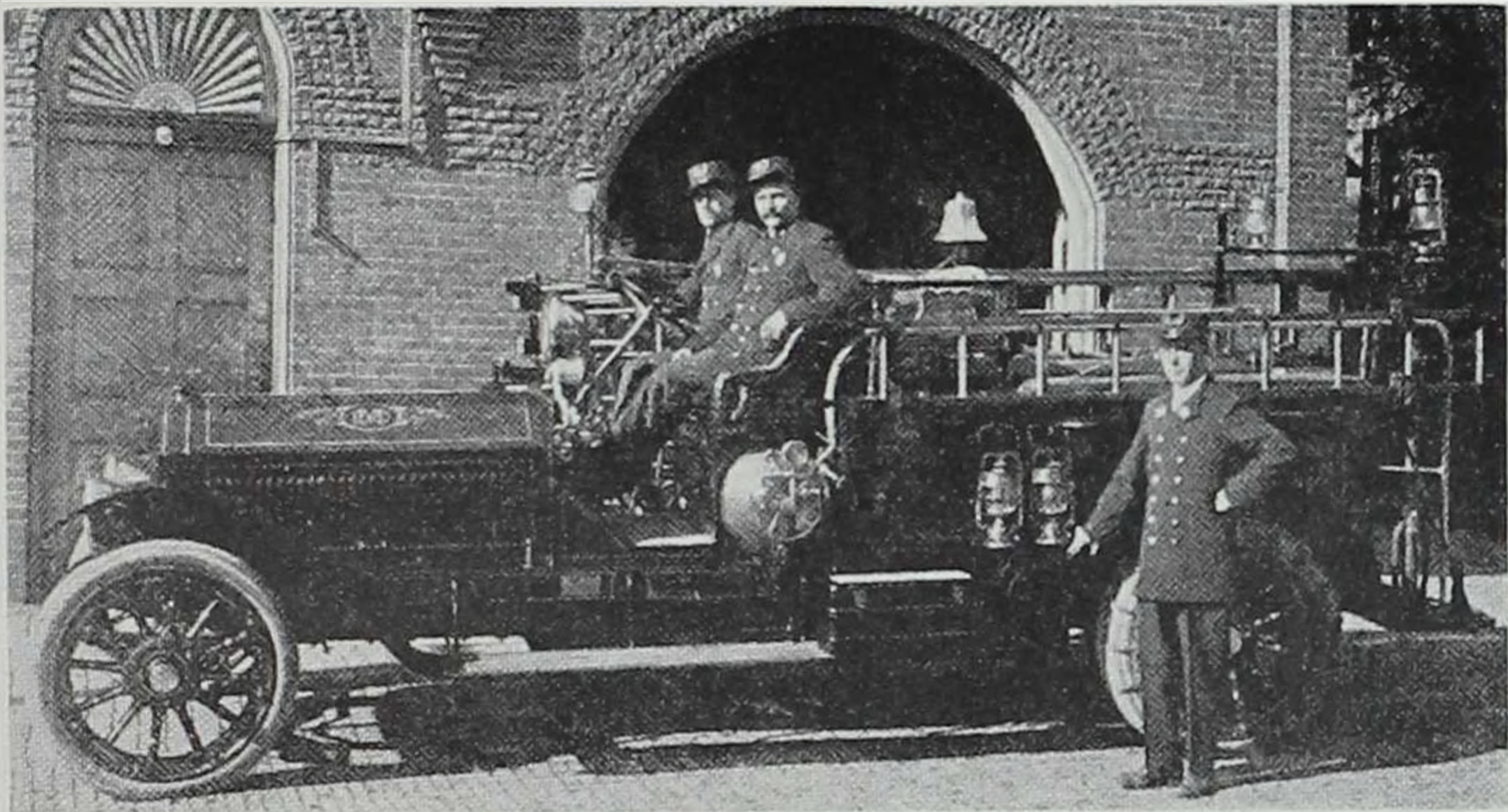
Muscatine Community College
A public, two-year, non-denominational school — over 400 students.



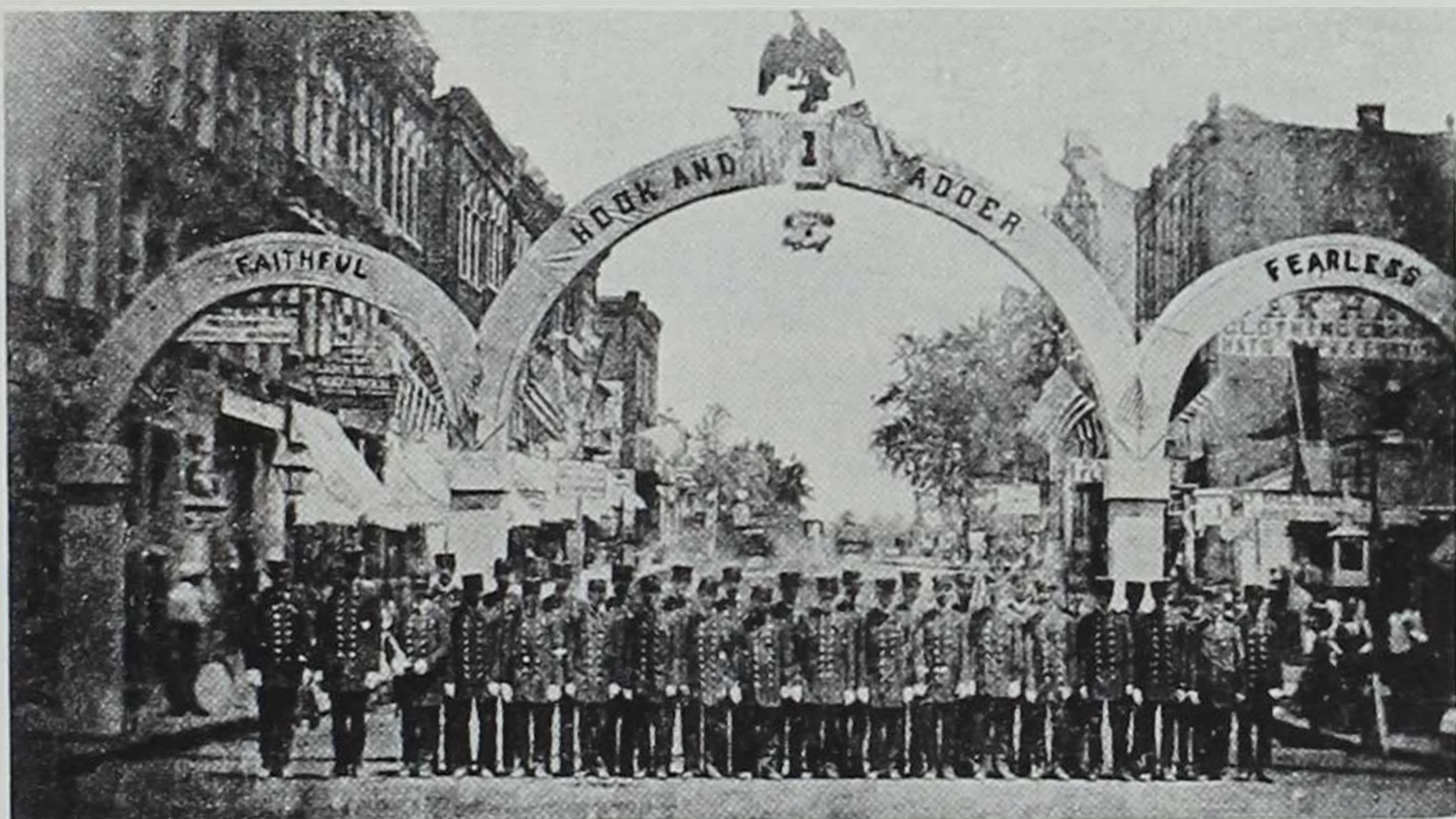
Masonic Temple. Muscatine claims to have had the first Masonic Temple in Iowa in conjunction with the Episcopal Church — 1841.



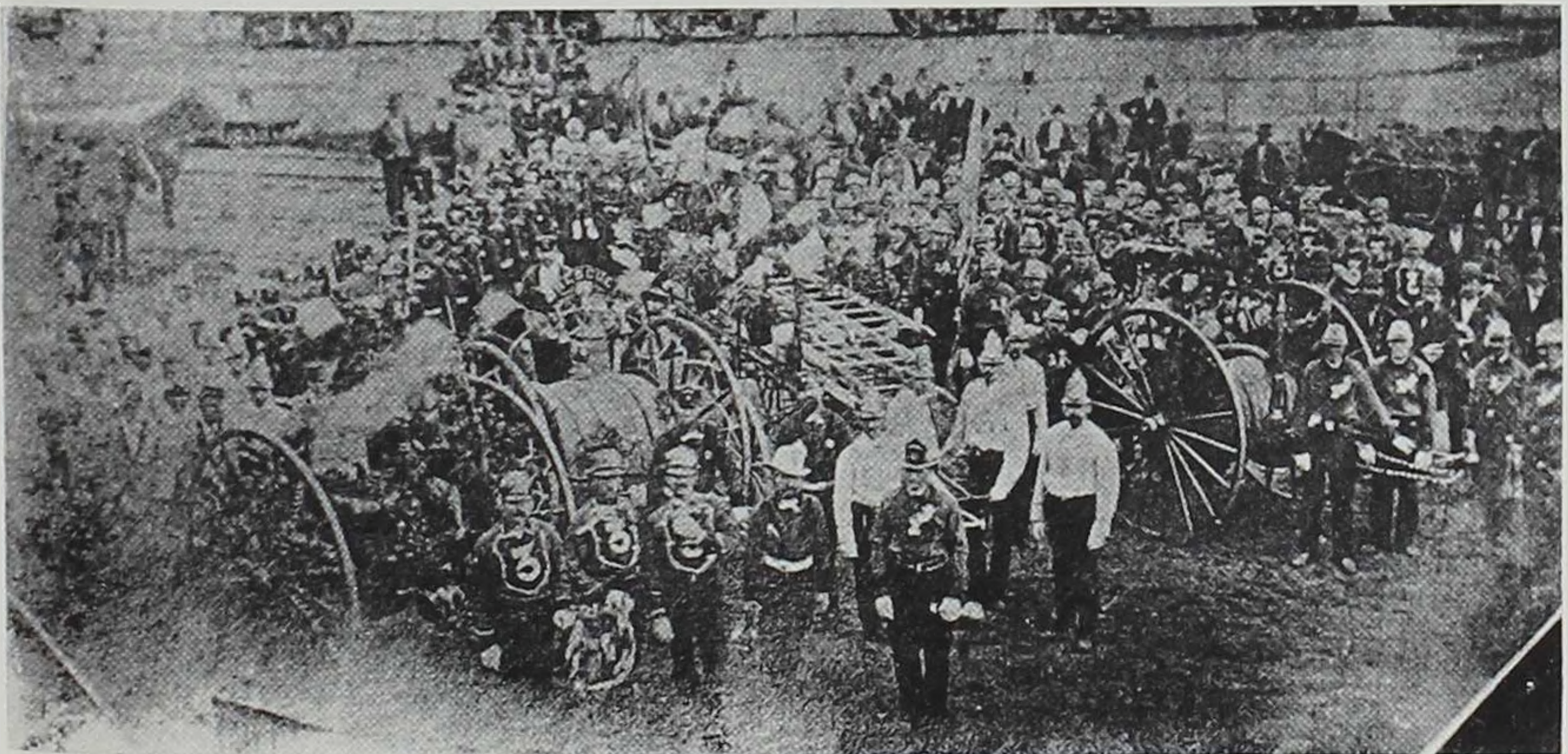
National Champion Muscatine Elks Club Men's Chorus at Los Angeles. The B.P.O.E. No. 304, was organized at Muscatine in 1895.



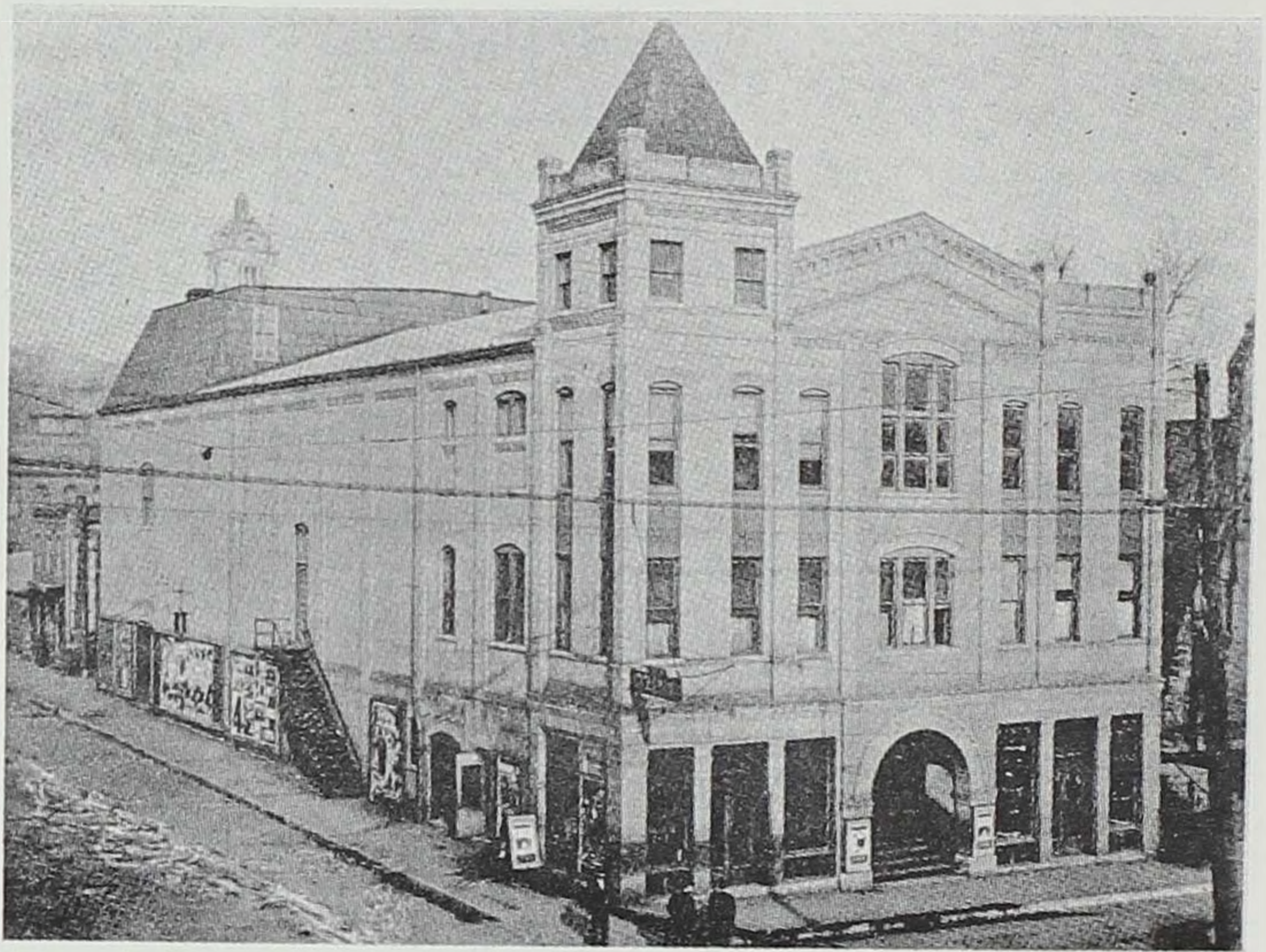
Muscatine firemen display new equipment. Department organized 1875.



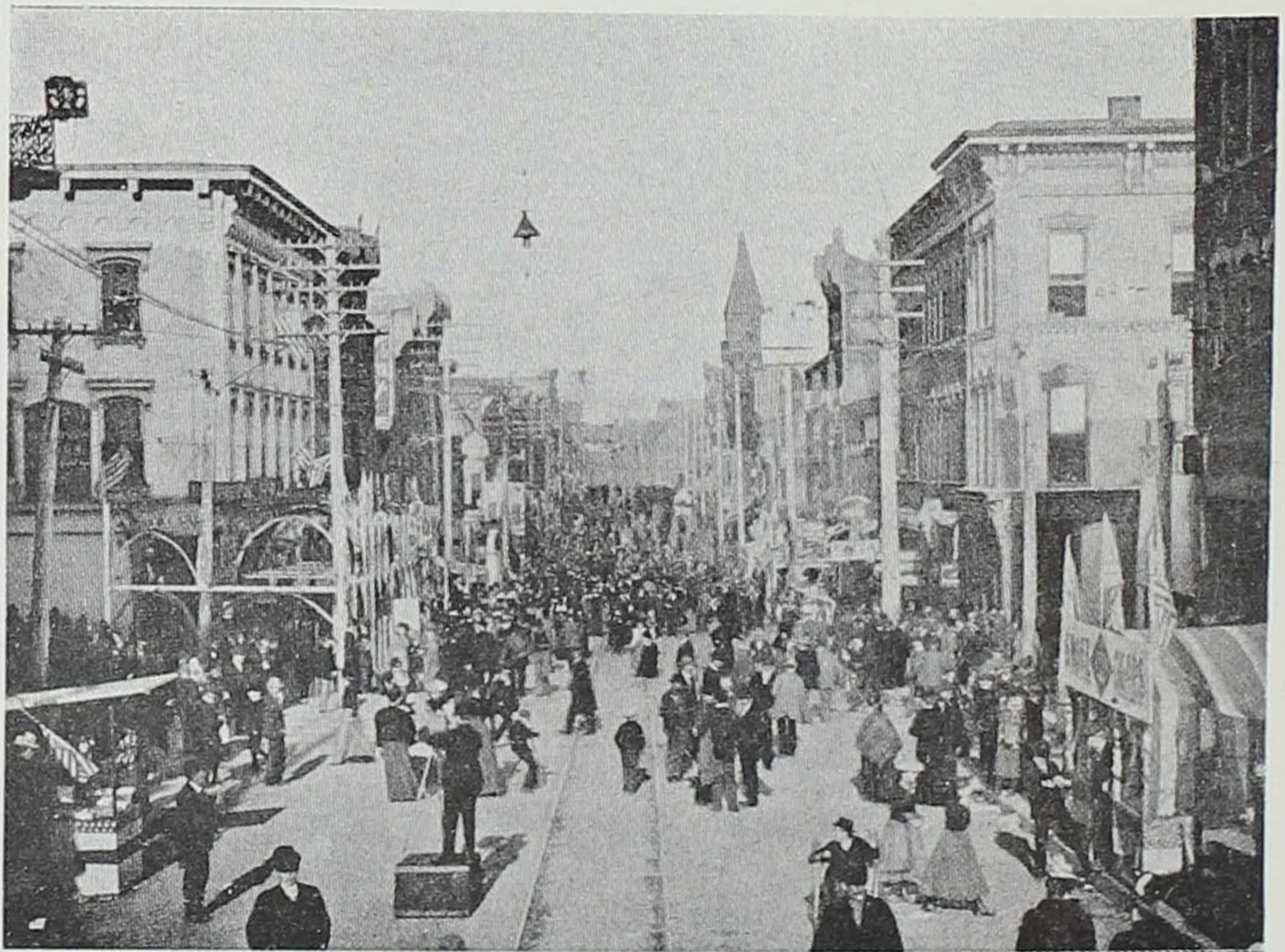
Relief Hook & Ladder Company under arch built on Papoose bridge.



Four companies of Muscatine Fire Department ready to parade in 1878.



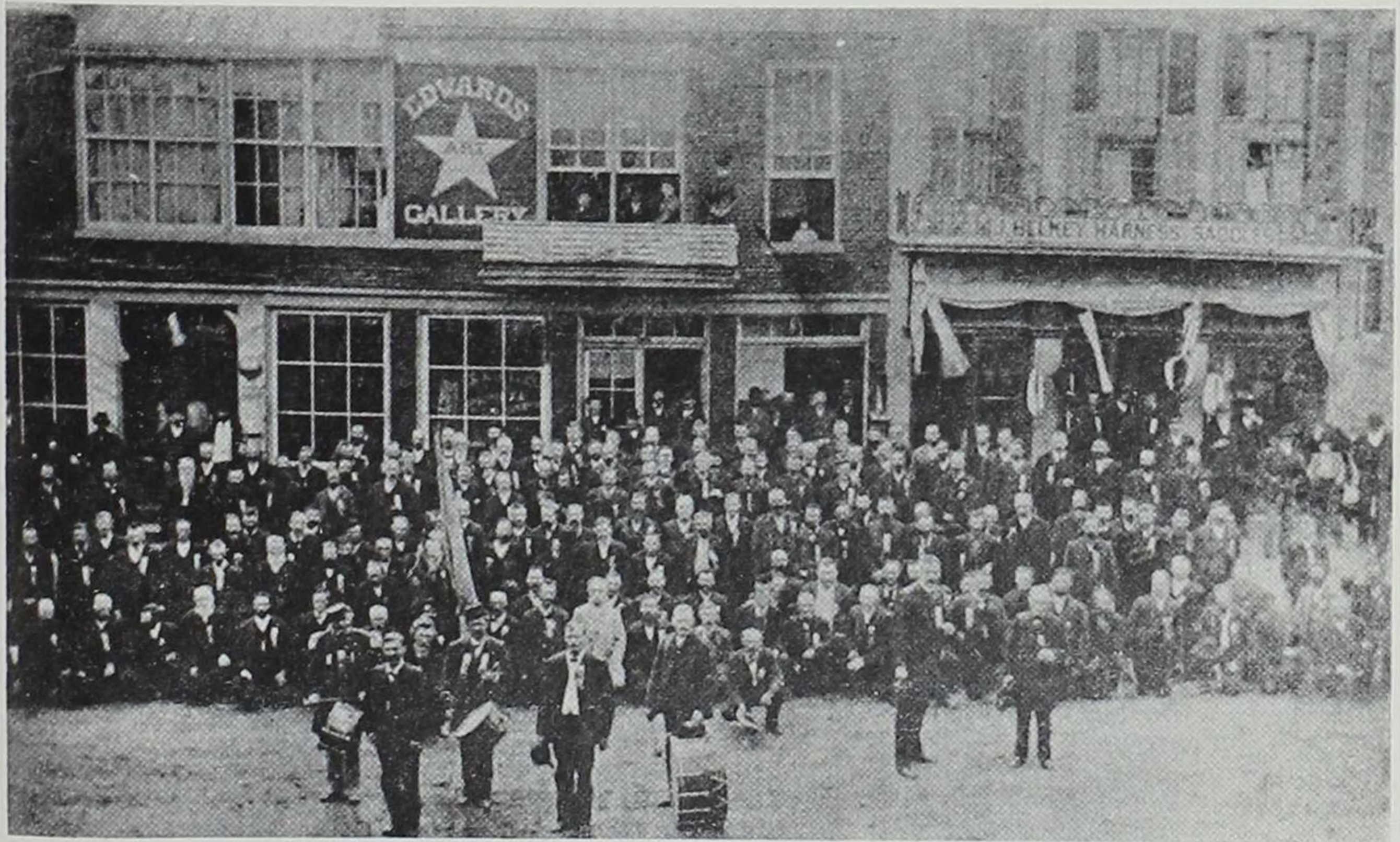
Grand Opera House



Second Street during a Fair



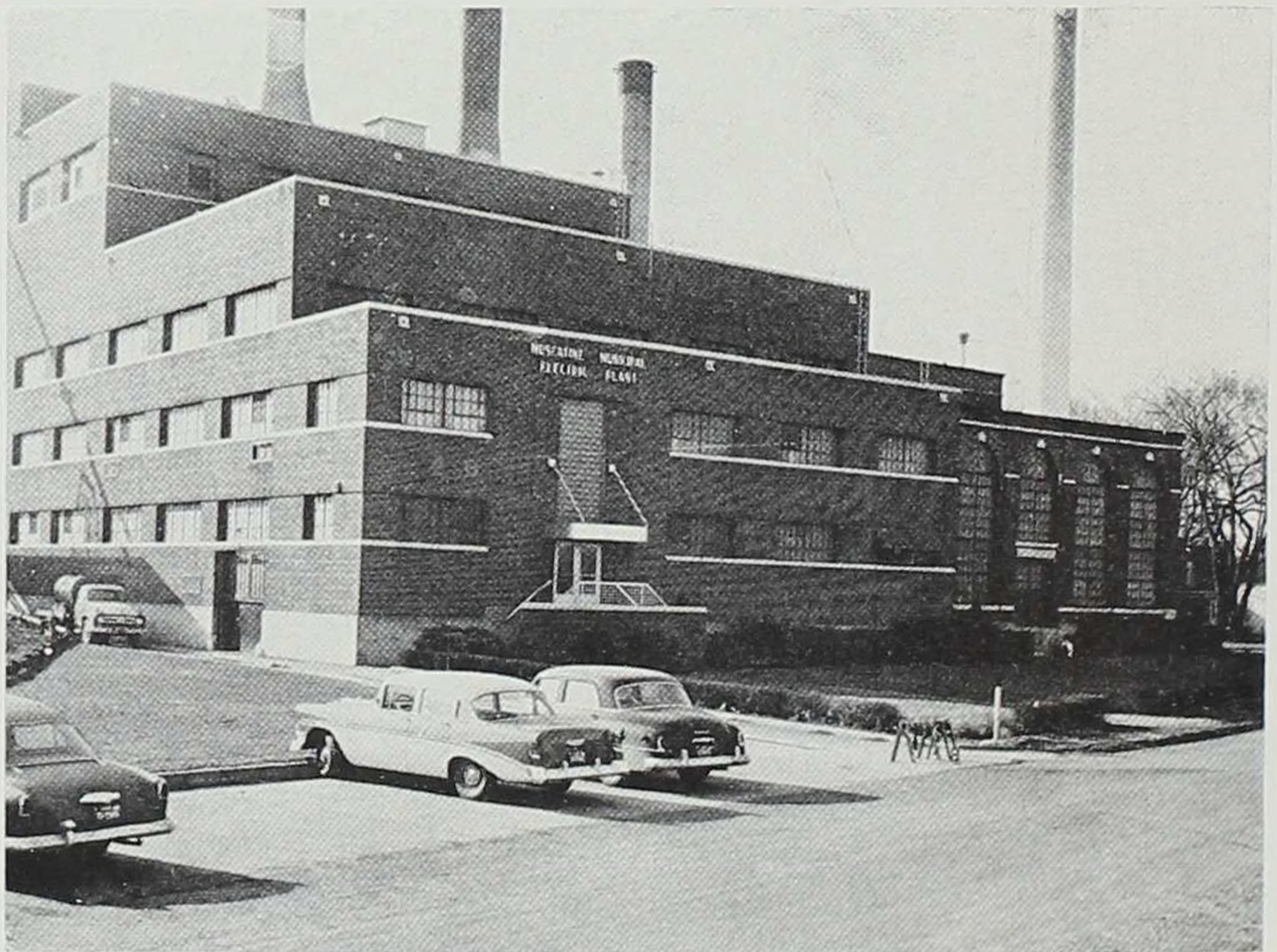
Iowa Editorial Association Melon Party on Island Farm of W. H. Hoopes.



First Reunion of the 35th Iowa Infantry since the Civil War. Held at Muscatine on September 29, 1886. A Muscatine boy was the first Iowan killed in Civil War.



Muscatine Civic Center — headquarters of the Chamber of Commerce, Muscatine Development Corporation, Junior Chamber of Commerce, and United Fund. The Muscatine Commercial Club was organized in 1892.



Muscatine Municipal Electric Plant — largest municipally-owned electric plant in the State of Iowa.



Bustling Muscatine at the Turn of the Century.



Stein's Music Hall on top floor and McColm Dry Goods on main floor. In those "Good Old Horse and Buggy Days" in Muscatine.

ESTABLISHED IN 1854.

S. G. & P. STEIN,

Manufacturers and Dealers in

F U R N I T U R E .

Constantly on hand Bedsteads, Bureaus, Washstands; Extension, Dining & Center Tables; Chamber Sets, Sofas, Lounges; Parlor, Rocking, Reception, Office and Cane Seat Chairs.

We offer a larger variety and better goods than any house in this city.

Remember that "Headquarters" is the place to buy.

Nos. 100 and 102 Second Street, Muscatine, Iowa.

A typical advertisement found in numerous City Directories for one of Muscatine's oldest families and business firms. S. G. Stein, pioneer founder, died in 1892.

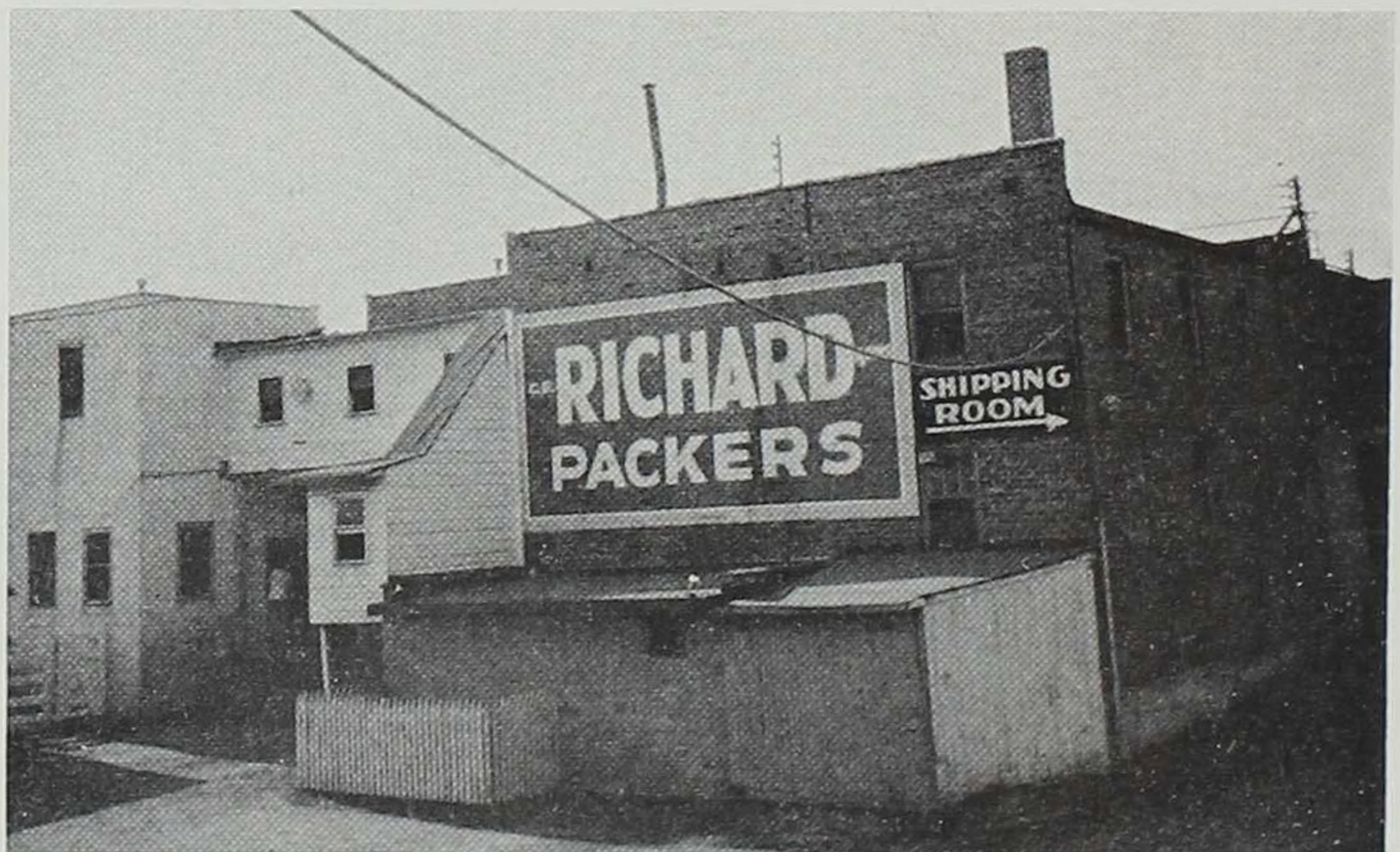
S. O. BUTLER,

P O R K P A C K E R ,

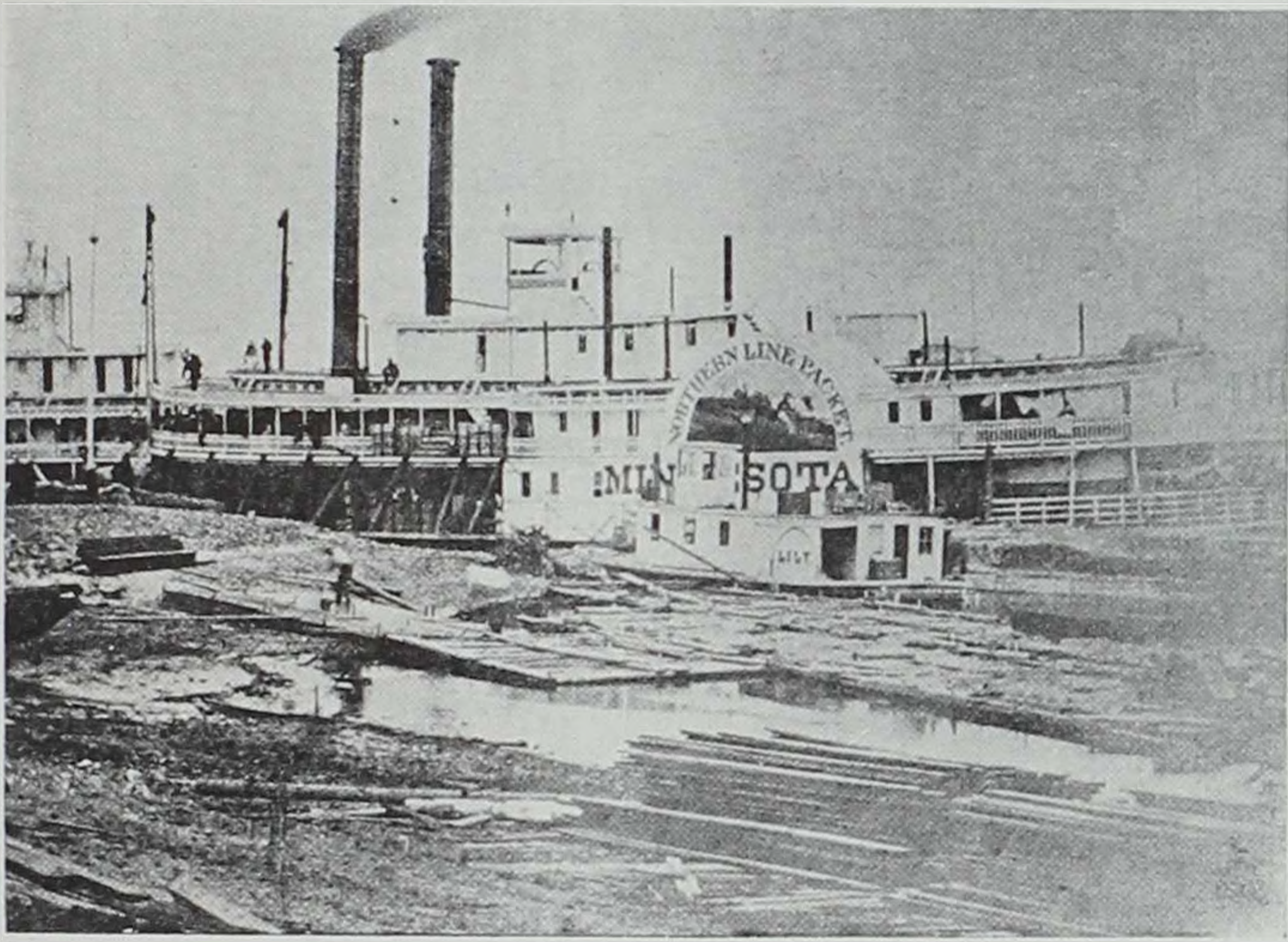
South Muscatine.

I have pens for four thousand Hogs, and scales for weighing alive with accuracy and dispatch. I can slaughter six hundred per day, and can pack thirty thousand during the season.

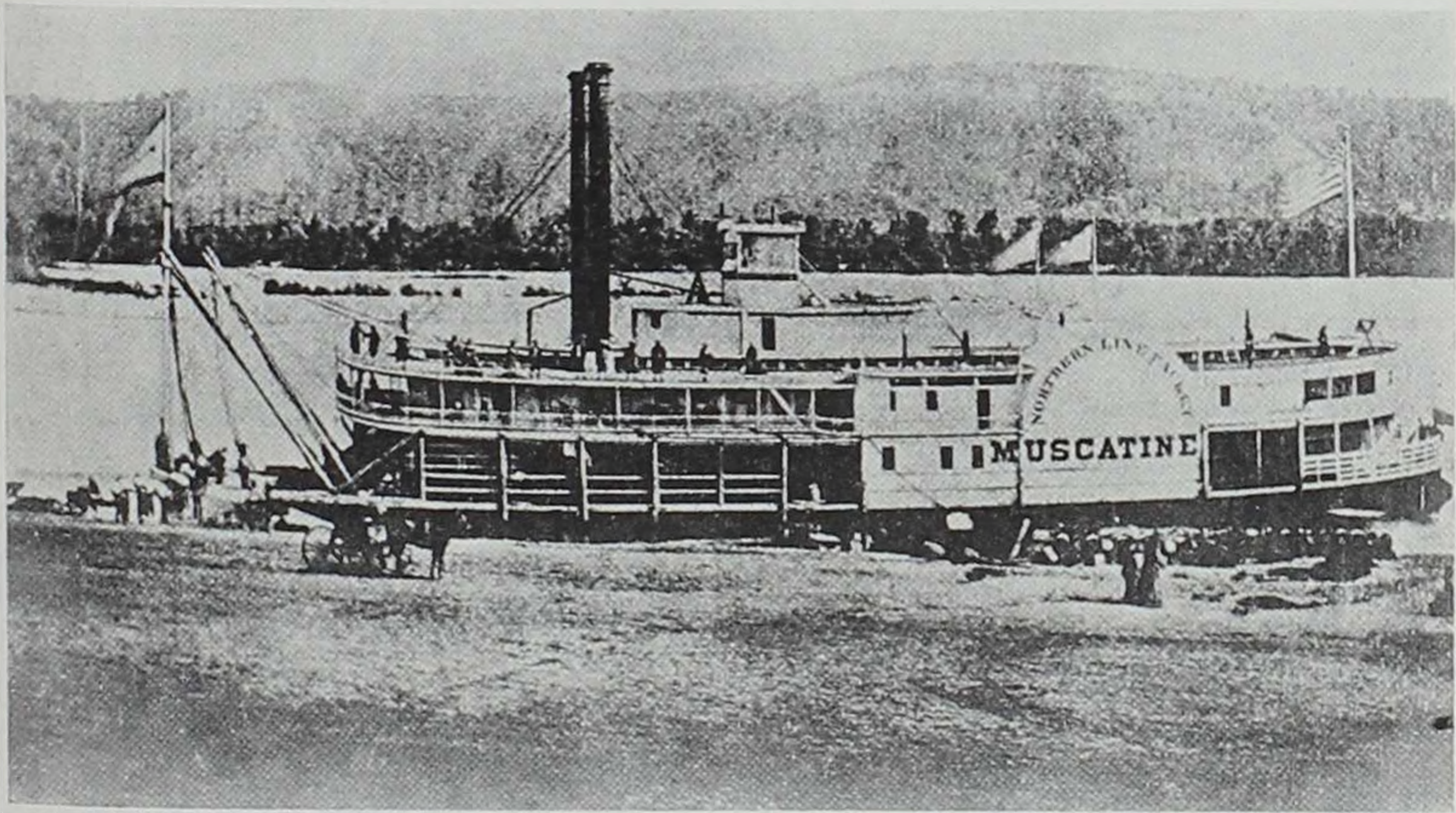
S. O. BUTLER.



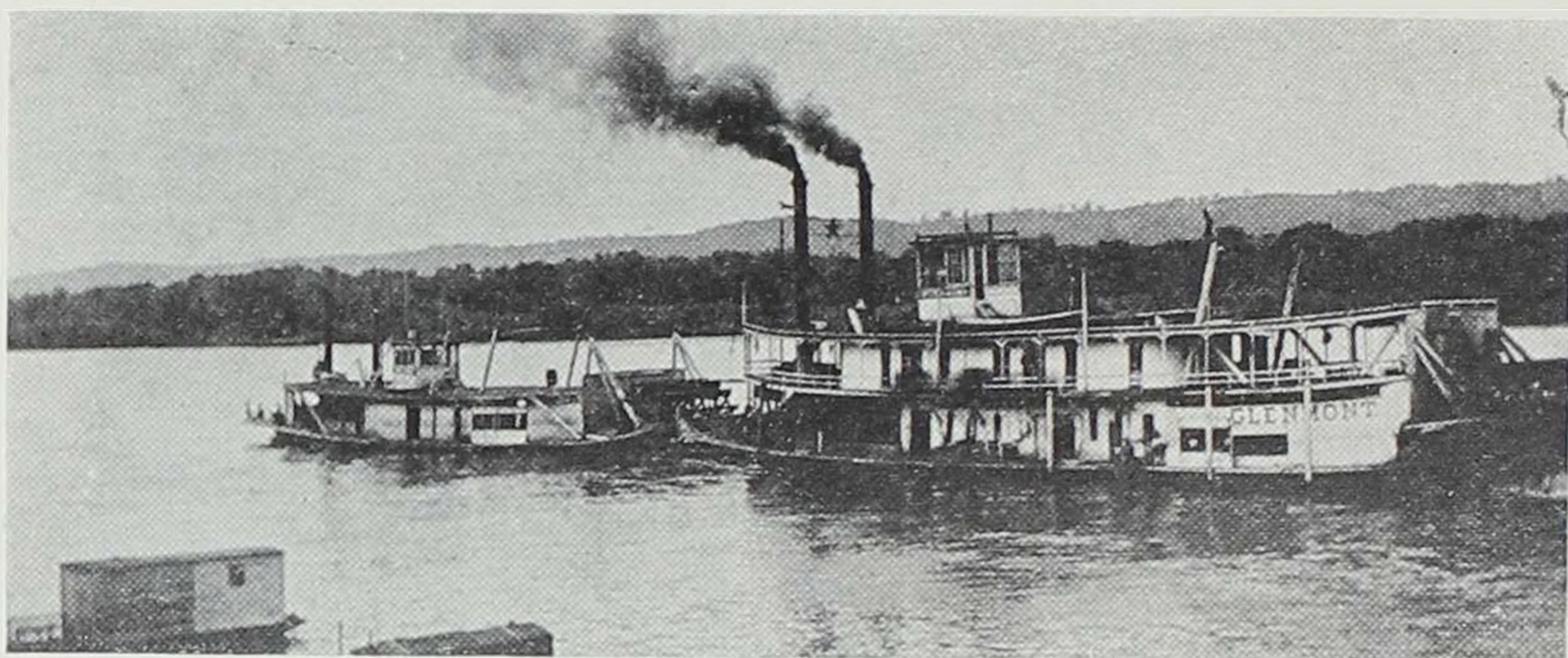
Richard Packers, locally owned by one family since 1876. Noted for its fresh meats and sausages, its wood-smoked ham and bacon, and its Holland style Bologna.



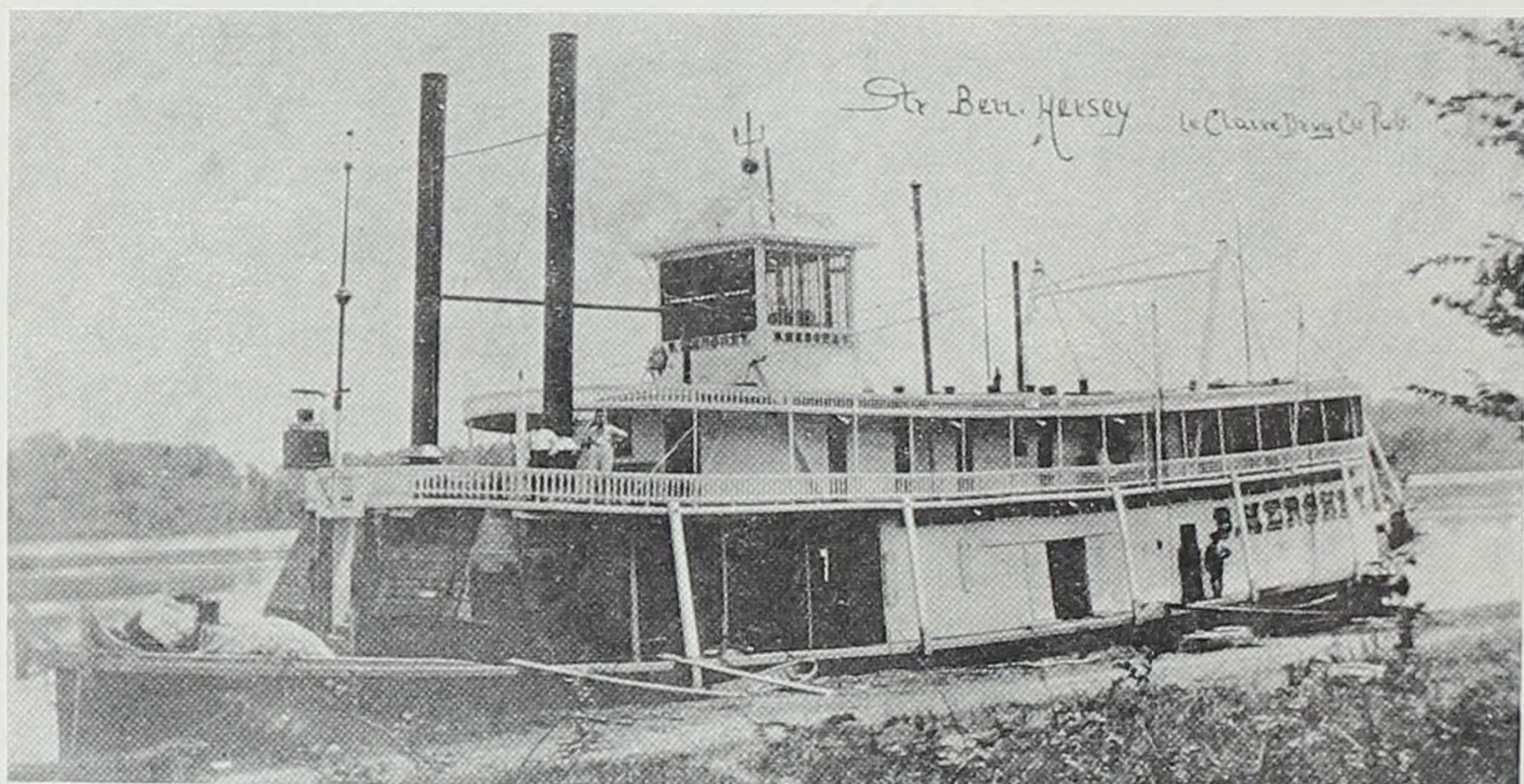
Northern Line steamboat *Minnesota* at the Muscatine levee about 1869. Built at Pittsburgh in 1866, she made 21 roundtrips between St. Louis and St. Paul that year. S. G. Stein's lumber raft and small towboat *Lily* lies in foreground. The *Lily* towed logs and barges of lumber for Hershey, Staples & Company in the Muscatine, Keithsburg, and Stillwater, Minnesota area.



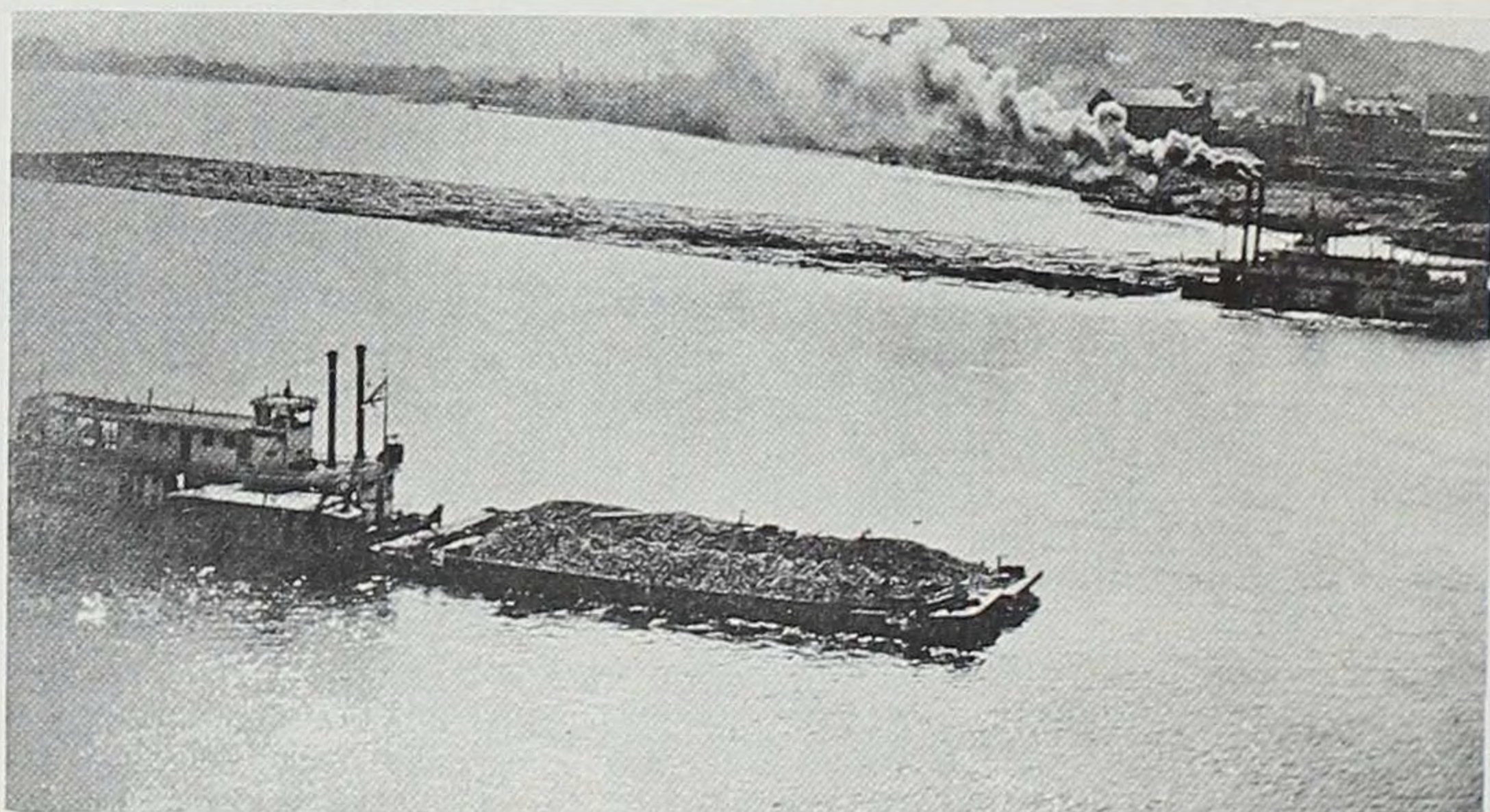
The *Muscatine* was built at Pittsburgh in 1863. The following year Muscatine citizens presented her with a set of flags and bunting. The *Muscatine* was a money maker, earning \$77,000 net in the St. Louis and St. Paul trade in 1865. In 1881 she was sold at a sheriff's sale in La Crosse for \$220.



The raftboat *Glenmont* and bowboat. Built at Dubuque in 1885, the *Glenmont* was 128' x 24' 6" x 4' 6" and measured 92.16 tons. She was owned for years by Van Sant and Musser Transportation Co. of Muscatine.

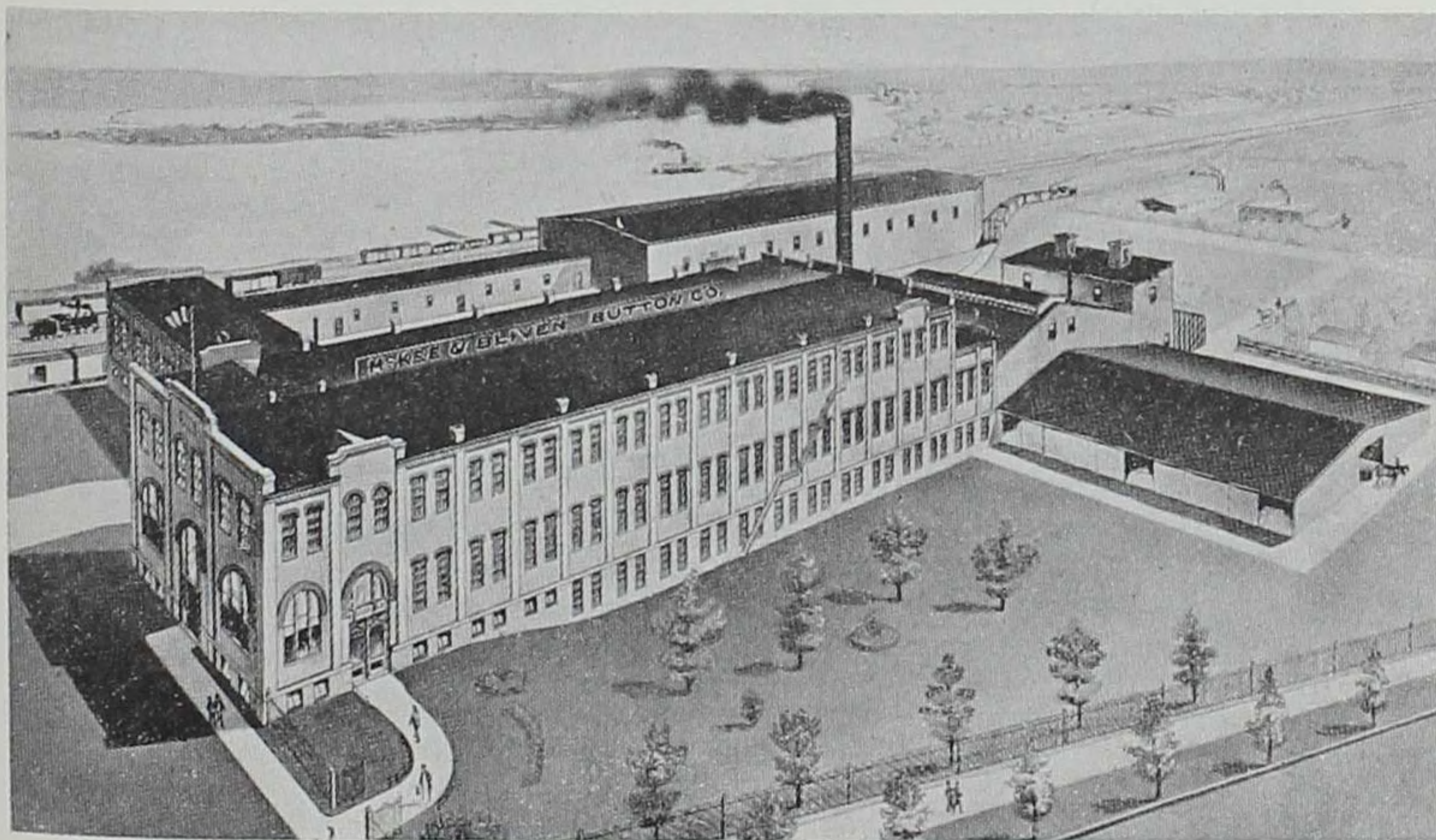
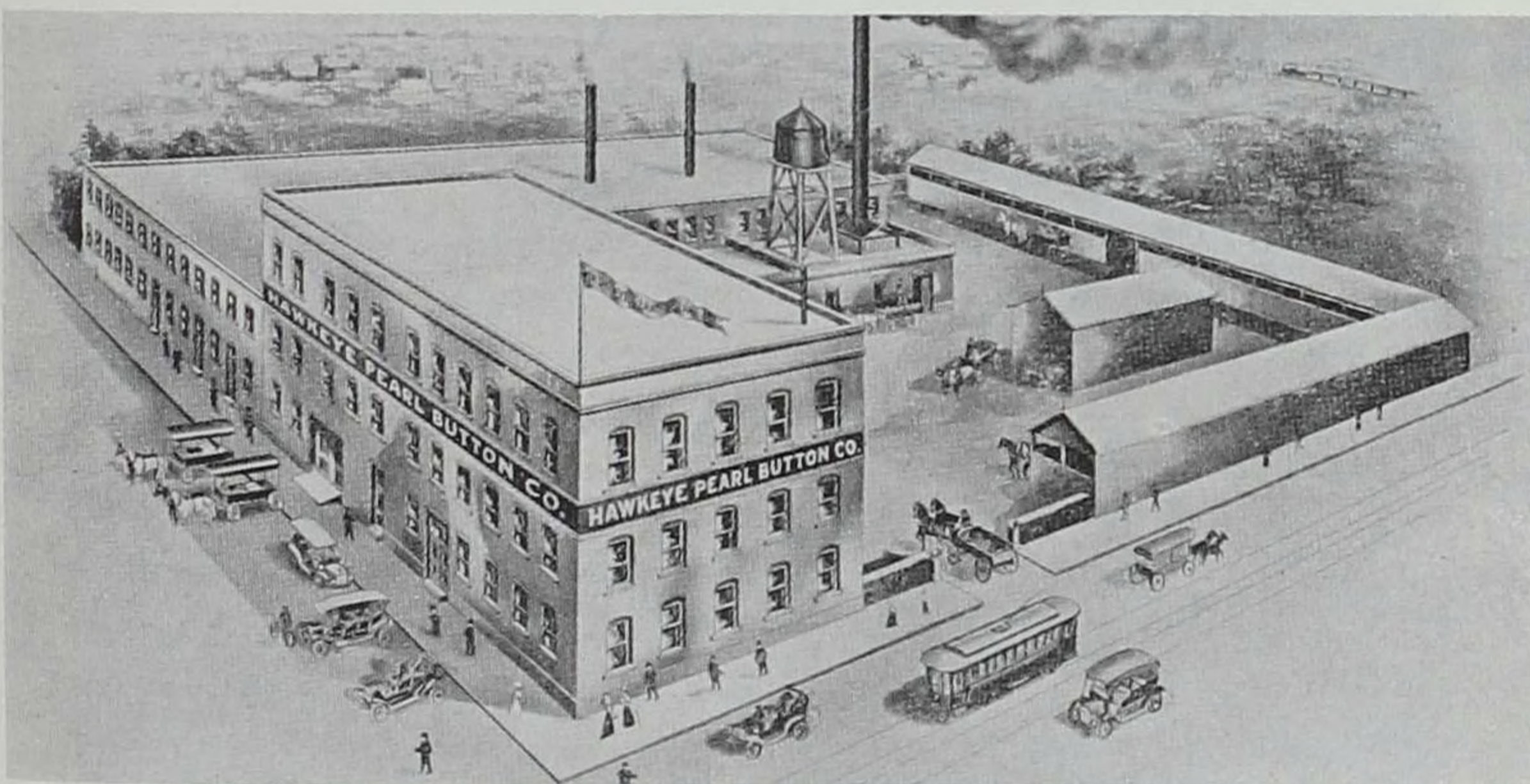
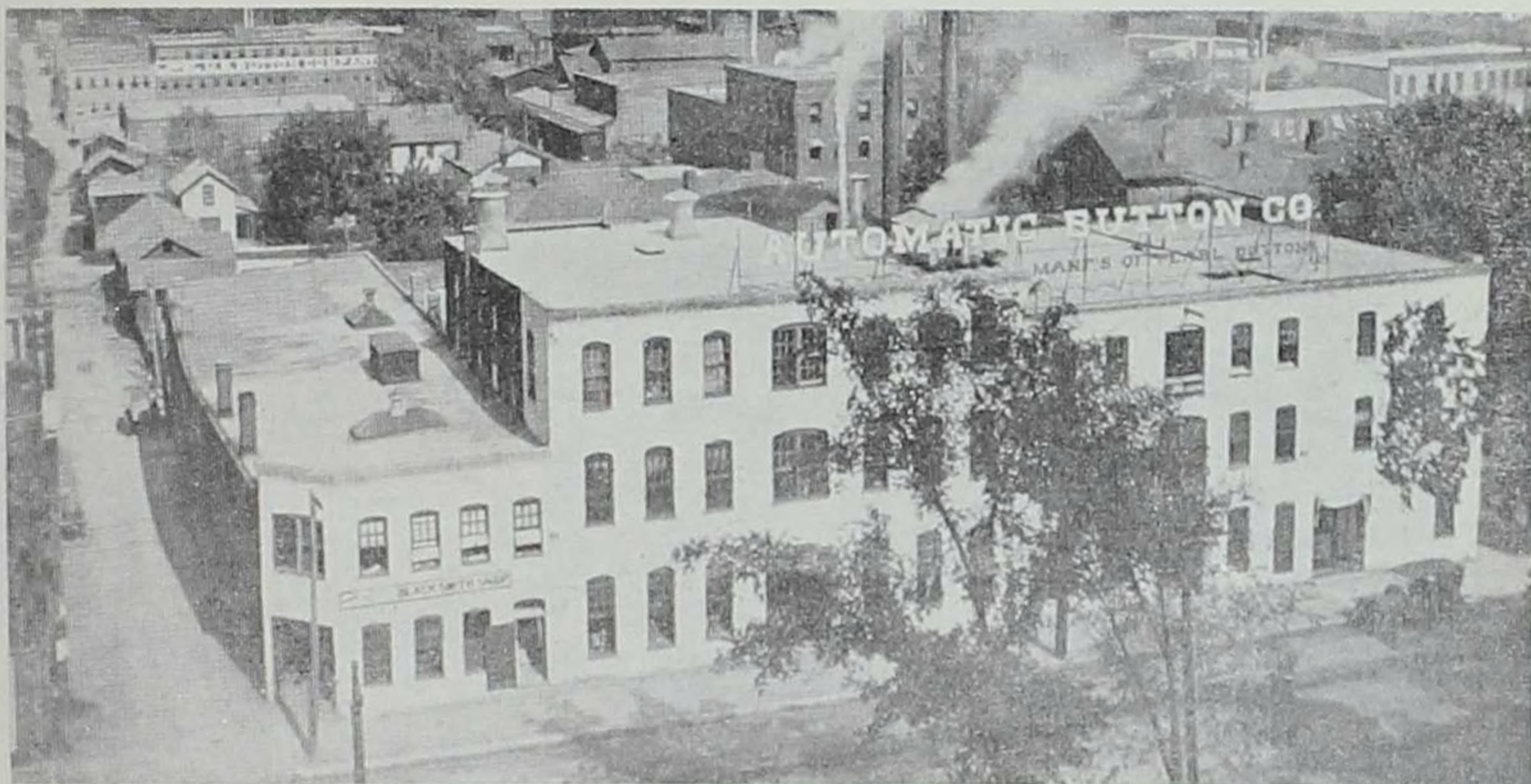


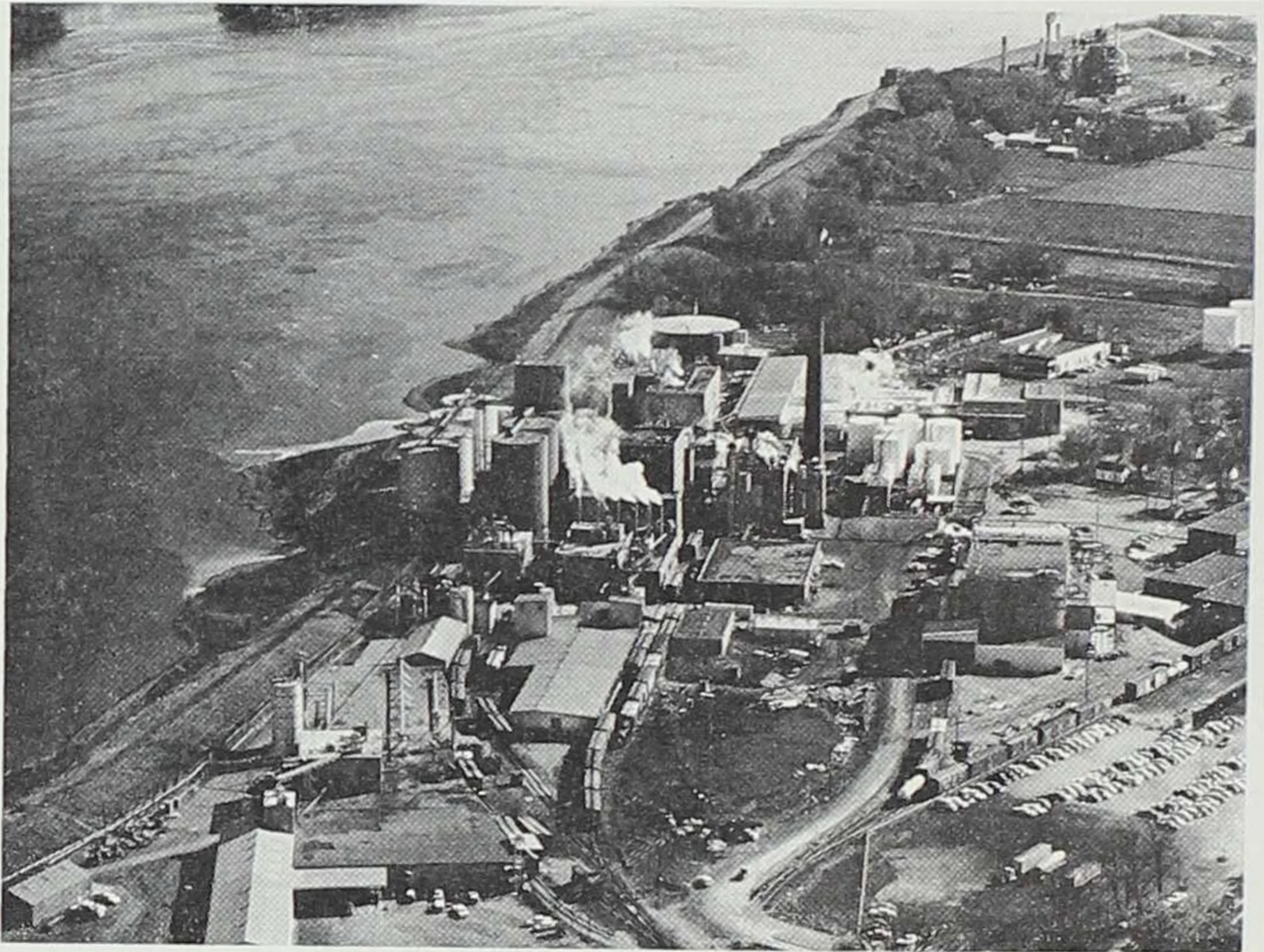
The *B. Hershey* was built at Rock Island in 1877 and named for Benjamin Hershey, head of Hershey Lumber Company. She saw thirty years service as a raftboat.



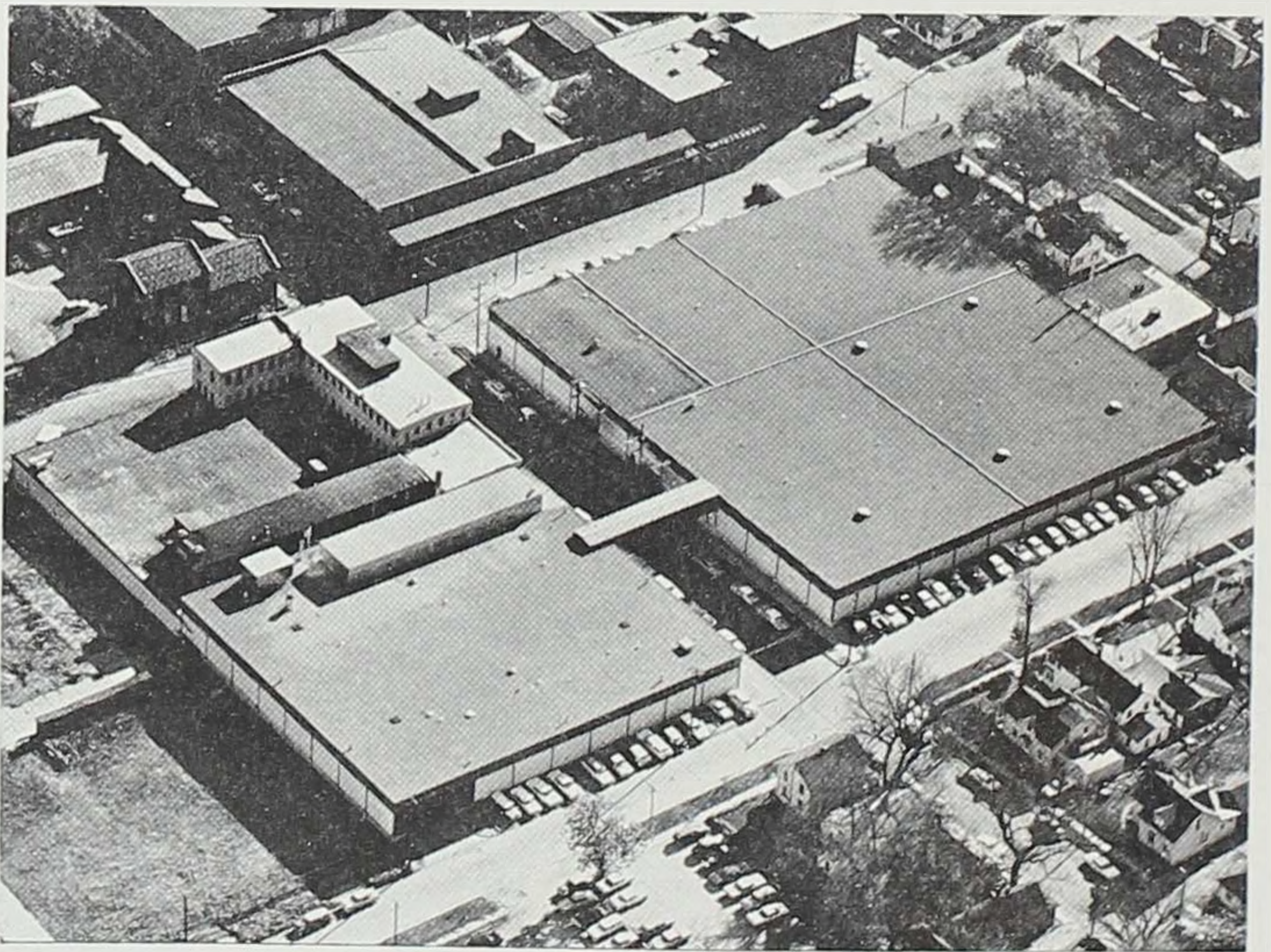
The *B. Hershey* with a raft in tow and the *Lotus* (second) with two barges of clam shells at Muscatine in 1901. Two famous industries are depicted.

THREE HISTORIC MUSCATINE BUTTON MANUFACTURERS

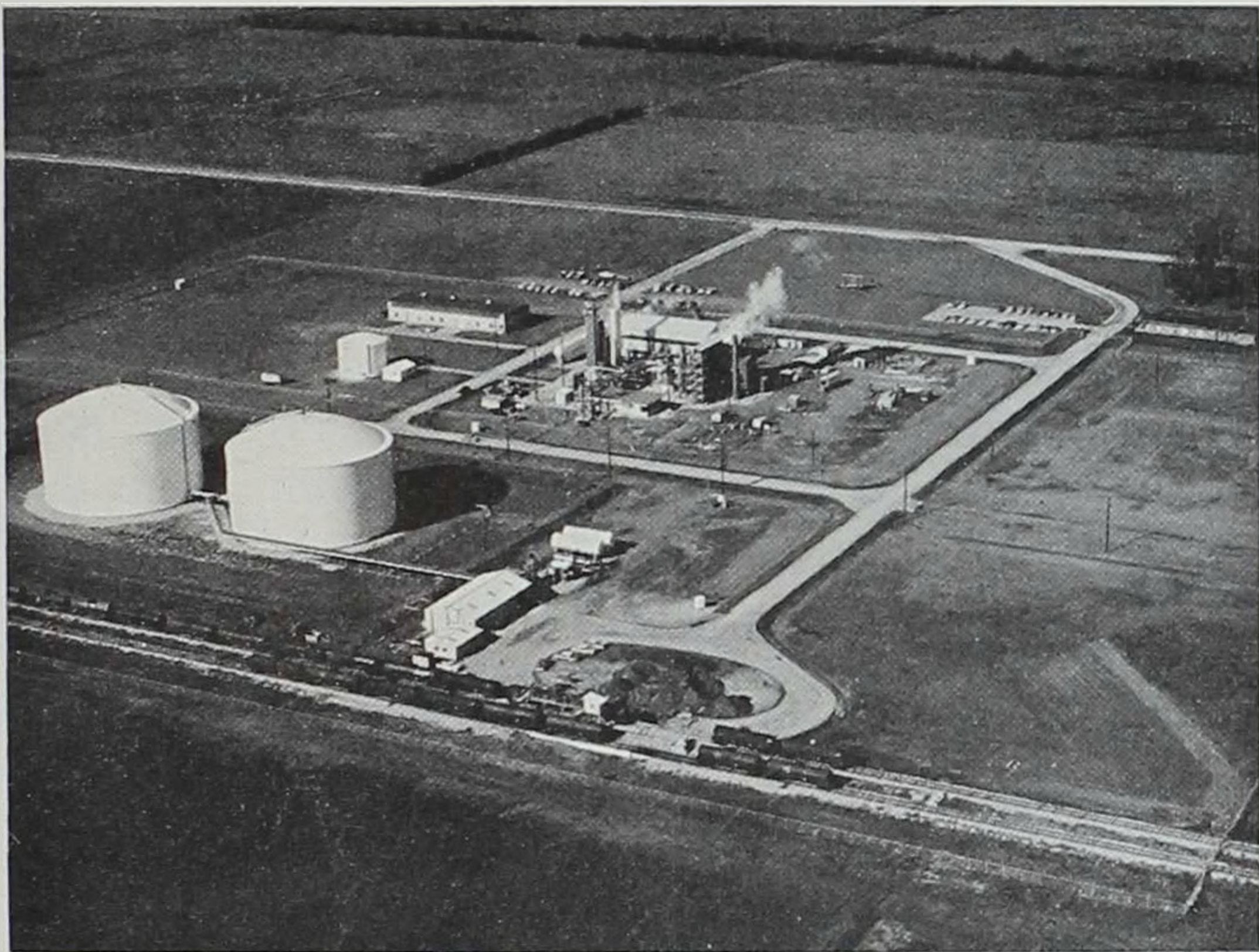




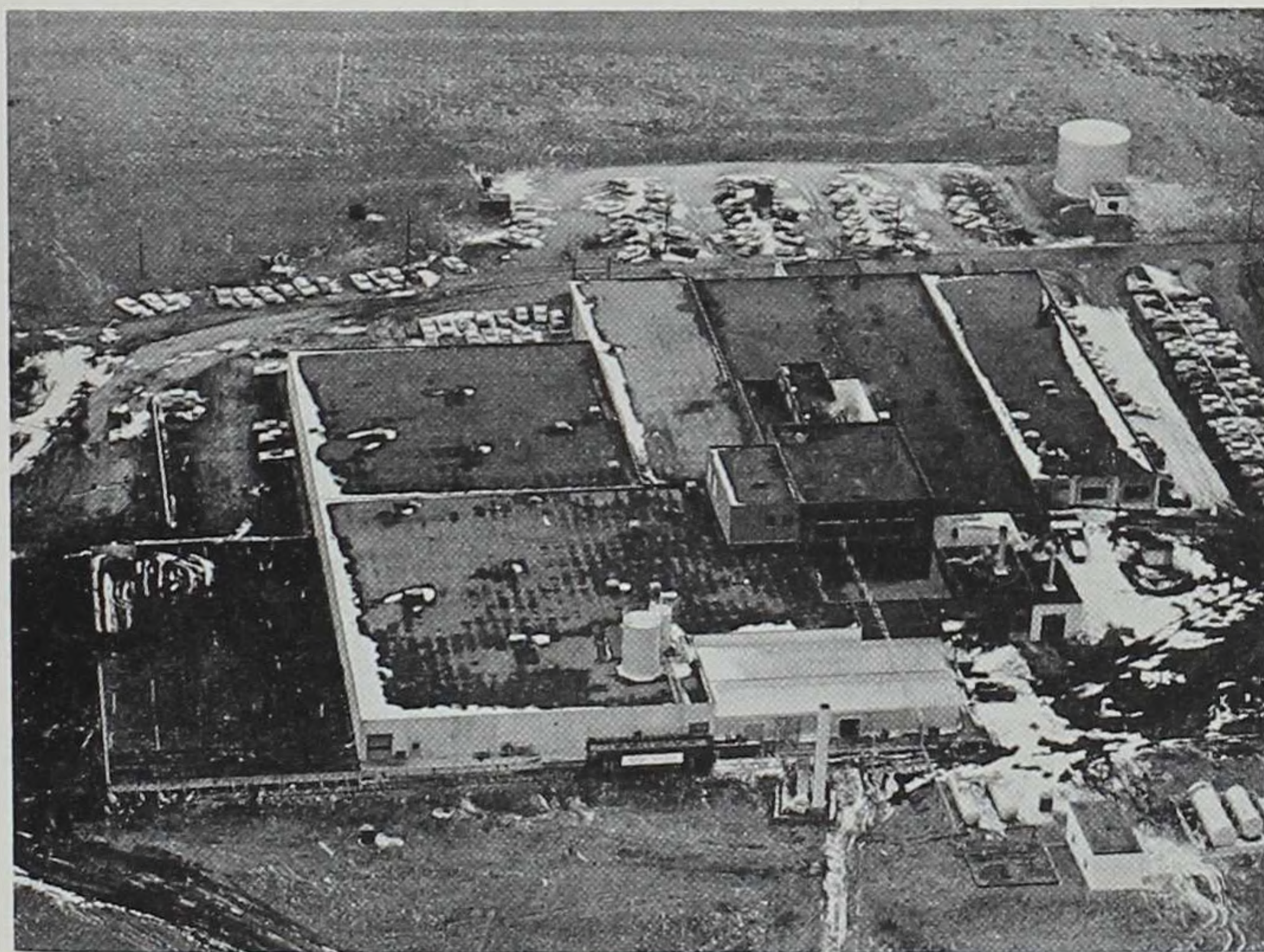
GRAIN PROCESSING CORPORATION, Grain alcohol, Solulac, Distiller's grain, corn starch and sugar, soybean oil and meal, and other products.



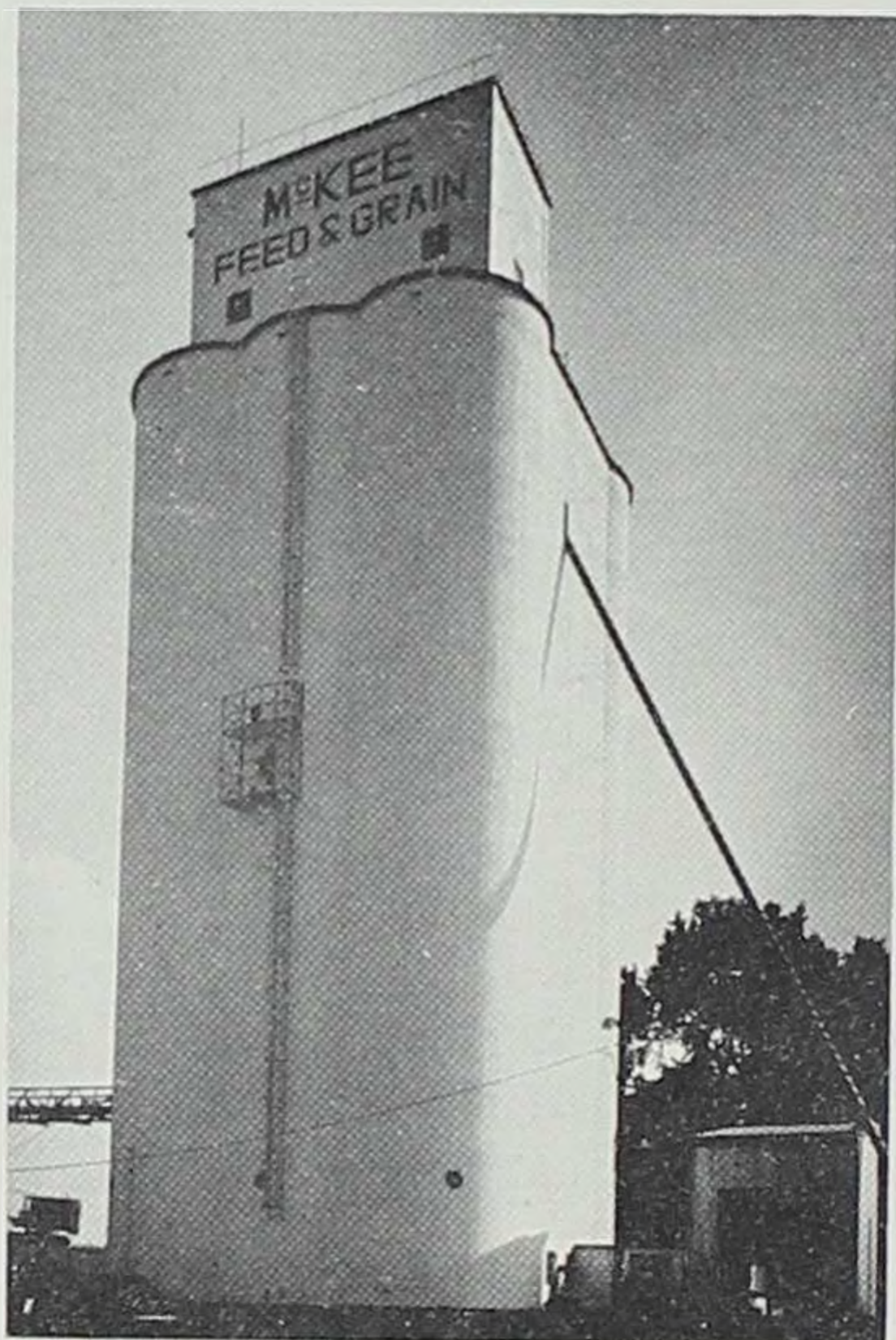
HOME-O-NIZE COMPANY manufactures steel office furniture, material handling, and construction and industrial equipment.



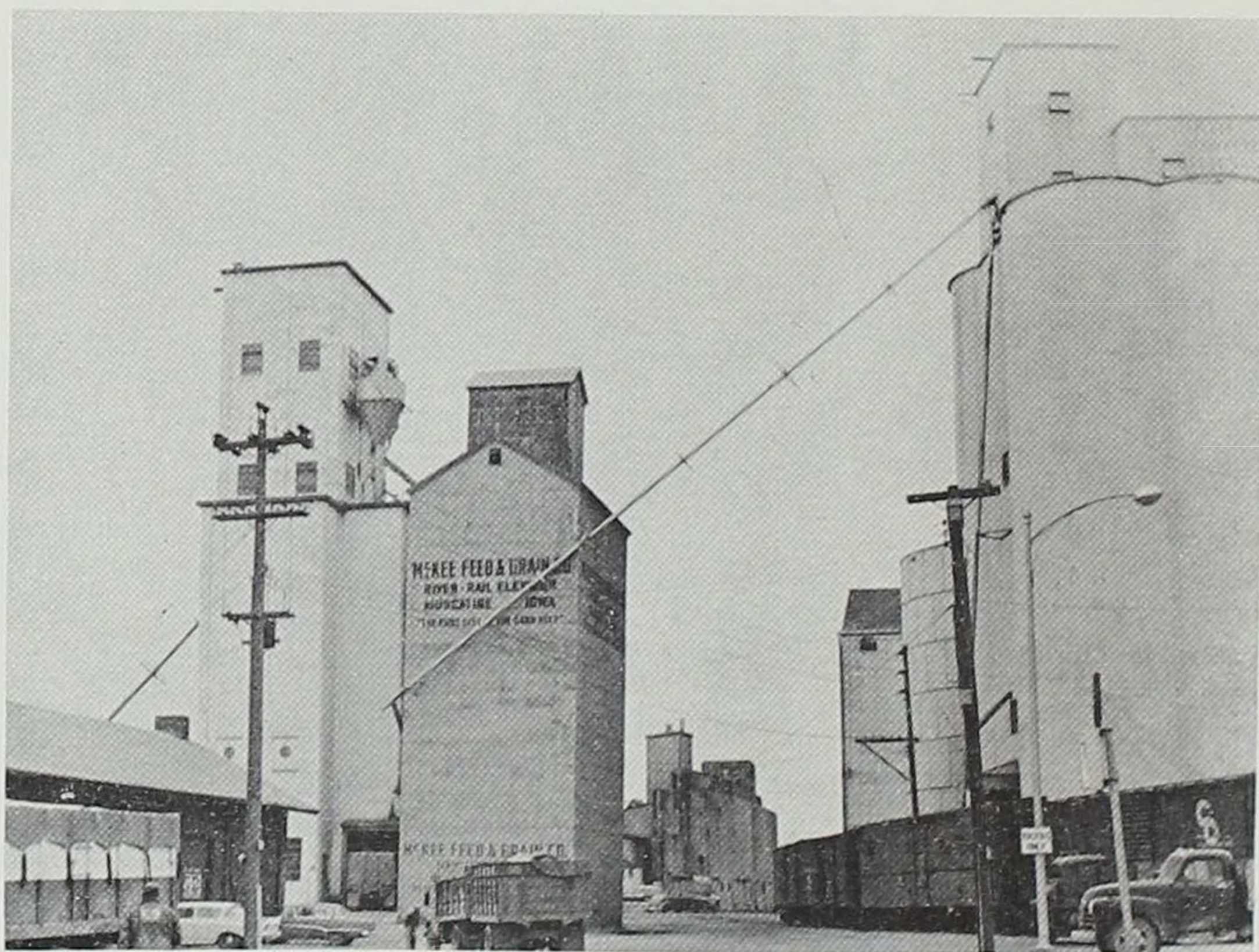
MONSANTO CHEMICAL COMPANY manufactures Anhydrous Ammonia and Aqua Ammonia, and Radox, a weed controller.



THATCHER GLASS MANUFACTURING COMPANY, INC. (Plastic packaging division) produces cellulose film closures and plastic tubes.



McKee Feed and Grain Elevators at Muscatine are the prime factor in Muscatine attaining the title of "The Port City of Iowa." The upper picture shows the newly built elevator dedicated on September 22, 1964. It handles 225,000 bushels of grain and will enable the McKees to handle and ship as much as 10,000,000 bushels of grain a year downstream.



and sold, it is said, by '*perpendicular measure.*'"

Although he had made glowing reports of other Iowa towns, the Wolverine found little to praise in Bloomington. "To attempt an enumeration of the improvements of the Bloomingtonians, would be rather an idle business," the dyspeptic visitor wrote. "I will tell you, *not* what they *have*, but what they have *not* — They have no *Church*, no Prison, no Court-House; each of which are especially essential, if the people intend to serve their God, or the officers of justice their country. The absence of the first is justified on the ground of *no religion* — the latter on that of *no law*, which, in all these *sun-down* countries means *no will to enforce it*. They have no printing establishment — no school house, or seminary — and no manufactories, save one for converting brick-dust and molasses into 'Sappington's pills,' an improvement invaluable in all ague countries."

In the three years since the town was surveyed in 1836, Bloomington had not prospered. When William Gordon arrived on September 28, 1836, he found William St. John, Giles and Jonathan Pettibone, J. Craig, John Champ, Norman Fullington, Moses Couch, Lyman C. Hine, Suel Foster, John Vanatta, James W. Casey, Adam Ogilvie, T. M. Isett, Mr. Norton and wife, and Robert C. Kinney and wife already there. Gordon erected the first frame building, a structure measuring sixteen feet by thirty feet, containing three rooms be-

low and three rooms above, which was used as a tavern by R. C. Kinney.

In 1837 Adam Ogilvie opened a log-cabin store on Front Street and Joseph Bridgman started in the dry goods business. A. O. and D. R. Warfield built the first sawmill on Mad Creek in the same year. William Gordon, Henry Reece, and H. H. Hine were employed in the carpenter trade. The Panic of 1837 probably stifled expansion, for the town contained only seventy-one inhabitants and thirty-three buildings when it was incorporated in 1839. Muscatine County had only 1218 inhabitants in 1838, increasing to a mere 1942 by 1840.

Failure to secure a newspaper was a factor in Bloomington's slow growth. True, James T. Campbell intended to publish the *Iowa Banner* at Bloomington in 1838. Unfortunately, however, Campbell died at Covington, Kentucky, on September 11th while on his way home to get a press. At last, on October 23, 1840, William Crum began printing the *Iowa Standard*, only to move his press to Iowa City in the following year.

Exactly four days after the birth of the *Iowa Standard*, the Bloomington *Herald* was born in a wretched cabin no better than a stable. Editors John B. Russell and Thomas Hughes hoped their paper would get a "hearty reception at the fireside of every farmer in the county" as they took up the cudgels for the "democracy of Muscatine."

On April 19, 1841, the *Herald* expressed de-

light over the "great increase" of building construction. "Quite a number of frames have already been raised, and in every direction, the heavy timbers for others are seen, ready for the square and chisel. Mechanics of all the building professions, we believe, find ready employment. While times are dull and money scarce, no place in the west offers greater inducements to young mechanics than this." The editor believed in "growing up" with a new community and prophesied that Bloomington would soon become a large commercial city. The town was already the depot for a large district capable of "sustaining a dense population." Wealthy farmers were leaving the "old states" and seeking the "better farms at cheaper rates" around Bloomington.

When the *Burlington Gazette* asserted that "several good buildings" were going up and suggested that Burlington was "outstripping" other river towns, the *Bloomington Herald* demurred. "Don't be too certain, Mr. Gazette — Bloomington is going ahead at a rapid rate," declared the editor. "'Several good buildings have already gone up' eh? That is not very definite, and if we were going to speak of our place in particular, we should say that *considerably upwards of several* have gone up, besides many that are nearly ready for raising."

Despite such enthusiasm the *Bloomington Herald* had serious financial difficulty. Subscription

rates were \$3 in advance or \$4 at the end of the year. At the close of the first year the editors offered to share the hard times "equally" with patrons if they would promptly pay \$6 for the two years. They had labored nearly a year without "dunning" and were in pressing need of a little money. On December 31, 1841, the editor promised to enlarge the paper if subscribers would pay up — otherwise let it die.

When thirteen-year-old John Mahin became a printer's devil on the Bloomington *Herald* in 1847 there were only two printers in the town. Mahin worked for his board and room—a humble beginning for a man who was to become one of Iowa's ablest journalists. In 1852 he took the editorship of the paper, which had assumed the name of *Muscatine Journal* in 1849. Orion Clemens purchased an interest in the firm in 1853 and Mark Twain joined the *Journal* staff for a short time that year. In 1855 the paper began daily publication. John Mahin retained his interest in the *Journal* until 1903. In 1964 the *Muscatine Journal* had a circulation of 11,000 and could count forty employees in a plant valued at \$1,500,000.

The Mississippi River was a vital factor in the early growth of Bloomington. Many pioneers arrived by steamboat and the great bulk of their supplies came up the Mississippi. During the season of 1837 steamboats discharged freight and passengers at Bloomington until mid-December.

When the steamboat *Dubuque* blew up a short distance below the town on August 14, 1837, William Gordon served as undertaker and was allowed \$136 for making the rough coffins and burying the seventeen horribly scalded victims interred at Bloomington.

Beginning with 1840 such river news as the opening and closing of navigation, spring freshets and summer floods, low water, and high tariff rates were recorded in the weekly press. Thus, on February 26, 1841, the Bloomington *Herald* announced that the first steamboat had reached Keokuk from St. Louis. The ice was already breaking up at Bloomington and the editor hoped the "puff" of the steamboat would soon be heard. By the middle of March the *Otter* had arrived, followed during the next two weeks by the *Agnes*, the *Chippewa*, the *Illinois*, the *Indian Queen*, the *Ione*, the *Iowa*, the *Mermaid*, the *Nauvoo*, and the *Rapids*. The effect on trade was manifested on every hand: H. Musgrave alone received three tons of castings, including ovens, skillets, tea kettles, stew kettles, irons, lids, and miscellaneous equipment. On April 2, 1841, the *Herald* declared that heavy rains had caused the Mississippi to rise a foot a day. Boats continued to discharge heavy cargoes: the *Ariel*, *Brazil*, *Cicero*, *Desmoine*, *Gipsy*, *Miami*, and *William Penn* being among the new craft that appeared during April.

The rivalry between Bloomington and Burling-

ton is reflected in river comments. In May, 1841, a Burlington editor boasted of the "booming stage" of the Mississippi at that point. "Wonder what river runs by Burlington?" queried the Bloomington *Herald* sarcastically. "We have a very respectable river running by this place in that direction, but it has not been within six feet of high water mark this season." Three months later, on August 13th, the editor was still grumbling. "The river is so low at this place, that it is beneath our contempt."

Great anxiety was displayed over the closing of navigation. On November 19, 1841, the *Herald* expressed delight when the *Rapids* arrived with upwards of one hundred tons of freight. The editor believed all would be well if the weather remained favorable for a fortnight. Two weeks later the dwindling stock of paper caused the editor to curtail the size of his sheet. Ruefully he lectured his subscribers: "The late cold weather has broken into the calculations of many who anticipated a continuance of navigation. . . . Since boats have ceased running, almost daily we see extra carriages, waggons, or sleighs carrying home those who have been caught out by the cold weather."

Steamboating was still important a century later: in 1938 approximately 5,000,000 bushels of Iowa corn and other grain were shipped from Muscatine to New Orleans on Federal Barge Line

boats at the rate of four cents per 100 pounds. According to the *Muscatine Journal*: "Eating places, filling stations and other businesses profited from the influx of truckers. Higher grain prices put thousands of dollars into the pockets of farmers." One man brought corn from distant Odebolt and returned home with cottonseed meal.

Bloomington was slow to acquire adequate ferry service. In 1837 the district court granted Robert C. Kinney the right to operate a ferry "north of the old trading house." Moses Couch was awarded a similar license at a point close to Kinney's. On July 2, 1838, the county commissioners granted James W. Neally a Bloomington ferry license good for one year. The rates prescribed were: each footman, 25 cents; man and horse, 50 cents; wagon and two horses or yoke of oxen, \$1.50; each additional horse, 25 cents; cattle, 25 cents; sheep and hogs, 6¼ cents. These first ferries were crude flat-bottomed skiffs propelled by poles and oars.

On December 14, 1838, the Territorial legislature granted Joseph Williams and Charles A. Warfield the right to establish a "horse or steam" ferry across the Mississippi at Muscatine. Their first ferry was the flatboat *Polly Keith* built in 1839 by D. C. Cloud and George Leffingwell. According to the *Bloomington Herald* the *Polly Keith* was kept in "the Slough, with ropes to propel it, so that travellers coming to it can ferry themselves,

their wagons and stock across without difficulty."

This service was so inadequate that the *Herald* on December 11, 1840, carried an open letter regarding the "approaching forfeiture" of the ferry privilege by Warfield and Williams who, it was prophesied, could not obtain a renewal unless in "open defiance of the unanimous will of our citizens." Since the ferry would soon become a "valuable privilege" the writer believed Bloomington should either be granted the charter or else a stock company of citizens should be organized. In answer to this plea the Territorial legislature passed an act on December 29, 1840, authorizing the president and trustees to "establish and keep a ferry" across the Mississippi for "one mile above and one mile below" Bloomington. The town officials had "full and entire control" of the ferry and could lease it for any period not exceeding ten years on terms "most conducive to the welfare" of the municipality.

On April 23, 1841, the town recorder advertised in the *Herald* that the ferry lease would be let to any one furnishing a "good and sufficient" steamboat. Captain John Phillips was granted the ferry license when he provided the diminutive steam ferry *Iowa*, a vessel which was condemned and dismantled at the close of 1842. For the next two seasons Captain Phillips had to resort to a flatboat with oars. In 1845 a horse ferry was introduced by Brooks & Reece. It was not until

July, 1855, that the steam ferry *Muscatine* was placed in service. With the opening of the high bridge in 1891 ferry service was discontinued.

When, in 1956, a span of the old 1891 high bridge collapsed with two trucks passing over it the bridge was declared inadequate for the car, or heavy bus and truck traffic moving east and west over Highway 92. Serious discussions were held by all in authority. The question was, could the 1891 structure be repaired, should it be replaced by a suitable new bridge, or should consideration be given to the proposal to dig a tunnel under the Mississippi — which, if done, would be the first of its kind beneath the Father of Waters.

A century ago, in 1839, Muscatine streets were a quagmire after every heavy rain. In pleasant weather the progress of the pioneers was impeded by ruts, deep holes, and stumps. The country roads were frequently impassable in wet weather. Small wonder that frontier mail service was slow: swollen streams, muddy trails, and drifting snow were hardly conducive to overland travel. Now, by contrast, half of Muscatine's eighty miles of streets are paved. The city can boast 56.20 miles of sewers — troublesome Papoose Creek is now a closed sewer. In addition there are sixty-one miles of water mains and sixty-two miles of permanent sidewalks. The county has shown equal progress: 116.8 miles of primary roads are maintained by State and Federal funds. Muscatine

County has gravelled approximately one-half of her 630 miles of county roads.

A quarter century later, in 1963, fully 590 of the 645 miles of Muscatine County rural roads were either gravel or stone surfaced (482 miles) or asphaltic surface treated (104 miles). Since all roads led to Muscatine as a shopping center the \$657,545.67 spent on secondary roads that year were not begrudged by Muscatine taxpayers.

Hemmed in by an ice-locked river during the winter and uncertain seasonal highways, the Bloomington pioneers awaited anxiously for news from friends beyond the eastern horizon. There was no post office in town until 1839. County histories declare that Mr. Stowell was the first postmaster appointed but that he left before his commission arrived. If so, this may explain the delay in establishing a post office. Records in Washington indicate that Levi Thornton was appointed first postmaster on December 6, 1839. A little later, it appears, Edward E. Fay became postmaster. When Fay died his brother, Pliny Fay, succeeded him on March 2, 1842, continuing in office to the close of Tyler's administration. Times have changed in the Muscatine mail service: in 1938 postal receipts totalled \$93,234.20. In 1963 the gross postal receipts were \$401,763.82, which adjusted downward 70% to allow for the increased postage rates, made the total \$281,636.44, the amount on which the Muscatine

Postmaster's salary was fixed at \$8,995. The number of employees at the Muscatine post office over the past quarter century had increased to sixty.

Professional men were among the earliest pioneers in Bloomington. The first physician in Muscatine County was Dr. Ely Reynolds, an Indian who laid out the town of Geneva in 1835. Dr. Reynolds liked good whisky and horse racing, was kind-hearted and reliable, but, although he practiced medicine fifty-six years, was never wealthy. When J. P. Walton arrived at Bloomington in 1838 he found Dr. Reynolds was the leading physician for Bloomington as well as the country around Geneva. One of the first physicians in Bloomington was Dr. McKee, a Philadelphia bachelor, who practiced on others "to their sorrow." Another physician, W. H. Blaydes of Kentucky, is said to have been a better pork packer than a doctor.

There were other men with better training. Dr. Benjamin Weed came to Bloomington from New England in October, 1839, to practice medicine in a log cabin on Second Street. George M. Reeder, William L. Smith, Benjamin S. Olds, and James Davis were all practicing medicine in Bloomington by 1841. The grim reaper was no respecter of homes in those days: in September Dr. Olds's four-year-old daughter died of congestive fever.

Patent medicines flourished in Bloomington —

J. Lightner, Charles H. Fish, W. Hollingsworth, and J. S. Lakin all sold such drugs as Champion's Ague Pills and Sappington's Pills. Dentists were slow in putting in an appearance, the pioneers generally relied on doctors to pull their teeth. In 1838 there was but one turn-key for pulling teeth in Muscatine County and it belonged to Dr. Reynolds. In October, 1839, Dr. James Weed began the practice of dentistry in Bloomington. A century later, in 1939, there were twenty-four doctors, ten druggists, and sixteen dentist practicing in Muscatine. Twenty-five years later there were twenty-six general practitioners, two surgeons, eight druggists, and eleven dentists practicing in Muscatine.

The legal profession was represented by some distinguished characters. Joseph Williams arrived in the fall of 1838 to serve as a judge of the Territorial Supreme Court. He was also Chief Justice of the State Supreme Court in 1847-1848 and 1849-1855. His tenure was interrupted in 1848 by S. C. Hastings, whose judicial service in Muscatine began as justice of the peace with the trial of a man who stole \$30 from a citizen and \$3 from the court. The sentence was thirty-three lashes and banishment to Illinois — a penalty which was inflicted under the eye of the court and before a large crowd of people. The names of David C. Cloud, William G. Woodward, Stephen Whicher, A. J. Leffingwell, J. Scott Richman, and

Ralph P. Lowe are boldly written in Iowa as well as Bloomington annals.

Schools and churches were said to be lacking in the "Town of Pinch 'em Slily." But that was in January, 1839, when there were only a half dozen children in Bloomington. The first school was taught by J. A. Parvin in May, 1839. Classes were held in a small log cabin which Parvin rented for eight dollars. The salary of Muscatine's first school teacher was determined by the generosity and prosperity of parents.

During the next decade several private schools were established. In February, 1841, Suel Foster notified stockholders of the Bloomington Education Society to meet at the "School House" to consider the propriety of selling the school building. In the following September, J. Purinton informed citizens of his intention to start a school and continue it through the winter. His tuition rates were \$3 for primary and \$4 for the higher branches. Extra charges would be made for room rent and fuel. It was not until 1848 that the first concerted action was taken for public schools. In 1938 there were 124 teachers instructing 3550 students in Muscatine, besides 102 registered in the Junior College. The valuation of public school property was set at \$1,078,000.

A quarter century later, in 1963, there were 189 teachers instructing 4,925 students in the eleven public schools. In addition, there were four paro-

chial schools with 640 students. Muscatine was particularly proud of its Community, or Junior College, which enrolled 322 full time students and 84 parttime students in 1963. The total replaceable valuation of public school buildings and equipment was set at \$7,402,612 by Superintendent Johnson, in 1964, or one-half the price paid for the entire Louisiana Purchase.

Bloomington manifested other cultural developments. On February 23, 1841, T. S. Parvin lectured to the Bloomington Literary Association on the "Objects and Advantages of Literary Associations." During the ensuing months the Literary Association listened to such men as Justice Joseph Williams, G. W. Humphreys, and Dr. Wm. H. Blaydes, the latter speaking on "Empyrecism."

When the Wolverine traveler visited Bloomington in 1839 he was astonished at the amount of drunkenness — the citizens were said to consume enough liquor annually to "float the whole town." By 1841 leading citizens had formed the Bloomington Temperance Society. N. W. Goodrich, J. A. Parvin, S. C. Hastings, and Rev. John Stocker spoke at the spring meetings. The "friends, foes, and neutrals" were "all invited" to attend the September temperance meeting to hear Robert Lucas and Dr. Law speak.

In the fall of 1837, the Methodists heard the Reverend Norris Hobert preach at Bloomington. About this time Barton H. Cartwright held serv-

ices in the barroom of the Iowa House, Bloomington's first hotel. In July, 1839, the first Methodist class was formed. On October 3, 1840, the first recorded Quarterly Meeting was held with such men as Joseph Williams, J. A. Parvin, George Bumgardner, and Charles A. Warfield attending. During the same year the Methodists and the Presbyterians began to use alternately a house for school and religious purposes. The Presbyterians had been organized on July 6, 1839, by the Reverend John Plank of the American Home Missionary Society.

The Episcopalians organized a church in 1839, the Baptists in 1841, and the Congregationalists in 1843. The Catholics performed their first rituals in a frame house constructed at Prairie du Chien and floated down the Mississippi. Church meetings were frequently recorded in the newspapers. Thus, on November 19, 1841, the Bloomington *Herald* announced that religious services would precede a "downeast" Thanksgiving to be held in the school room on Thursday.

In 1842 a local editor chronicled with pride the first pork packed in Muscatine by the firm of Isett & Blaydes. A total of 322 hogs were packed averaging 189 pounds in weight and costing \$1.79 per cwt.

In 1858-59, according to *Cincinnati Prices Current*, Keokuk ranked sixth and Muscatine eighth among the great pork-packing centers of the Mid-

dle West. Four years later on November 12, 1863, the *Keokuk Constitution* reported that Godman & Co. had killed 2,200 hogs since the beginning of the slaughtering season. To this news the *Muscatine Weekly Courier* replied:

We admit that this is doing quite well for Keokuk, which made so much capital out of its extensive pork packing but it is just nothing at all compared with what Muscatine is doing. Up to Wednesday evening of this week over *twenty-five thousand hogs* by actual figures, were killed in this city. Up to Saturday evening, Nov. 7th *fourteen thousand and fifty* had been disposed of by two firms, Chambers & Bros. and S. O. Butler, as given in our last weekly. These figures are not mere guesses, but taken from the books of the packers. What do the Keokuckians say to this?

In addition to manufactured meat products, wild game was plentiful in the Muscatine area, at least for some hunters. The editor of the *Muscatine Weekly Courier* of November 12, 1863, ruefully reported as follows:

GAME. — Bowers & Mauck are buying in all the wild game they can procure, for shipment to Chicago. We saw them buy one hundred and twenty-six prairie chickens of one man, a few days ago. It is said that ducks and geese are very plenty in favorable localities, and that large numbers are bagged by enterprising hunters. We had heard so much of the abundance of game, that we thought we would try a hunting trip. Equipping ourself in the approved style we started out, but the game was not to be found. It may have been there, but we "didn't see it."

A century later, in 1964, the Richard Packers, locally owned by one Muscatine family since 1876, reported they were slaughtering 15,000 cattle and 10,000 hogs annually. They manufactured fresh meats, sausages, wood smoked ham and bacon, and Holland-style Bologna, which found a ready market in Eastern Iowa. The average cost of hogs live weight was \$15.42 per cwt while the average cost of cattle was \$18.31 per cwt, a far cry from the price paid in 1842.

The lumber business was one of the first industries in Muscatine. It also was without doubt the greatest and longest lived, lasting well into the 20th Century before being superseded as a leader by other and newer industries since World War II. Like other Mississippi River towns in Iowa, Muscatine quickly learned that good cheap lumber was necessary for the conversion of their log cabin community into one of frame houses. Of hardwood there was a great plenty in the Black Hawk Purchase; in 1839 F. H. Stone and Jack Richman bought 60,000 feet of hardwood lumber that had been sawed on the Maquoketa River and rafted it down the Mississippi to Muscatine. It was composed of black walnut, oak, and linn; the walnut, one pioneer asserted, being excellent for the "coffins" that must be made because of the prevailing sickness in Muscatine. According to J. P. Walton: "Stone worked one day and had the ague the next, when Richman, who had it, but on alternate days,

took his place, which was a great accommodation to their business."

The *Muscatine Journal* was alert to the growth of industry, and the lumber business was no exception. In 1867, for example, the *Journal* boasted that 12,260,000 feet had been sawed, 8,400,000 feet bought in the water, and 33,000,000 feet sold. In addition, it noted that 12,750,000 shingles and 8,527,000 lath had been sold, and that there were 10,000,000 feet of lumber on hand. The following year the *Journal* claimed that Muscatine stood second in the State in the lumber trade in 1867.

In the years that followed, large and costly lumberyard fires were recorded, but invariably the old ones were reestablished or new ones introduced. On May 1, 1871, a spark from a construction train set fire to the Hershey lumberyard, destroying several piles of lumber and the sawmill stables. This was of little consequence compared with the gigantic Chicago fire that horrified the Nation the same fall. Muscatine contributed generously to the Chicago fire victims, and one Muscatine firm shipped thirty-nine cars of laths to Chicago, mute testimony to the tremendous amount of rebuilding going on in the Windy City.

The Musser sawmill, which had commenced operation in June, 1871, soon was contributing to the growth and prosperity of Muscatine. Meanwhile, the *Journal* noted a monster raft passing downstream containing 2,000,000 feet of lumber

and loaded with 500,000 shingles, 700,000 laths and 100,000 pickets, towed by the raftboat, *J. W. Van Sant*. Such performances caused the *Muscatine* editor to comment on October 17: "Towing rafts by steamers was laughed at seven years ago — today rafters are built which cost \$27,000."

Among the raftboats built and bearing testimony to the importance of Muscatine in the lumber trade were the *Musser* and the *B. Hershey*. In 1883 the raftboat *B. Hershey* was owned by the Hershey Lumber Company of Muscatine while the *Silver Wave*, *James Fisk, Jr.*, and *LeClaire Belle* were owned by the Van Sant and Musser Transportation Company of Muscatine. Seven years later, in 1890, the *B. Hershey* still had the same owners while Van Sant and Musser had the *Musser*, the *LeClaire Belle*, and the *J. W. Van Sant*. In 1893 the *Glenmont* had taken the place of the *LeClaire Belle*, joining the *Musser* and *J. W. Van Sant* in the towing fleet owned and operated by the Van Sant and Musser Transportation Company.

On a number of occasions prior to 1900 the "hands" of the various sawmills went on strike for a 10-hour day instead of 11 hours' work. On September 4, 1873, the *Muscatine Journal* stated that the "old time and old wages were resumed, the strikers losing their time while idle."

Although sawmills hummed busily in Muscatine there were more productive lumber towns in

Iowa. The statistics of manufactures for lumber manufacturing in Iowa for the year ending May 31, 1880, reveal Clinton County leading in the total value of all proper sawmill products: Clinton County — \$1,974,127; Scott County — \$843,980; Lee County (Keokuk and Fort Madison) — \$641,840; and Muscatine County — \$612,400. A quarter century later, in 1905, out of ten selected industries analyzed in the State Census, the lumber industry was still the largest in point of capital invested. Lumbering attracted \$13,258,000 in capital, compared with \$7,297,000 for slaughtering and meat packing and \$7,210,000 in printing and publishing in Iowa. Lumbering too, was, next to meat packing, the least profitable, showing 10.12% profit on investment compared with 33% for both the printing and publishing industry and the canning and preserving of fruits and vegetables.

One new, unique, and decidedly important industry began as Muscatine started down the second half-century of its history in 1890. This was the pearl button industry, which developed out of the presence of an abundance of clam shells in the Mississippi and its tributaries. The history of the domestic pearl button industry in America is claimed to have begun in Muscatine in 1890 when a German farm laborer, John F. Boepple, cut his foot on a clam shell while swimming in the Mississippi. Boepple had made buttons out of horn in

Germany. He decided, after close examination, that clams were ideal for this purpose. He accordingly gathered a few clams, rigged up an old foot power lathe in his home, and cut a dozen buttons which he sold to a Muscatine store for ten cents. These are said to be the first fresh water pearl buttons manufactured in the United States and marked the beginning of the fabulous Muscatine button industry.

Boepple's industry and perseverance, coupled with his ability to find a ready market for his buttons, finally convinced citizens of Muscatine that a rich treasure lay at their very doorstep. Soon the rush was on and clam boats dotted the surface of the Mississippi. At night the banks of the Father of Waters fairly glowed with fires of hundreds of clam-boiling outfits. This activity resulted in more button works and soon piles of shells littered the town. Unfortunately, most of the buttons manufactured were so poor at first that no one would buy them. It was then that capital was invested, precision machinery introduced, and experienced hands developed which made Muscatine the "Pearl Button Capital of the World." Today, with clamming virtually unknown and plastics taking the place of pearl buttons, Muscatine still claims to be the "World's Fresh Water Pearl Button Capital."

The pearl button industry, like lumbering, has been forced to bow to newer Muscatine industries

that flowered during or since World War II. The first five industries in Muscatine, measured by the number of persons employed are:

COMPANIES	EMPLOYEES		
	Male	Female	Total
1. Grain Processing Corporation Grain alcohol; Solulac; Distillers	800	100	900
2. Thatcher Glass Mfg. Co., Inc. Cellulose film & plastic tubes & Closures	176	296	472
3. The Home-O-Nize Company Steel office furniture. Material handling	310	40	350
4. H. J. Heinz Company Food processing (tomatoes and pickles)	215	133	348
5. Huttig Manufacturing Company Sash, doors, millwork	275	25	300

The growth of transportation and communication in Muscatine has kept pace with her sister cities to the north and south. The first telegraph dispatch was received in Muscatine on August 3, 1848, by operator Oliver Hudson Kelley, destined to become one of the founders of the Patrons of Husbandry, or National Grange. The first railroad linked Muscatine with Davenport in 1855, and with Iowa City in 1856. Two years later, enterprising Muscatine celebrated the construction of the railroad westward to Washington.

The telephone system was inaugurated in Muscatine on June 7, 1881, and communication opened with surrounding communities as far distant as Clinton and DeWitt during the next fifteen months. There were 12,571 telephones in Muscatine, including rural phones, in 1964.

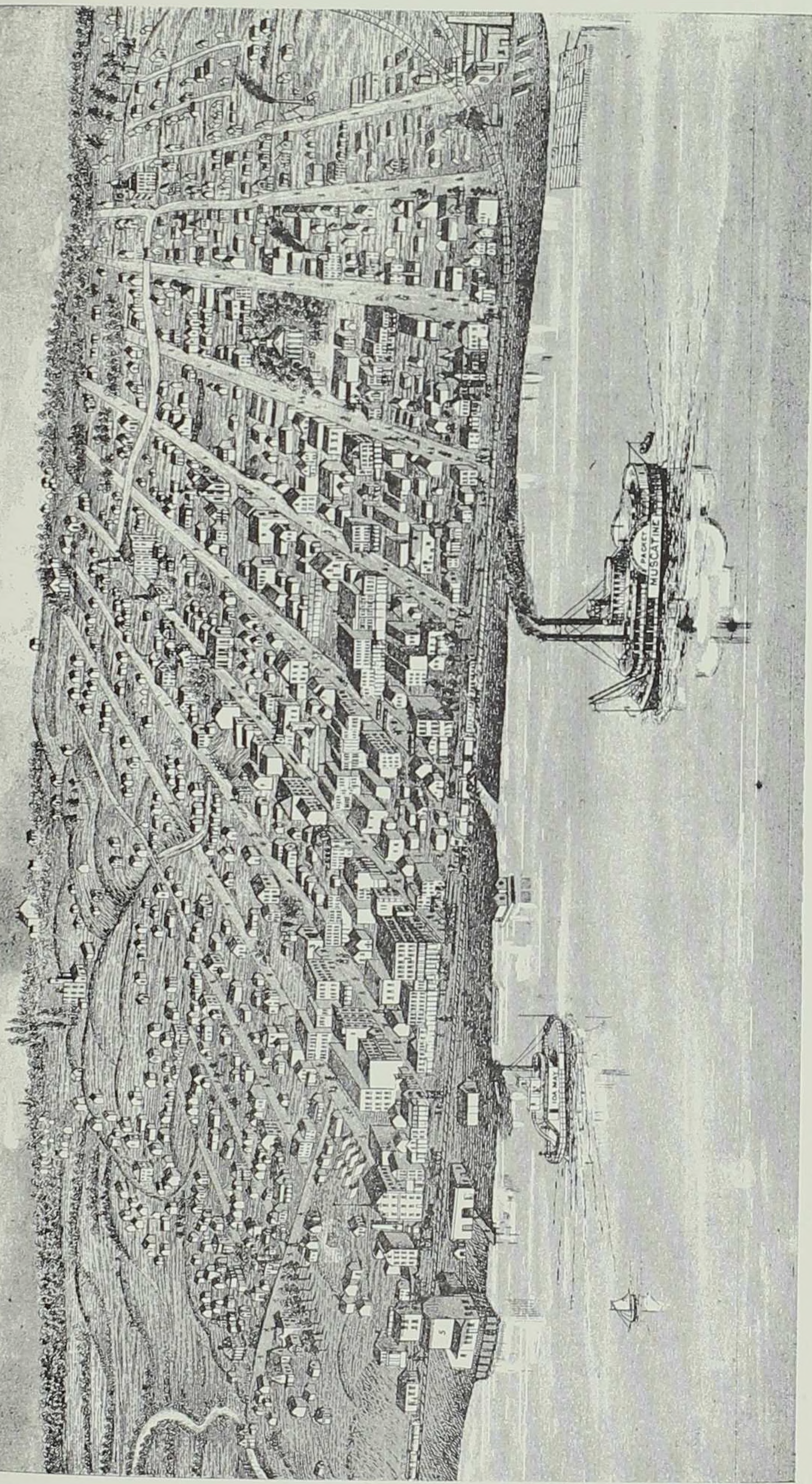
The first streetcar was run in Muscatine on September 11, 1883. It was a horse-drawn affair that operated over a stretch $2\frac{1}{2}$ miles long. Seven years later, on March 25, 1890, Muscatine was asked to grant a franchise for an electric street railway, which was granted and soon installed.

Just as exciting for Muscatine, perhaps, was the introduction of gas into the city in 1857, the acquisition of the first fire department in 1875, and the inauguration of the first water works on West Hill in 1878. Year by year other events followed: the adoption of Standard Time all over the country in 1883 (with Muscatine and Iowa falling within the Central Time Zone) posed no problems since most men worked ten or eleven hours a day and sports-minded Iowans were relatively few. The opening of the Hotel Webster amidst brilliant entertainment on March 5, 1884, was followed in 1885 by the Macadamizing of Front Street and the opening of the Turner Opera House. By 1890 the files of the *Muscatine Journal* covered a half century of colorful history and all Muscatine could celebrate the Golden Wedding of the Joseph Bridgmans, who were married in Muscatine in 1840.

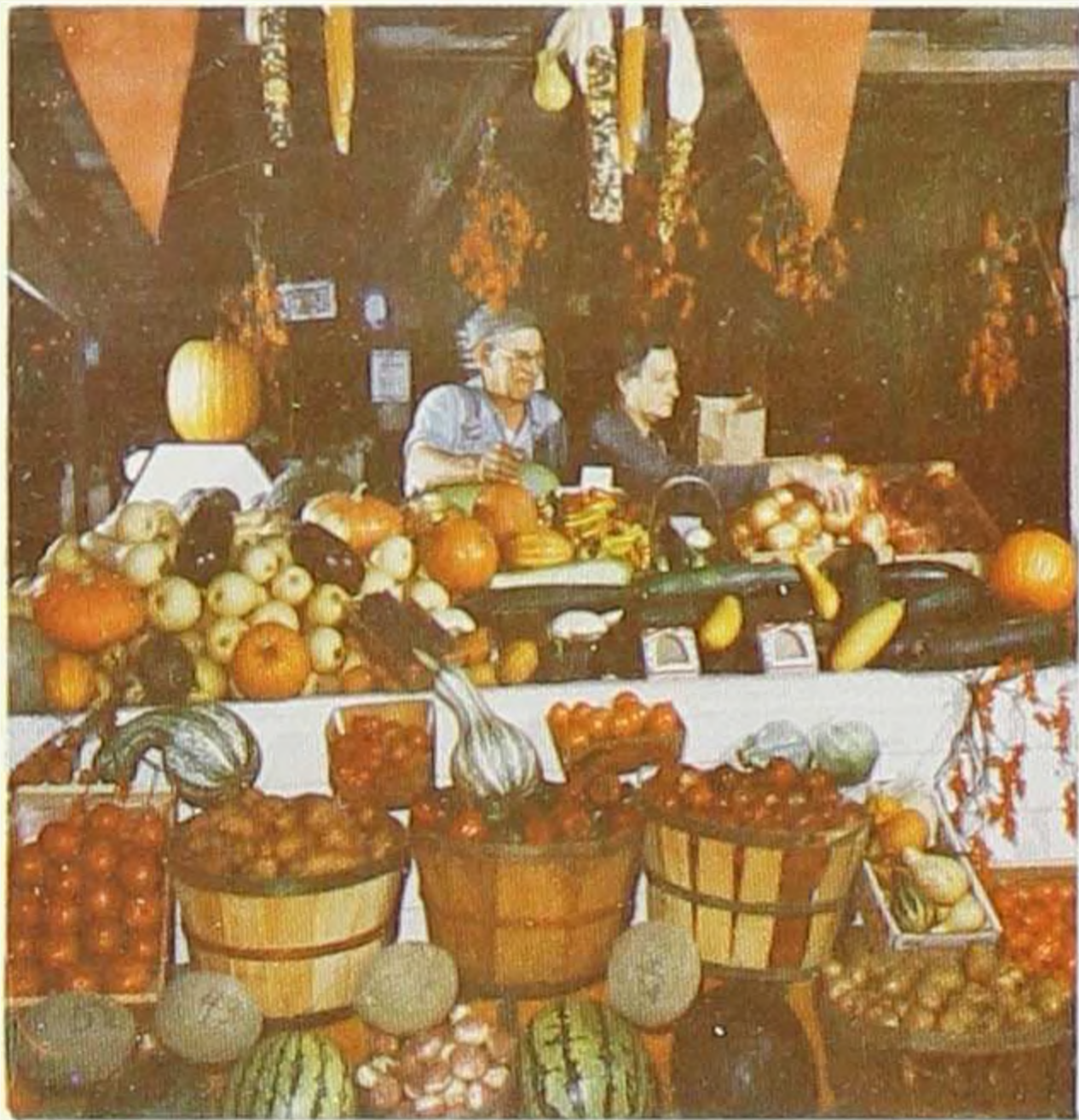
In the years that followed, Bloomington had much to be thankful for: a rich soil, healthful climate, and homogeneous people have been important factors in causing the population to expand from about 1,600 in 1846 to 20,997 in 1960. Muscatine still has her sash and door mills, reminiscent

of lumbering days. Muscatine still employs almost five hundred button workers. Muscatine still dwells in the sunset land, enjoying the rich educational, religious, and cultural heritage handed down by the pioneers of yesteryears.

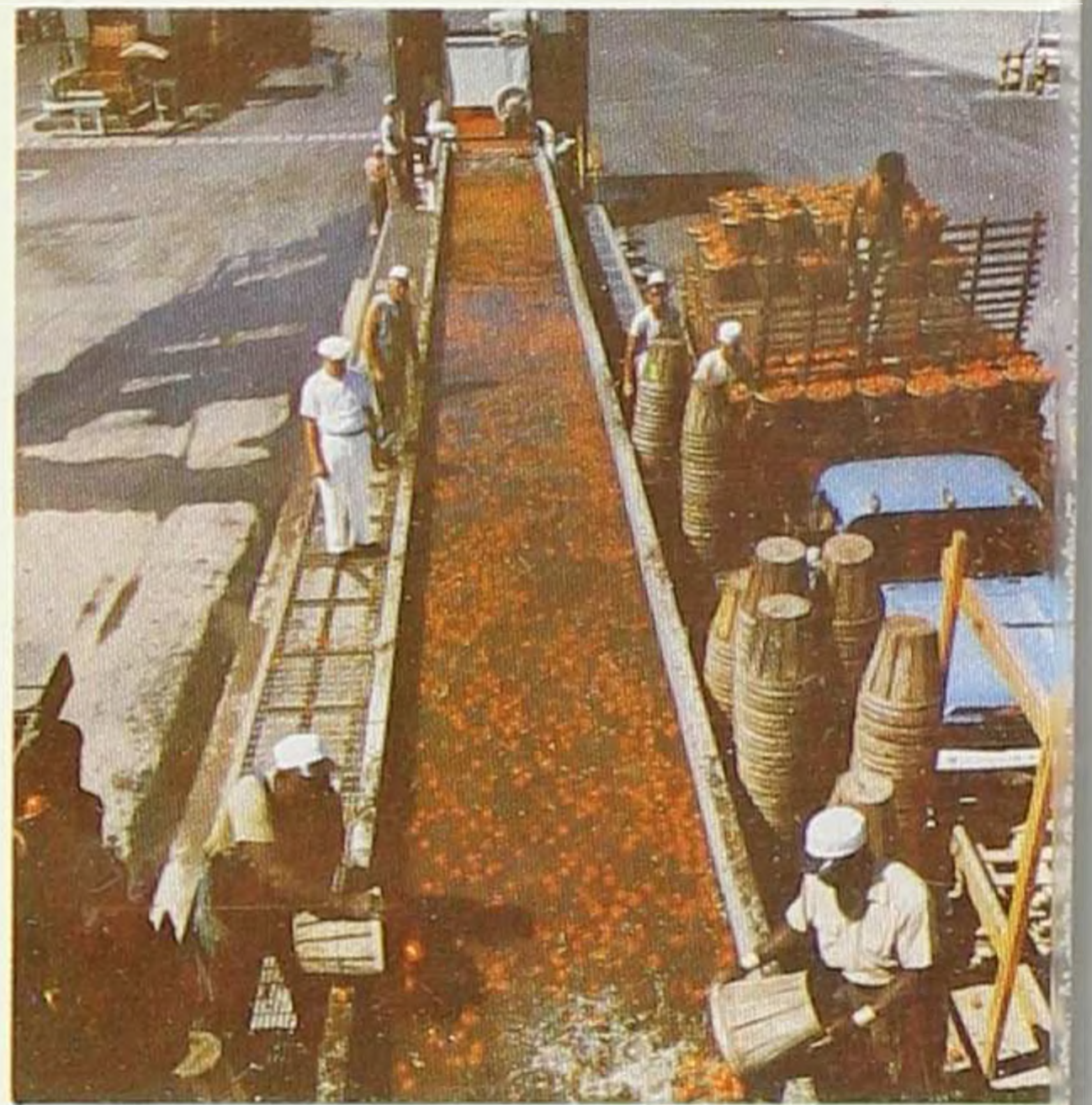
WILLIAM J. PETERSEN



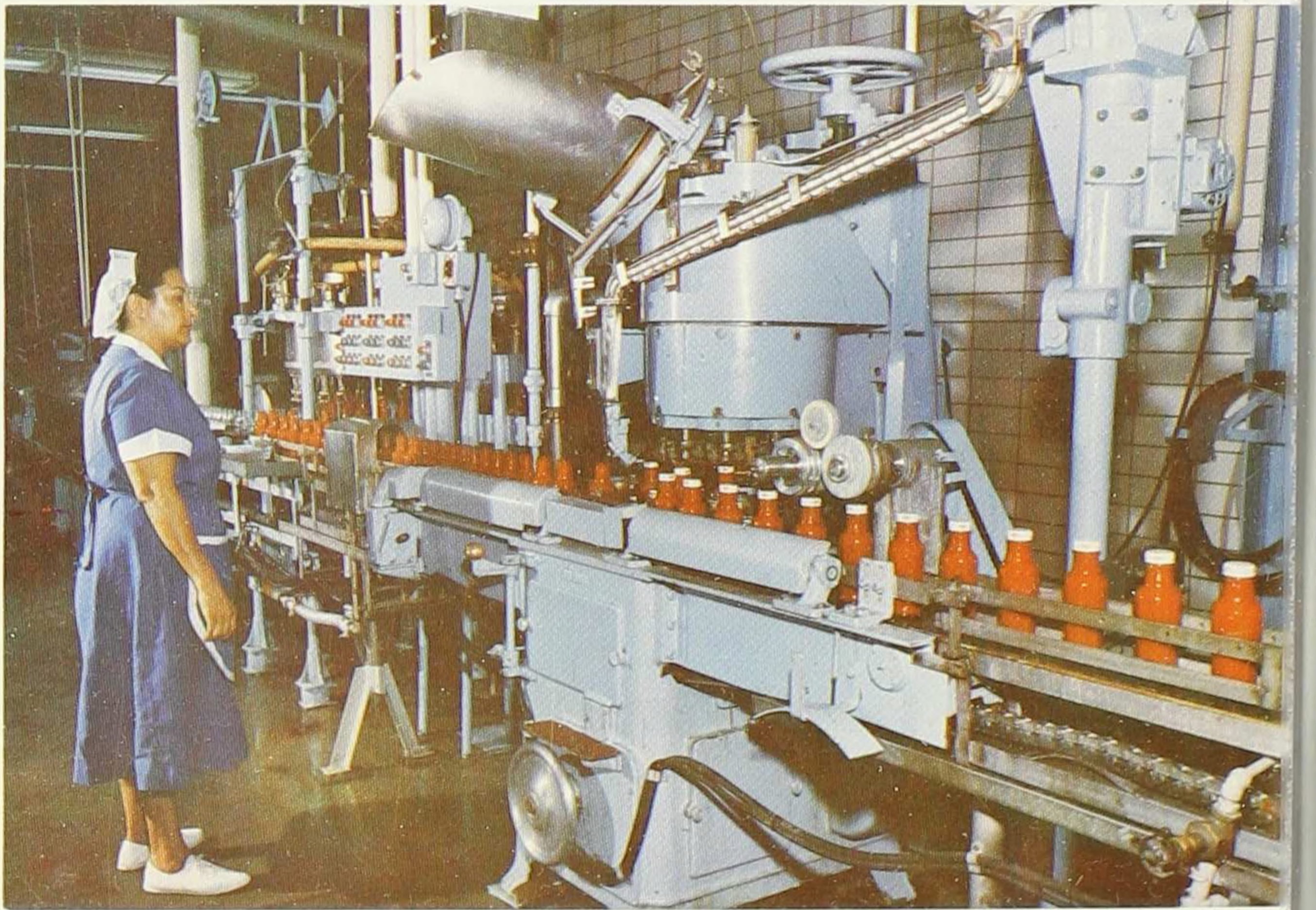
Steel engraving of Muscatine in A. T. Andreas' *Illustrated Historical Atlas of Iowa* (1875).



The Wealth of Muscatine



Tomatoes — By the Bushel!



On the Heinz Assembly — Headed for All America!