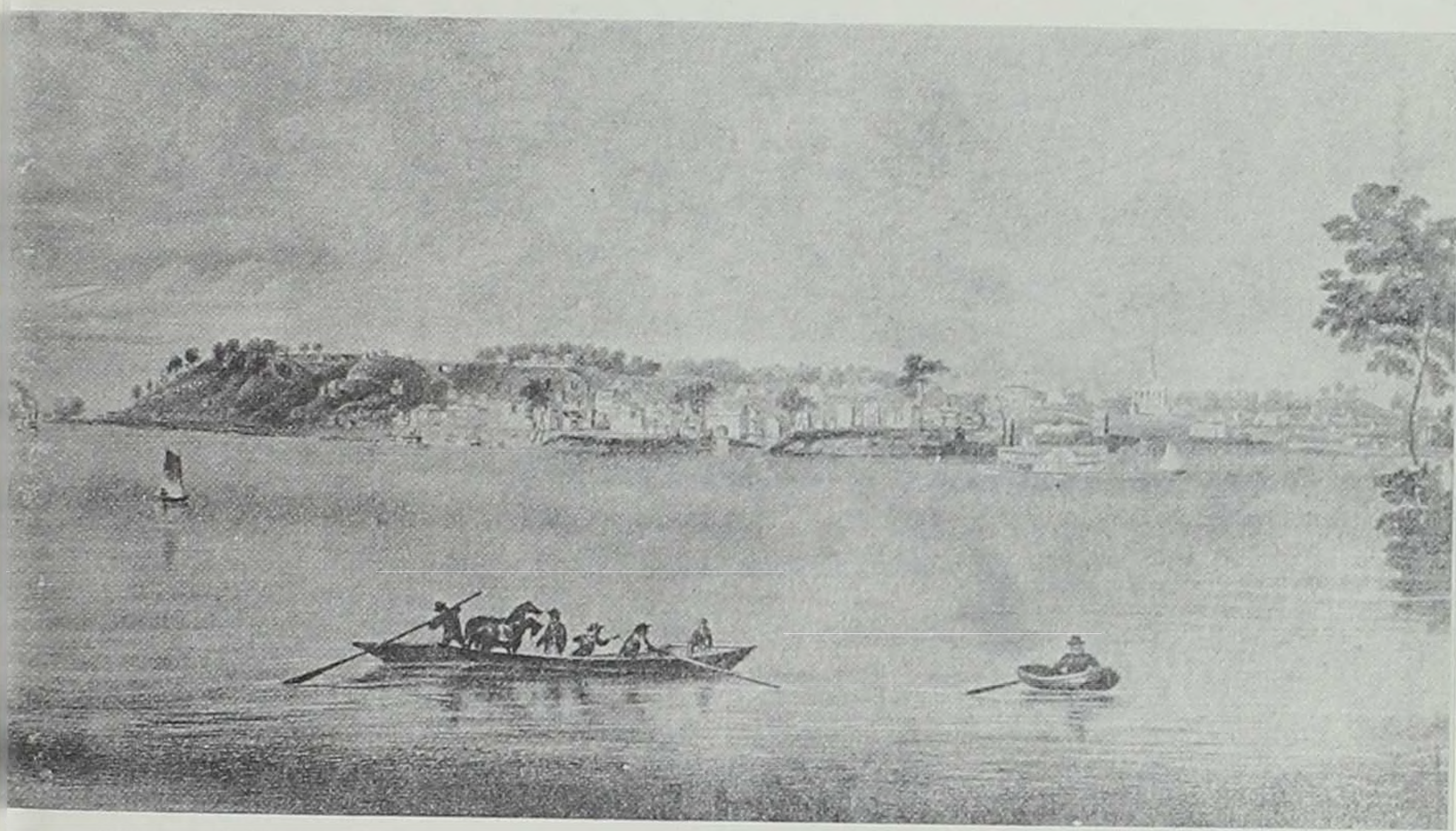
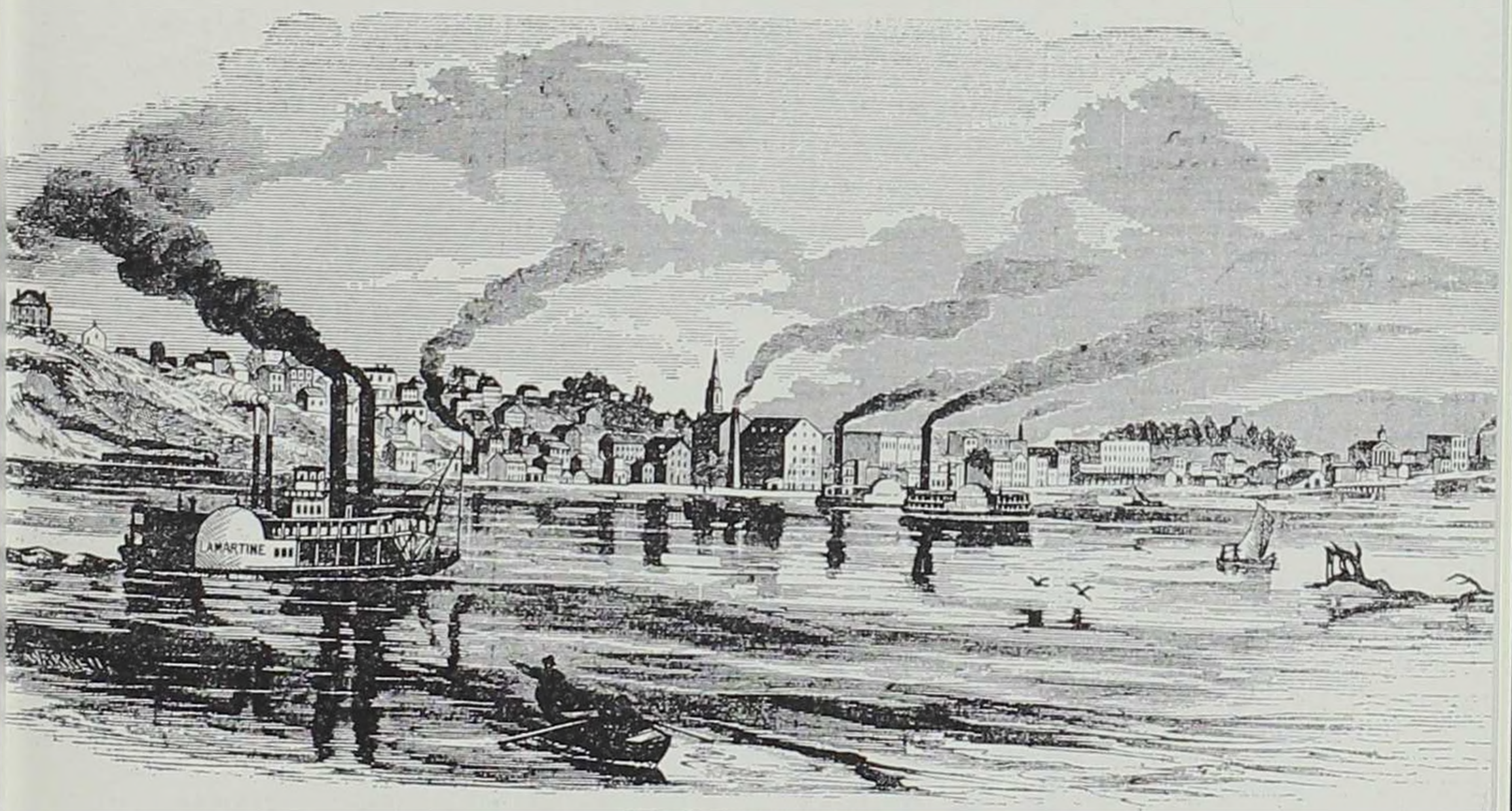
Bloomington Comes of Age

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.

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 of Iowa*, That the town of Muscatine, (formerly the town of Bloomington,) in the county of Muscatine, is hereby created a city, by the name of the "City of Muscatine."

Muscatine created a city.

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

Incorporation

§ 3. All the rights, powers, privileges, duties, libilities and property of the late town of Muscatine, are hereby transferred to, and imposed upon, the said city, except as repealed or qualified herein, and the same may be enforced by or against the city as they might have been by or against the town.

Town property, rights, liabilities, &c. tranfered to city.

§ 4. The said city is hereby divided into three wards as follows: 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 limits of those now or hereafter established.

Wards.

§ 5. Every white male citizen of the United States, of the 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.

Citizenship.

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

Voters may be challenged.

§ 8. No person shall be eligible to any elective office mentioned in this act, unless he be a citizen of the city, as above defined, and have been a resident thereof one year next preceding his election.

Qualifications for office.

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.

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Weep not for him that dieth.

BY THE REV. MRS. NORTON.

"Weep ye not for the dead, neither bewail him; but weep sore for him that goeth away, for he shall return no more, nor see his native country."—Jeremiah xxii. 10.

Weep not for him that dieth—
For he sleeps and is at rest;
And the couch whereon he lieth
Is the green earth's quiet breast.
But weep for him that goeth
On a far land's hateful shore—
Who wearily darkeneth
Where ye see his face no more!

Weep not for him that dieth—
For friends are round his bed,
And many a young lip sigheth
When they name the early dead.
But weep for him that liveth
Where none will know or care
When the green his faint heart giveth
To the last sign of despair.

Weep not for him that dieth—
For his struggling soul is free,
And the world from which it flieth
Is a world of misery.
But weep for him that wearieth
The captive's galling chain;
'Tis the agony he beareth,
Death were but little pain.

Weep not for him that dieth,
For he hath wrung from care
And a voice to his replieth
Which he hath not heard for years.
But weep for him that weepeth
On that cold land's cruel shore—
Blest, blest is he that sleepeth—
Weep for the dead no more!

What is Education?

The great end of education is not to train a man to get a living. This is plain, because life was given for a higher end than simply that soul for its own prolongation. A comfortable subsistence is indeed very important to the purposes of life, be it what it may. A man half fed, half clothed, and fearing to perish from famine or cold, will be too crushed in spirit to do the proper work of a man. He must be set free from the grasp of want, from the constant pressure of painful sensations, from grinding, ill-requited toil. Unless a man be trained to a comfortable support, his prospects of improvement and happiness are poor. But if his education aims at nothing more, his life will turn to little account.

To educate a man is to unfold his faculties—to give him the free and full use of his powers, and especially to his best powers. It is first to train the intellect, to give him a love of truth, and to instruct him in the process by which it may be acquired. It is to train him to soundness of judgment, to weigh evidence, and to guard him against the common sources of error. It is to give him a thirst for knowledge which will keep his faculties in action throughout life. It is to aid him in the study of the outward world, to initiate him into the physical sciences, so that he will understand the principles of his trade or profession, and will be able to comprehend the phenomena that are continually passing before his eyes. It is to make him acquainted with his own nature, to give him that most important means of improvement, self-comprehension.

In the next place, to educate a man, is to enrich his conscience, to give him a quick, keen discernment of the right, to teach him duty to the great principles and minute applications, to establish in him immovable principles of action. It is to show him his true position in the world, his true relation to God, and his fellow beings, and immutable obligations laid upon him by these. It is to inspire him with the idea of perfection, to give him a high moral aim, and to show him that this may be maintained in the commonest toils, and how every thing is made to contribute to its accomplishment.

Farther, to educate a man in this country is to make him a good citizen, to establish him in the principles of political science, to make him acquainted with our history, government, and laws, to teach him our great interests as a nation, and the policy by which they are to be advanced, and to impress him deeply with the responsibility, his great trust, the obligations to disinterested patriotism as the citizen of a free state.

Again, to educate a man is to cultivate his imagination and taste, to awaken his sensibility to the beauties of art, to give him the capacity of enjoying the writings of men of genius, to prepare him for the innocent and refined pleasures of literature.

I will now only add, that to educate a man is to cultivate his powers of expression, so that he can bring out his thoughts with clearness and strength, and exert a moral influence over his fellow creatures. This is essential to true enjoyment and improvement of social life.

According to these views the laboring classes may as yet be said to have few means of education, except those which Providence furnishes in the relations, changes, occupations 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? In the mechanical nature of our common schools, is it ever proposed to unfold the various faculties of a human 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. Channing.

HORTICULTURE.

BY MRS. LYDIA M. MOORHEAD.

If the admiration of the beautiful is a sign of Nature, has a tendency to soften 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 nursed, 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 causeth the sun to shine, and the dew to distil; who forgets not the tender buried vine, amid the snows and ice of winter, but bringeth forth the root long hidden from the eye of man, into vernal splendour, 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 modified by the sweet friendship of the quiet plants. The toil, the hurry, the speculation, the sudden reverse, which mark our times, beyond all that have 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 denizens of the bounty of heaven.

Horticulture has been pronounced by medical men salutary to health, and to cheerfulness of spirits; and it would seem that the theory might be sustained, by the placid and happy countenances of those, who use it as a relaxation from the excitements of business, or the exhaustion of study. And if he, who devotes his leisure to the culture of the works of nature, benefits himself—he who beautifies a garden for the eye of the community, is surely a public benefactor. He insinuates into the bosom of the man of the world, panting with the goad-feter, gentle thoughts, which do good like a medicine. He cheers the desponding invalid, and makes the eye of the child brighten with a more intense happiness. He furnishes pure aliment for that taste which refines character and multiplies simple pleasures. To those who earn 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 poets of our mother-land, we may say,

"Praise to the sturdy spade,
And patient plough, and shepherd's simple crook,
And let the light mechanic's tool be hail'd
With honor, which encasing by the power
Of long companionship, the laborer's hand,
Cuts off that hand, with all its world of nerves,
Fences a too busy commerce with the heart."

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 slacken one hand and bend or twist his head with the other, keeping your hands low. This bending compels him to move a hind leg, and of necessity brings his fore feet down. 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 sharply, 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 defeat, but may feel disposed to try it again for the mastery. Should this be the case, you have only to twist, &c. as before, and you will find that in the second struggle he will be more easily subdued than on the first occasion; in fact you will perceive he quailed under the first operation. It rarely happens that a rearing horse, after having been treated in the way described, will resort to his tricks a third time. But on going into other hands, and having another rider, he will be very likely to have recourse to rearing.—American Farmer.

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 disease, of employing chloride of lime.

In order to keep the sweetness, it is indispensably necessary that every particle of buttermilk be worked out before packing down, this is ascertained 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 coolest 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.

Cleopatra.—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 Imperator of Rome, and when her statue was placed in the temple of its gods, she only used her power over the hearts of "the world's great masters" to aid Egypt and increase its dominions. From a fugitive princess, wronged, friendless, dethroned and hunted to death by unnatural kindred, she made herself an independent sovereign queen, and raised the decaying capital of her kingdom to the intellectual metropolis of the universe, a shrine to which the wise 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 superiority, who reconstructed that precious library which in his madness had destroyed; and who, when the treasures of the Roman empire were made disposable at her will, by the enamored Anthony, replied to his offers: "The treasures I want are two hundred thousand volumes from Pergamus 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, Bertrand, of some articles of the Emperor.

On a late occasion, King Louis Phillipe, having at his side the Duke de Nemours, and surrounded by all his ministers and aide-de-camp, 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 ever used since, two pair of pistols, richly worked; the Roman sword he wore at the Pyramids; a sabre, which belonged to John Sobieski, and a poignard, given by the Pope as the grand master of the order of Malta. 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 therein. He no doubt thought, says the Journal des Debats, that the glory of the Emperor was not 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 intended to seize and retain it; but the General with pious fraud, substituted his own for it. Napoleon's bed cost him upwards of 100,000 francs in gold, 'Austerlitz, 26 December, 1805.' The hilt is of solid gold, simple in form, inlaid with three antique medals, the bearing effigies of Hannibal, Cæsar and Alexander.

Consumption.—The editor of the N. H. Telegraph, in an article relating to the frequency of this disease among us and 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 most other diseases.—Startling, it must be, indeed, to feel for the first time, that there is a worm gnawing at one's vitals, whose greedy tooth no human skill can stay—startling to feel the certainty of disease within, whose end is surely death. But how soon does the spirit grow calm; and as he feels the disease lagging at his heart strings, and his strength wasting away before it, how calmly then, does the soul plume itself for its upward flight; how trustingly then, does it lean upon the bosom of its God—and when flesh and heart grow faint and fail, how sweetly sinks to its final rest, the victim of consumption.

"So fades a summer's cloud away,
So sinks the gale when storms are o'er,
So gently shuts the eye of day,
So dies a wave along the shore."

The Wife.—Woman's love, the rose blooming in the arid desert, spreads its rays over the barren plain of the human heart, and while all around it is blank and desolate, it rises more strengthened from the absence of every other charm. In no situation does the love of woman appear more beautiful than upon misfortune; parents, brothers and friends have claims upon the affections, but the love of a wife stands distinct and different in 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 thro' every pain and peril that can befal him, to watch over him in danger, to cheer him in adversity, and even remain unalloyed at his side, in the depths of ignomy and shame.

A 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 Bunker's Hill Monument. Among the numerous visitors, was a noble hearted jolly tar, who after having wandered about for sometime 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, nothing daunted, planked down the rhino and left, feeling he had made a good bargain.

Arrival of the Caledonia at Boston.

Probable settlement of the Turco-Egyptian question, and prevention of the Eastern War—rise 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 Caledonia, Capt. Richard Cleland, arrived yesterday morning, bringing London dates to the 18th and Liverpool to the 19th—the day of sailing.

The Caledonia has been 13 days and fourteen hours from dock to dock. She lost eight hours at Halifax, and twelve hours below on account of the fog—having arrived below within five miles of the city at 6 o'clock the previous evening.

The steamer President arrived at Liverpool from New York, on the 17th, having made the voyage in 16 days. The Acadia arrived on the 18th, 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 dates.

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

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

The prospects 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 "important if true." If the tardy concession which Mehemit Ali made at the 11th hour, will satisfy the four powers, now that matters have been pushed to such an extremity, it seems a cleverly contrived 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 seven day's session. 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 pacific 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 Colewski has proposed to Mehemit Ali's 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 Divan, thro' the French ambassador, M. De Pontois. Among other reasons contained in this project, there is one, it is asserted, which is likely to facilitate the almost desperate arrangement of the eastern question, viz:—Mehemit Ali consents to accede to the proposal of possessing Syria for his life only.

Notwithstanding the tardy and partial acquiescence of Mehemit 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 Mehemit has yielded, we scarcely 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.

A letter from Constantinople, published in the Gazette of Leipsic, 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 cartouches. It likewise mentions that the Ottoman Porte had despatched a courier to Rome 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 Beyrout, and have blockaded that port, and we hear that Sidon, with all the seaports on the coast, if not so 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 Arnaouts, (Albanians,) one hundred Nizams, and eighteen Mountaineers, captives, on their way to the Lorman. The consuls of the Four Powers with their families have gone on board the ships; and our consuls sent to the merchants, requesting them to leave likewise, but they have accompanied us to the mountains, where we hop, to remain in peace. The poor Fellahees are quite rejoiced at the prospect of being delivered from their bondage, yet they seem as yet timid to rise again. The Emir Beshir 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 Mehemit Ali.

Things are growing worse and worse, and I just now hear that all the Christians have left Beyroot, and that the Pacha's soldier's 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.

Fire in London.—On Saturday morning, the public house known as Jacob Well's Inn, was consumed by fire a little after midnight. A young man named Vanderteen, the landlord, escaped from the roof after remaining near the flames in great peril. 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 Doullens had made their escape by a subterranean passage communicating from the interior of the prison to the *chemin de ronde*. Eight of them were almost immediately recaptured in the environs of Amiens, 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 axletree of one of the carriages suddenly broke through the extreme badness of the iron it was made of. Seven 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 Surveilliere) 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 Firebrand 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 a Mr. Harvey Tackett, in which the latter was seriously wounded by a ball passing near the right hip bone, and traversely out of the spine. Earl Gardigan was arrested and held to bail in the sum of £1600. Capt. Douglass, his second, was also held to bail in the sum of £500, for a breach of the peace.

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

The War in French Africa.—Advices from Algiers to the 6th ult. are quoted in the Toulon and Lyons papers. Gen. Changarnier had returned from revictualling Medeah, which was much in want of provisions and medical stores. His column had a sharp affair with the Arabs on its return, at the Col de Teniah, and has occasioned the enemy a loss of 900 men. Four Europeans colonists and a wealthy Moor had been arrested at Algiers, on charges of clandestinely supplying the Arabs with powder. A Jewish merchant, named Narbonni, had been arrested for issuing false money, which was coined for him at Marseilles, and then circulated at Algiers. The Toulonnais says that an unfortunate affair has happened at the camp of Ain Tarco, near Setif, in the province of Constantine, where, in a sally made to rescue some chasseurs, 37 men were killed by the Arabs.

Mr. G. Archibald, long connected with the Metropolitan 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 Sir C. Nugent, and Sir James Whitehead, he was the oldest Admiral in the English Navy.

F. P. Smith, the inventor of the new screw propeller steamship Archimedes, has published a challenge to run his ship against any paddle wheel steamer in the kingdom, except high pressure engines. The trial to take place in the open sea, 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 that spectacle I can never forget the impression and of having witnessed it from the faces of ten thousand spectators. They seem yet before me; I sympathise 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 water on 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 presentiment 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 slackness 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 movables 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 able 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 on their whole persons.—Saunder's Journal.

FIGHT WITH THE INDIANS

The Savannah Republican says that the following is a correct account of the engagement which took place on the 8th instant near Fort Wacah, between the U. S. troops, commanded by Lieut. K. Hanson, 7th Infantry, and a party of the Indians.

On that day, information having been received at the Fort that Indians were in the vicinity, Lieut. Hanson, with a force of thirty-five men, set out immediately in pursuit. At the distance of one-half miles from the Fort, the troops were fired on by the enemy, from a dense hammock.—Lieut. Hanson caused the fire to be promptly returned, and judging from the long line of fire of the enemy that they far out-numbered his command, and perceiving that they outflanked him, he retired in good order about 300 yards to the open woods, and the Indians followed a warm contest with them for about fifteen minutes—at the end of which time the enemy gained the ground and hastily withdrew into the hammock. Lieut. H. not knowing that the enemy were superior to his force in numbers, and having one killed and four wounded, did not think it prudent to follow them into the hammock.

Capt. Hawkins, 7th infantry, soon arrived on the ground with a reinforcement, the contest course resolved upon him. A charge was made into the hammock, but to no purpose—no Indians, either dead, were seen; another instance of the wonderful rapidity with which the Indians conceal their wounded and dead.

The number of the Indians was not known, but nighty, and there are many good reasons for believing it to have been greater.

The contending parties were often within sight of each other, and Indians were distinctly seen. Had they not met with very rough treatment, they suffered very severely, they would not have so readily yielded the ground.

The following has been issued in relation to the above affair:

Order } Head Quarters, 7th Infantry,
No. 37, } Fort Mitchell, Sept. 9th.

The Lieutenant Colonel commanding has the satisfaction to announce to the regiment, that an action was fought on the 8th instant, near Wacahoo, between 1st Lieutenant Hanson with a detachment of thirty-five men of B and H companies, of the infantry, with a large body of the enemy, numbering nighty or one hundred warriors, in which the Indians were severely beaten.—To fight successfully an superior in numbers, and that under the disadvantage of an ambuscade, requires no small share of coolness and bravery, both in officers and men. The Lieutenant Colonel commanding is highly pleased at the skill and courage displayed by Lieut. Hanson, as well as the good conduct of the men under his command. He hopes and believes that the example set by this small detachment will be forgotten by the regiment whenever an opportunity offers to engage the enemy.

By order of Lieut. Col. Whistler.

R. C. GATLIN,
Adjt. 7th Infty.

From Dickwell's Report.

"On looking over some of our exchange papers, we find numerous instances of the participation of women in the political arena, as spectators or in a more active capacity. In some cases they have given toasts with their names attached, in others, they have presented political banners, and in one or two cases political speeches have been made on the presentation of these banners. This is all right and entitled to censure. Politics already too high in this country, enter too largely into the business avocations of the day, so much so too much with the courtesies of social life, the enjoyments of the domestic circle. To sanction the interference of woman in such a matter political strife, we shall tend still further to disturb the relations of kindness and love between friend and friend, and rob society of much of its purest enjoyment. For one we can conceive of nothing more unpleasant than to enter into a controversy with a female. It creates asperity, leads to excitement, and robs woman of her greatest charm. We love her quiet of manner, and grace of deportment. On all sides, there is no use of this kind of party spirit. Woman has no right to vote under our laws and constitution, and therefore her appearance at a political meeting, or her participation in any description of political strife, must be considered improper. She may, in reading public journals, and listening to the political conversation of gentlemen, form opinions favorable to this side or that. But suppose the case of two leading politicians, animatedly excited—how awkward and improper it would seem the appearance of a third person in the shape of a female, during their contest. If this first step be permitted, moreover, if women be invited to look on and oversee political meetings, the next step will be, to hold meetings exclusively composed of females, shall have our mothers and daughters on sides, making speeches, offering resolutions and possibly engaged is still more of political squabbles. The sphere of woman is away from such scenes. She should rather shun excite the asperities of the "stronger sex," and endeavor to render the home of her roof a retreat from the unpleasant bickerings and exciting controversies of politics. These at least are our views, and we hope soon to believe that similar sentiments are entertained by a large portion of the community."

ROGER SHERMAN.

It was remarked of this distinguished man by Jefferson, that he never said a foolish thing in his life. Fisher Ames was accustomed to express his opinion of him by saying that if he happened to be out of his seat when a subject was discussed, he came in when the question was about to be taken, felt safe in voting as Mr. Sherman did—it was always sound right. Mr Macon used to say that Sherman had more common sense than any man he ever knew. This great and good man was self taught. His first occupation in life was that of a shoemaker. While carrying on his business at his leisure hours to read useful books he became a distinguished lawyer and an honest man. Here is an example worthy of the imitation of youth in all ages.

Double Titles.—Chief Justice Parsons, in deciding a case the other day, remarked that "if a married woman has good proof that her husband is dead, she may marry again; if her husband turns out to be alive and return, she undoubtedly would not be guilty of bigamy, because the guilty intent was wanting; but which husband would be entitled to her would be a matter of doubt."

The *Muscatine Journal* traces its beginnings to the *Bloomington Herald*, one of the earliest newspapers in Iowa. John Mahin, one of Iowa's most famous editors, served for more than half a century as editor of this paper.

MUSCATINE CITY

DIRECTORY

—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.

COMPILED BY JOHN MAHIN.

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.

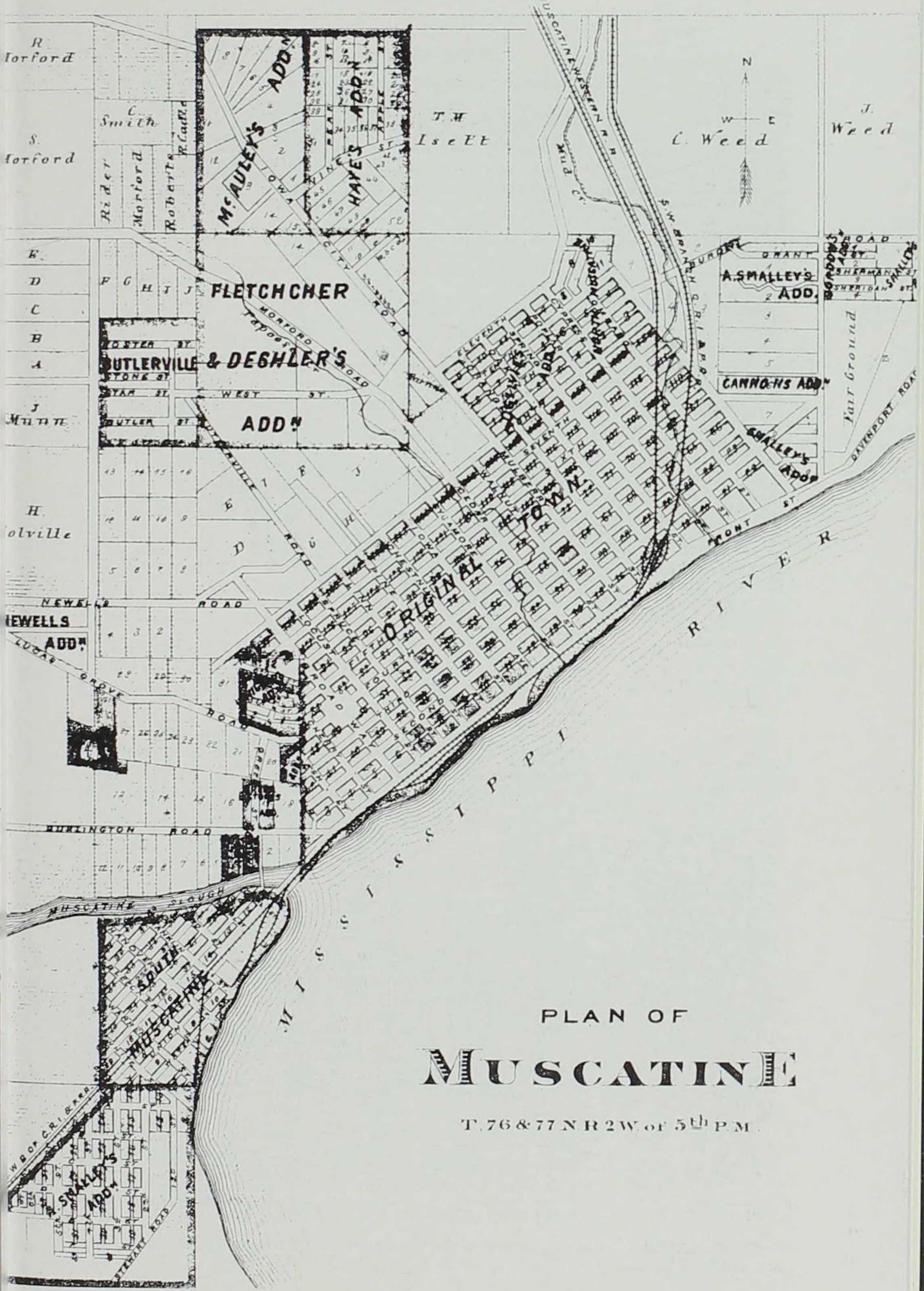
Amount of Lumber, Shingles, Lath and Logs bought at Muscatine for the year 1855:

8,750,000 feet Lumber, costing $23 00 per 1000 feet in the yard - - -	$201,250
7,500,000 Shingles, at $1 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,	2
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,	5	Shoe Shops,	12
Foundry and Machine Shops,	2	Shoe Stores,	4
Furniture Stores,	8	Soap Factories,	2
Flour Mills,	3	Stave Machines,	2
Groceries, (wholesale,)	2	Tailor Shops,	7
Grocery and Provision Stores,	20	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.



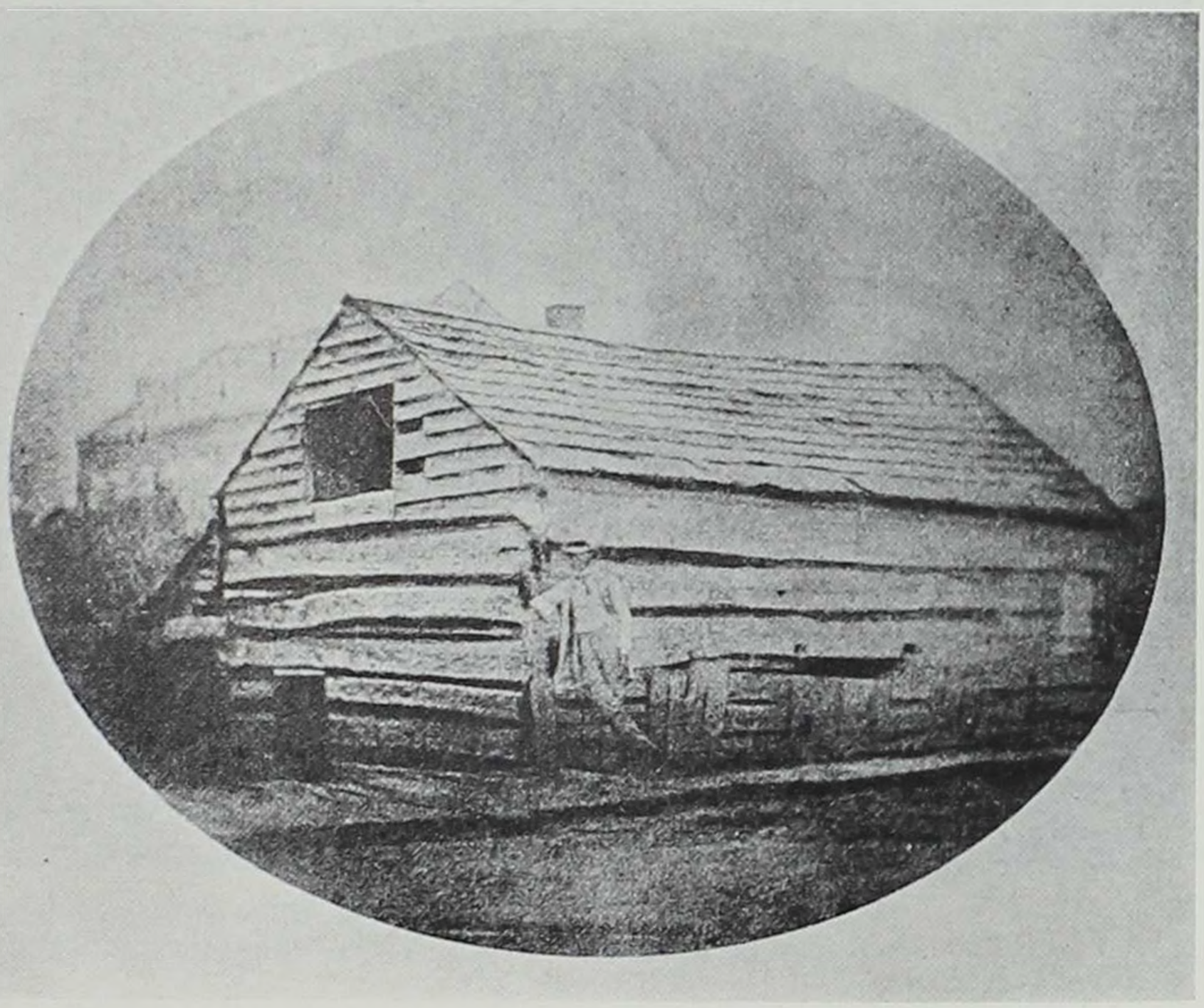
Plat of City of Muscatine from Andreas' *Illustrated Historical Atlas of Iowa* (1875).

MUSCATINE.

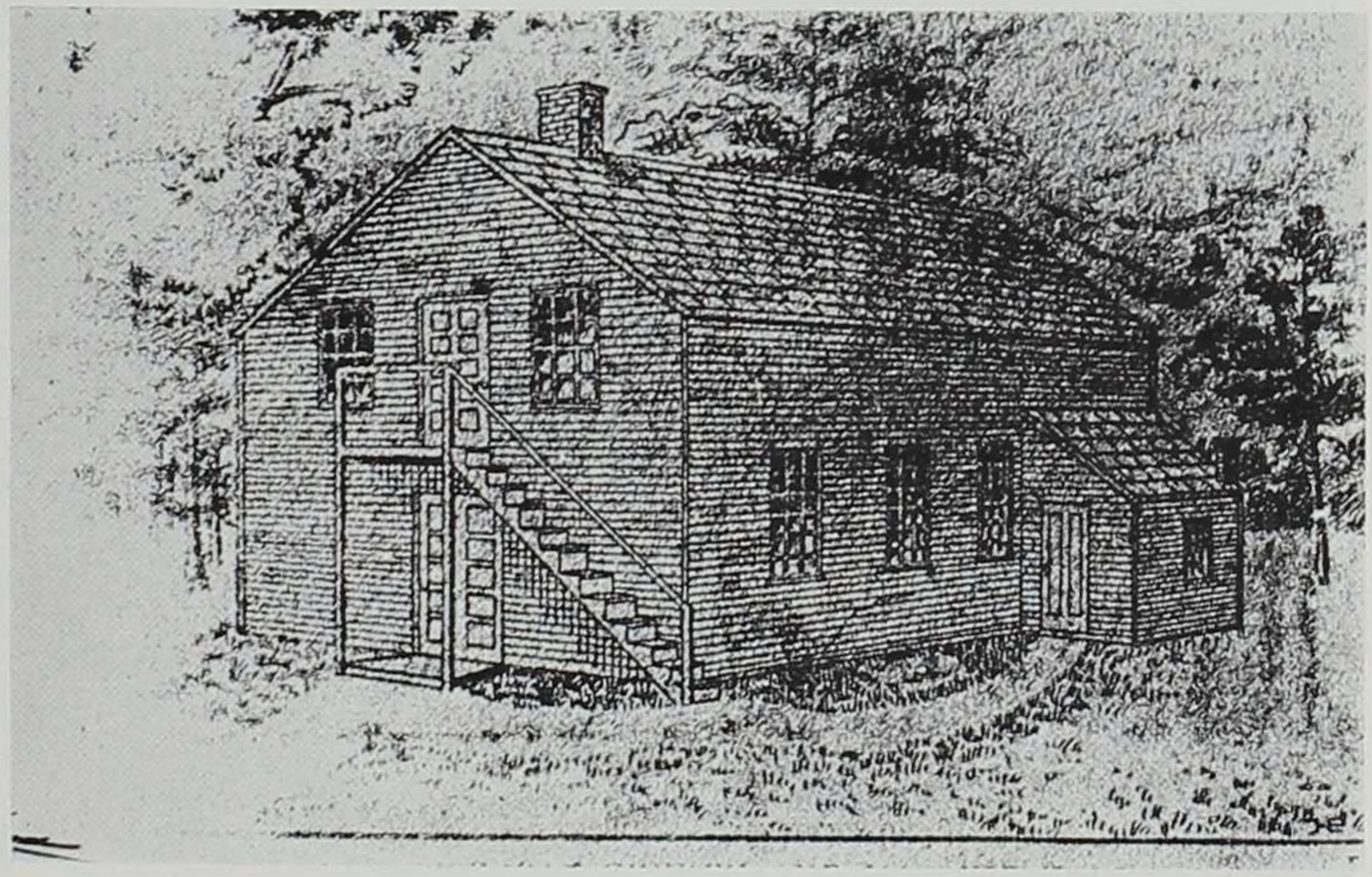
Residence and Post Office, Muscatine.

Ament & Bro.	Mnfr. Wagons, Carriages & Buggies	Tennessee	1845
Austin, P. A.	Physi ian 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	Wurtemburg	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. & Farter	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 *Humming Bird*	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
McKennan, H.	Physician	New York	1867
Mahin Bros.	Publishers *Muscatine Journal*	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 *Muscatine Tribune*	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 *Deutsche Zeitung*	Wurtemburg, Germany	1872
Walz, Franz Joseph	Hotel Germania	Wurtemburg, Germany	1869
Weir, James M.	Wholesale Liquors	Tennessee	1866

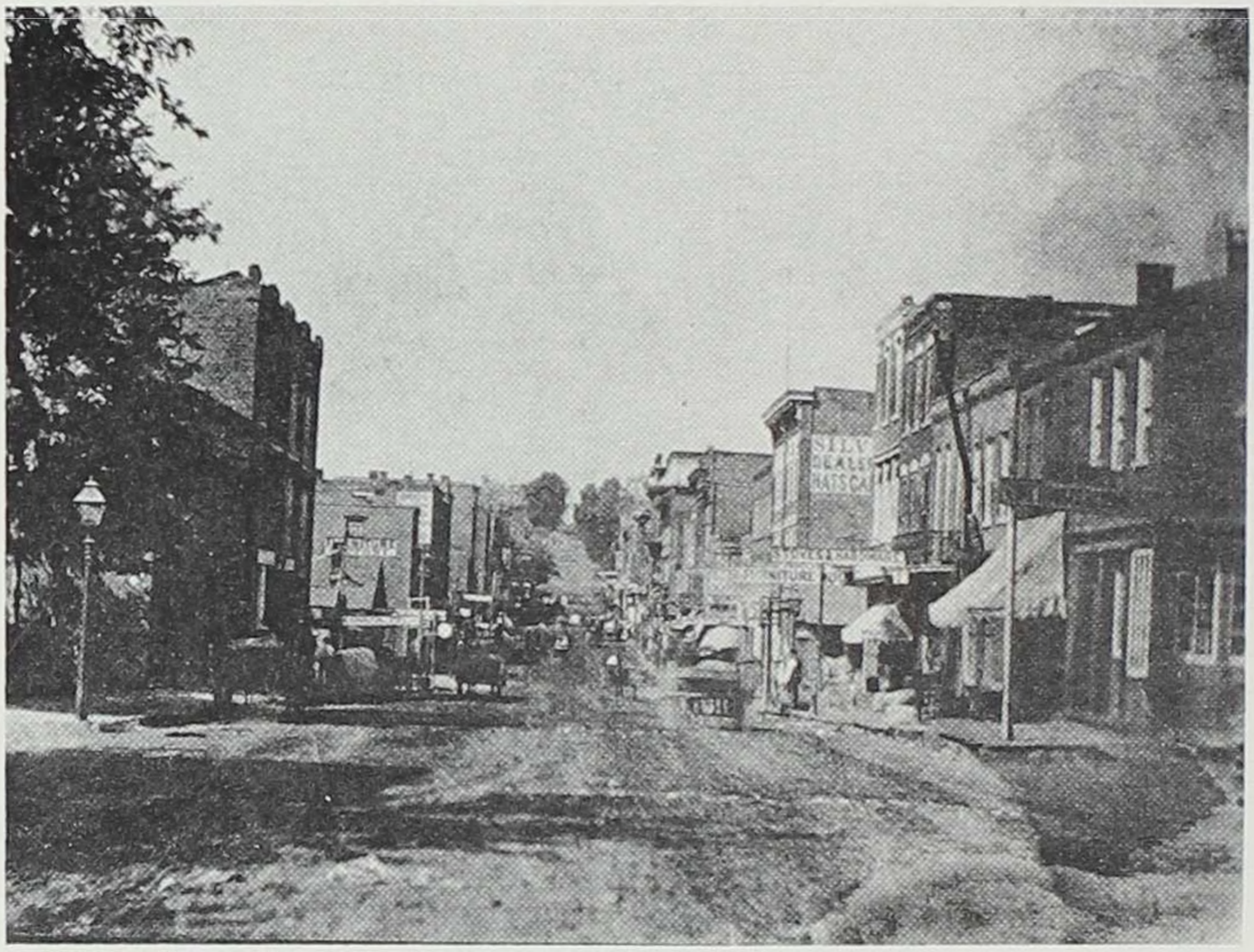
The Muscatine "Patrons" listed in A. T. Andreas' *Illustrated Historical Atlas of Iowa* (1875).



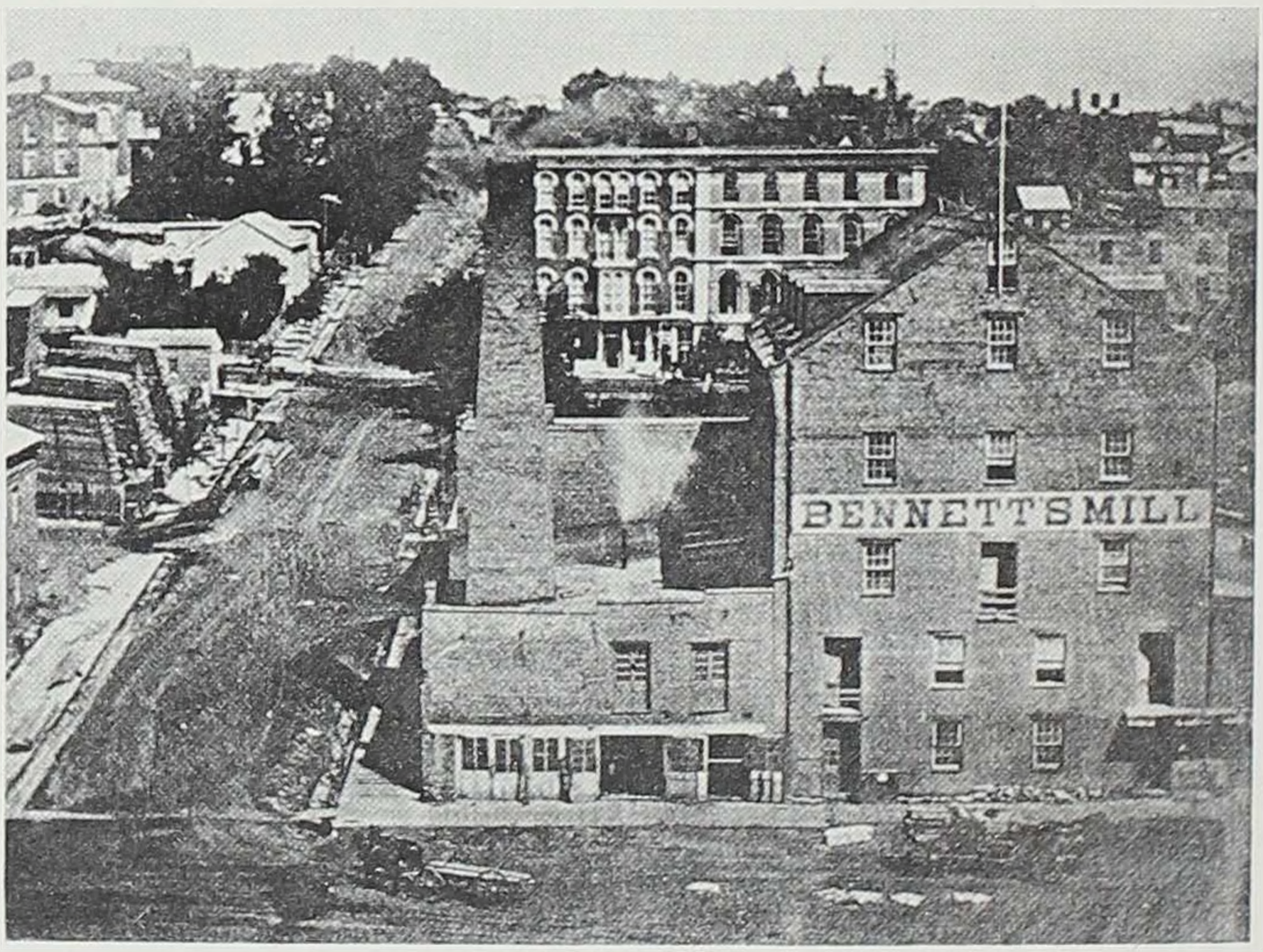
Joseph Bridgman standing beside log cabin he built on SE corner of Second and Pine in 1839. It was used as a dwelling, and later as a stable, before removal to Weed Park. Bennett's Mill, built in 1848, is in the background.



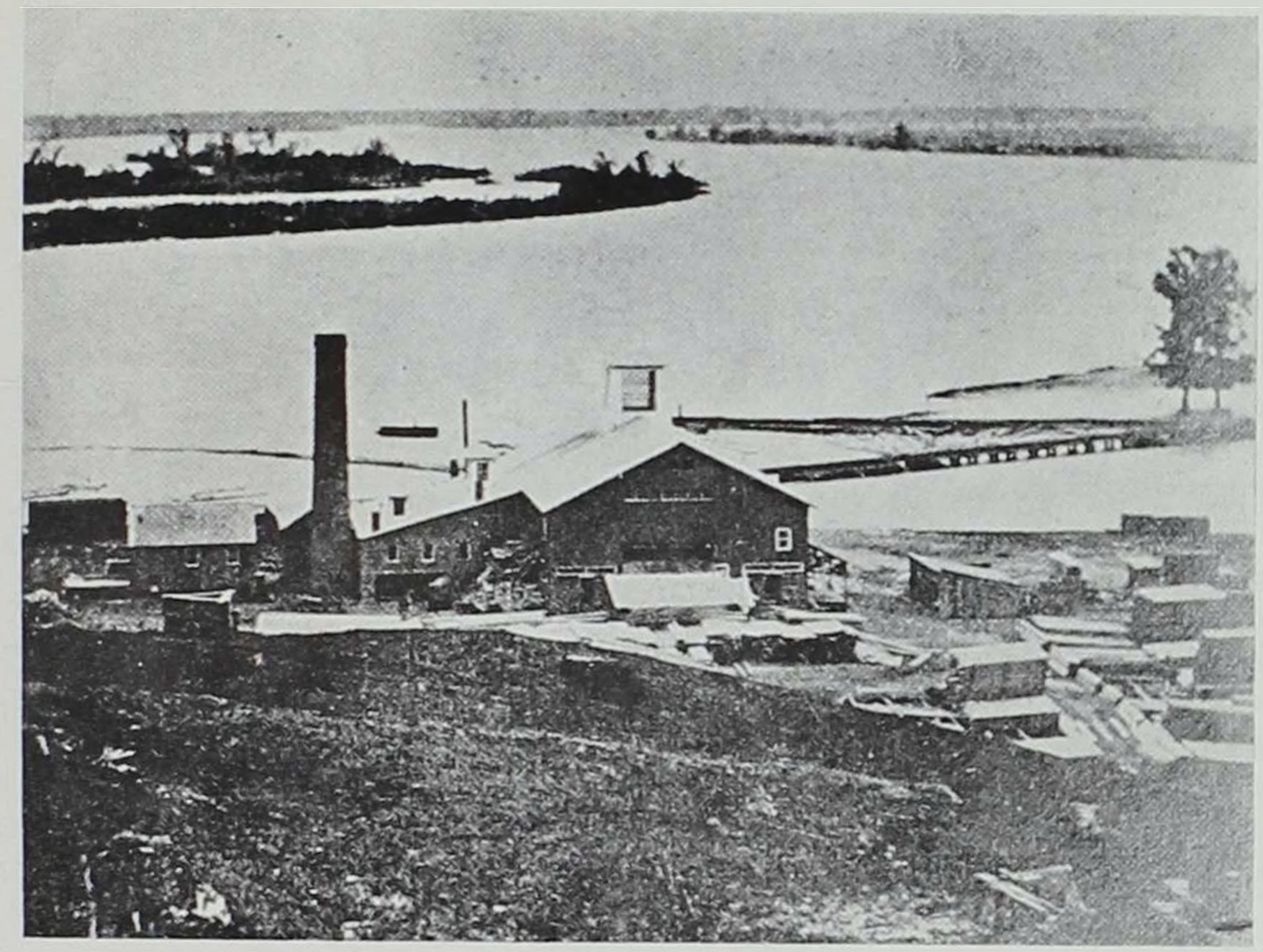
The first Episcopal Church and Masonic Hall was erected in 1841. The lower story of this 22 x 50 foot frame building was used by the Episcopalians, and sometimes by the Presbyterians. The Masons used the upper story from 1841 to 1854. The building was taken down during the Civil War.



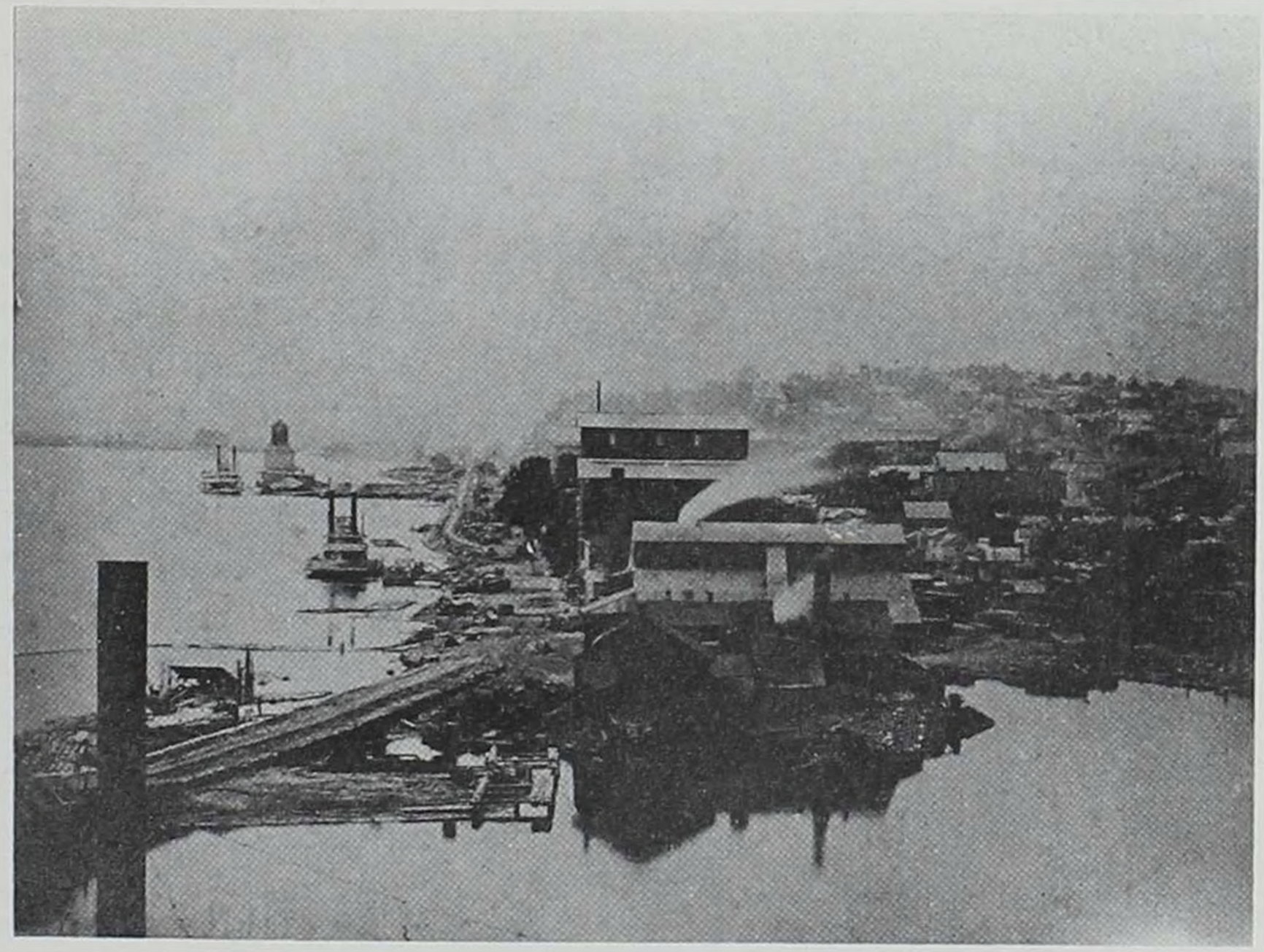
Second Street looking west from Cedar Street. Gas lights had been introduced in 1857 and general activity prevailed in the horse and buggy days of bustling Muscatine.



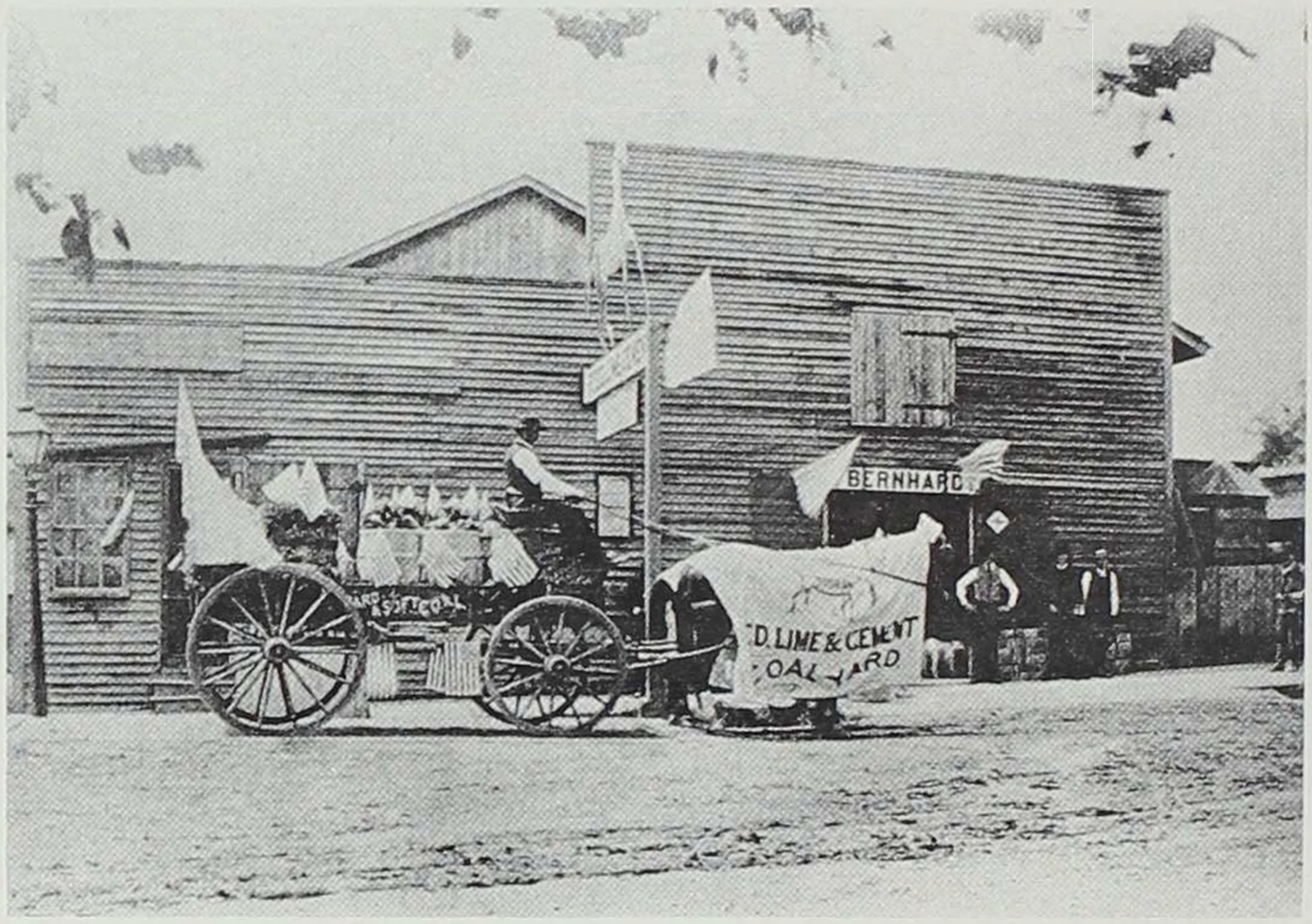
Bennett's Flour Mill was built by Joseph Bennett in 1848 and destroyed by fire August 23, 1851, with a loss of $33,000. Rebuilt by Bennett the same year, it was bought in 1869 (the year of photo) by J. B. Hale and called "Muscatine Mills." Used as sash and door factory by Huttig Brothers from 1876 to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



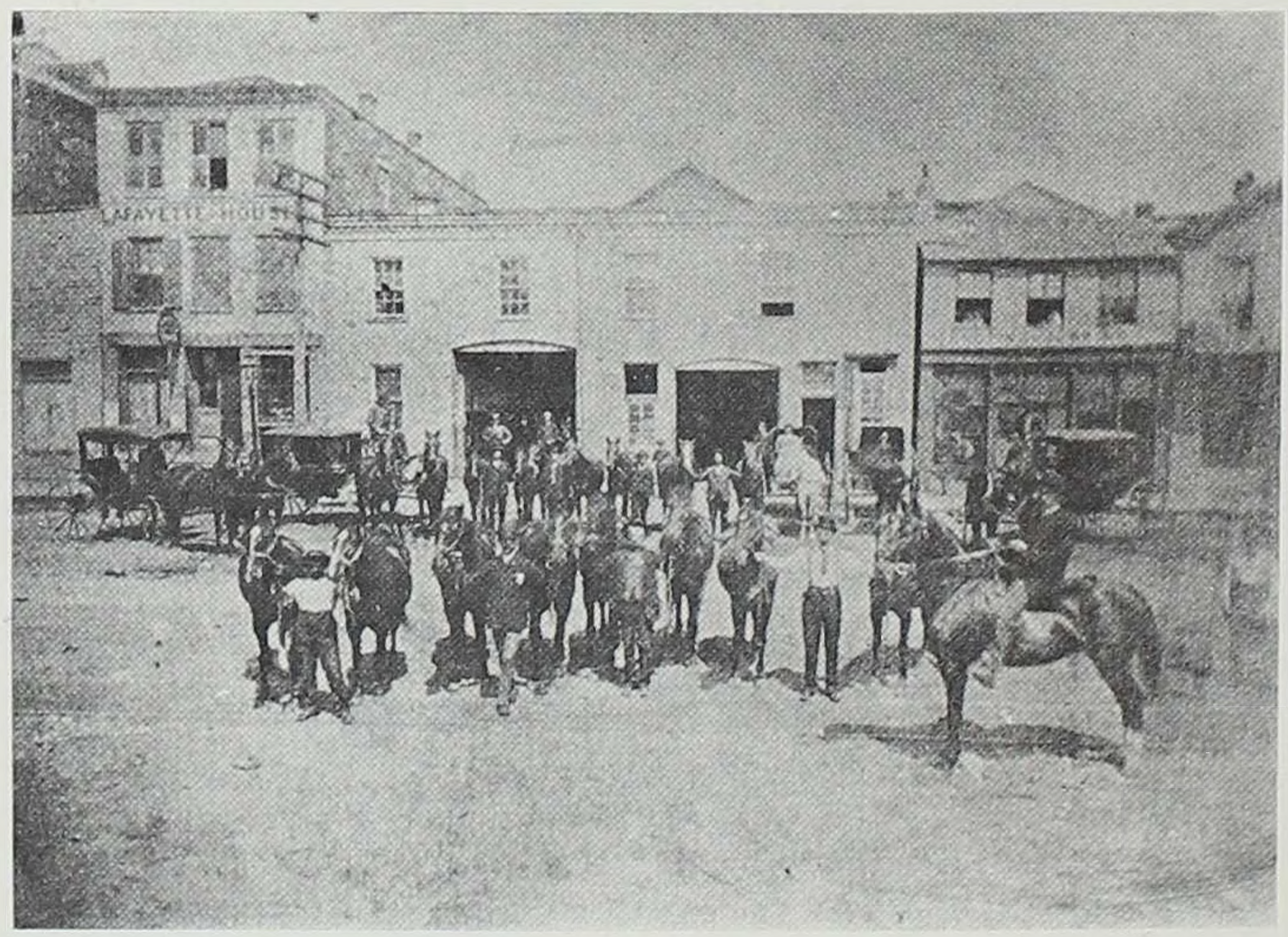
East side of Mad Creek — looking west. Richies Elevator at left center. Steamboats and raftboats made Muscatine a thriving river port.



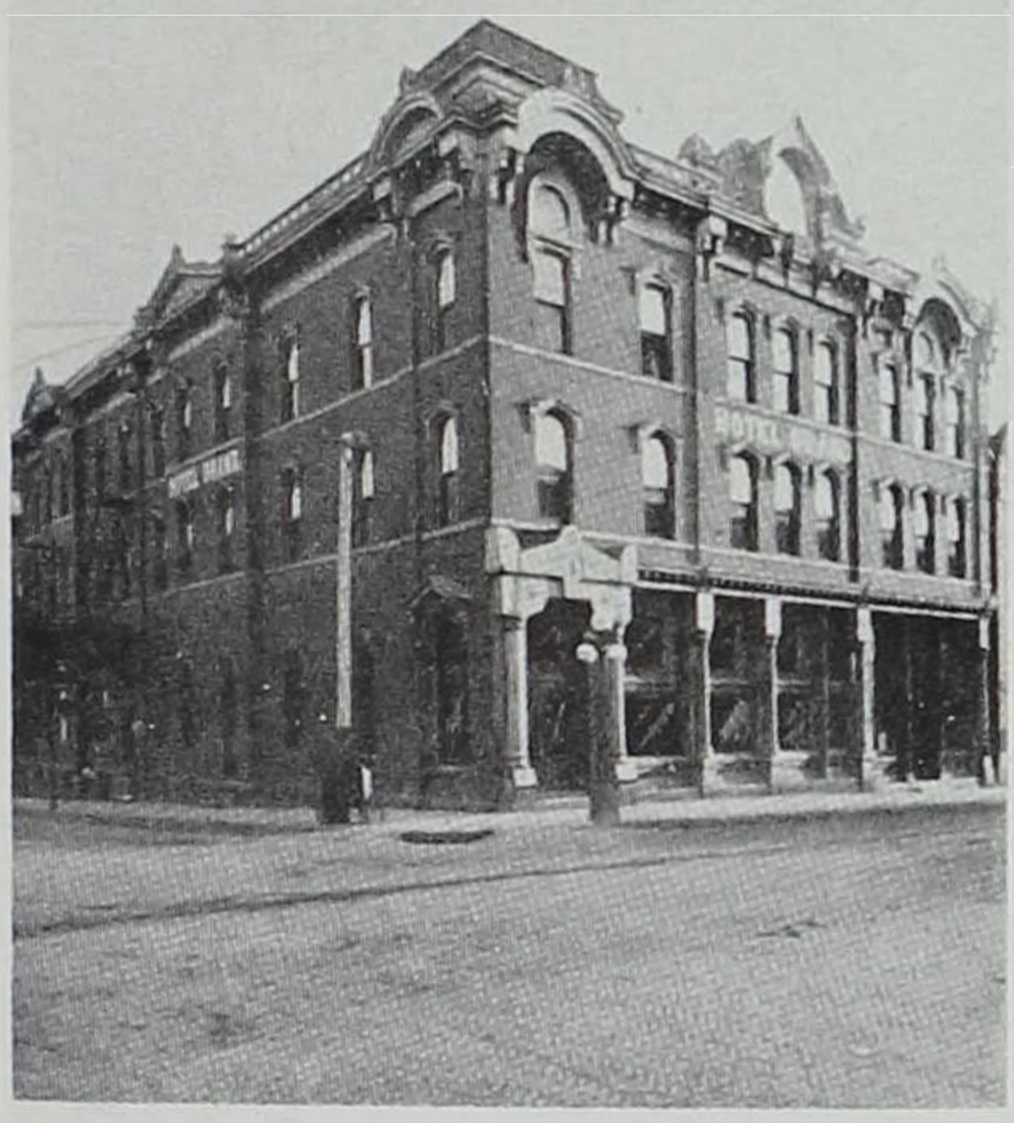
Hershey's Mill as it appeared in early 1860's. Built in 1857 by Benjamin Hershey near the head of Muscatine Slough, it replaced an older and smaller mill which had been built by Jacob Hershey in 1850, and run by Benj. Hershey after 1853.



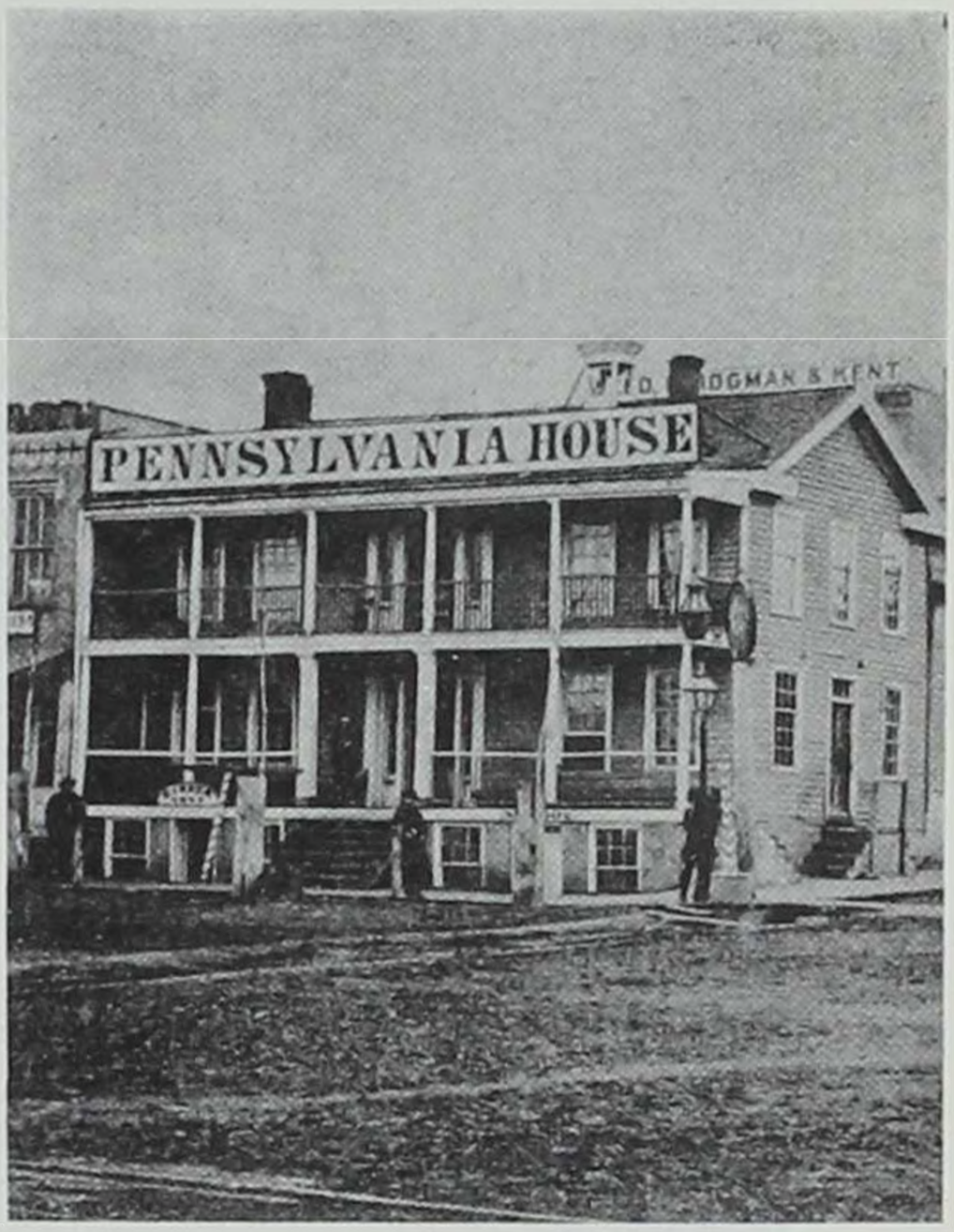
Bashaw Feed Stable was established by F. Bernhardt in 1867 on present site of Y.M.C.A. building. Used for a feed barn and later a coal, lime, and cement store. Totally destroyed by fire on March 26, 1895. Photo taken bv E. B. Edwards on Labor Day in 1880's.



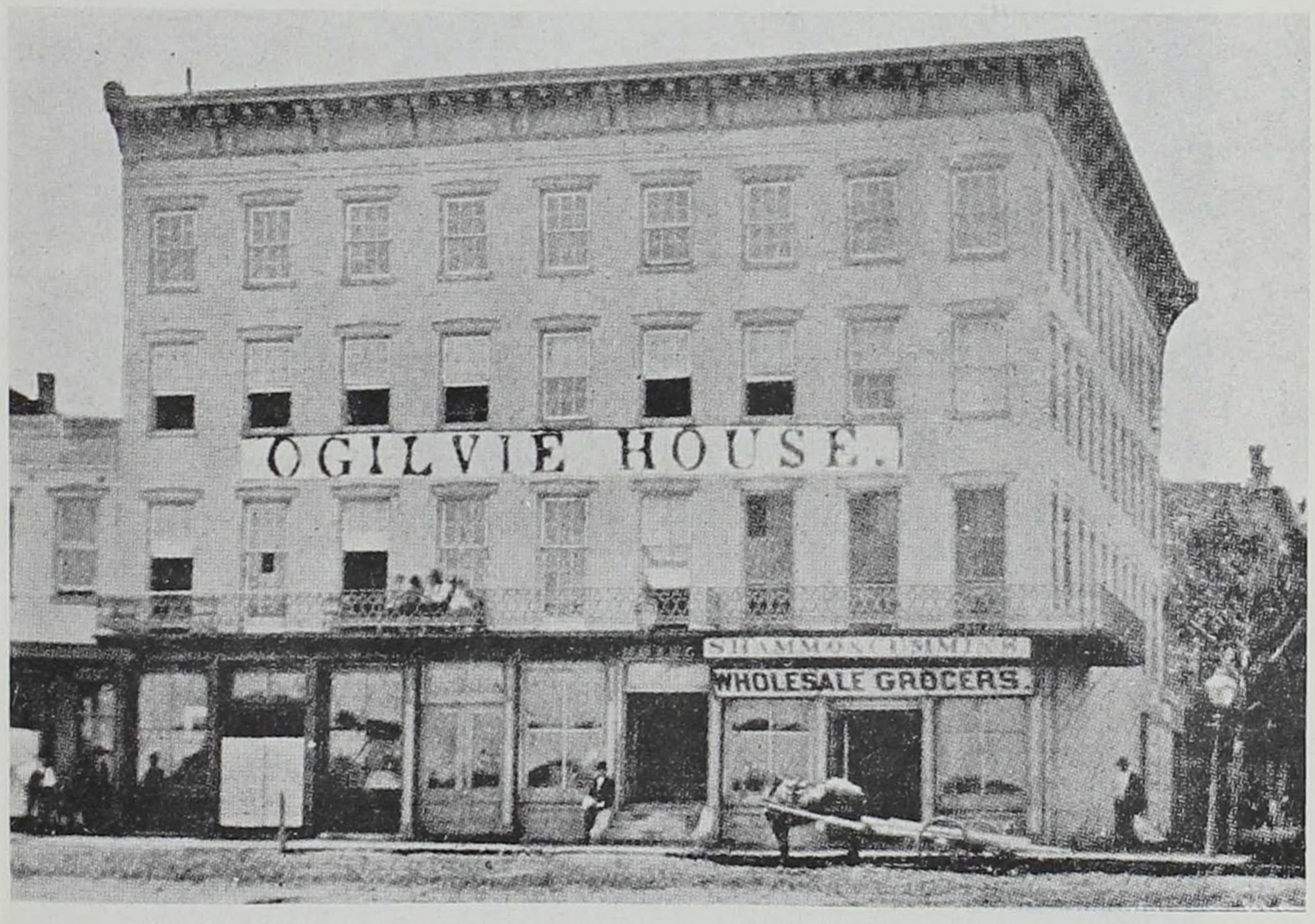
Snyder's Livery Stable at 211-213 West Front Street as it looked in 1879-1880. On April 7, 1899, Snyder's Stable burned with a loss of 10 horses. It was rebuilt by Ottie Snyder, then owner. Dennis Jordan's Lafayette House stands at left.



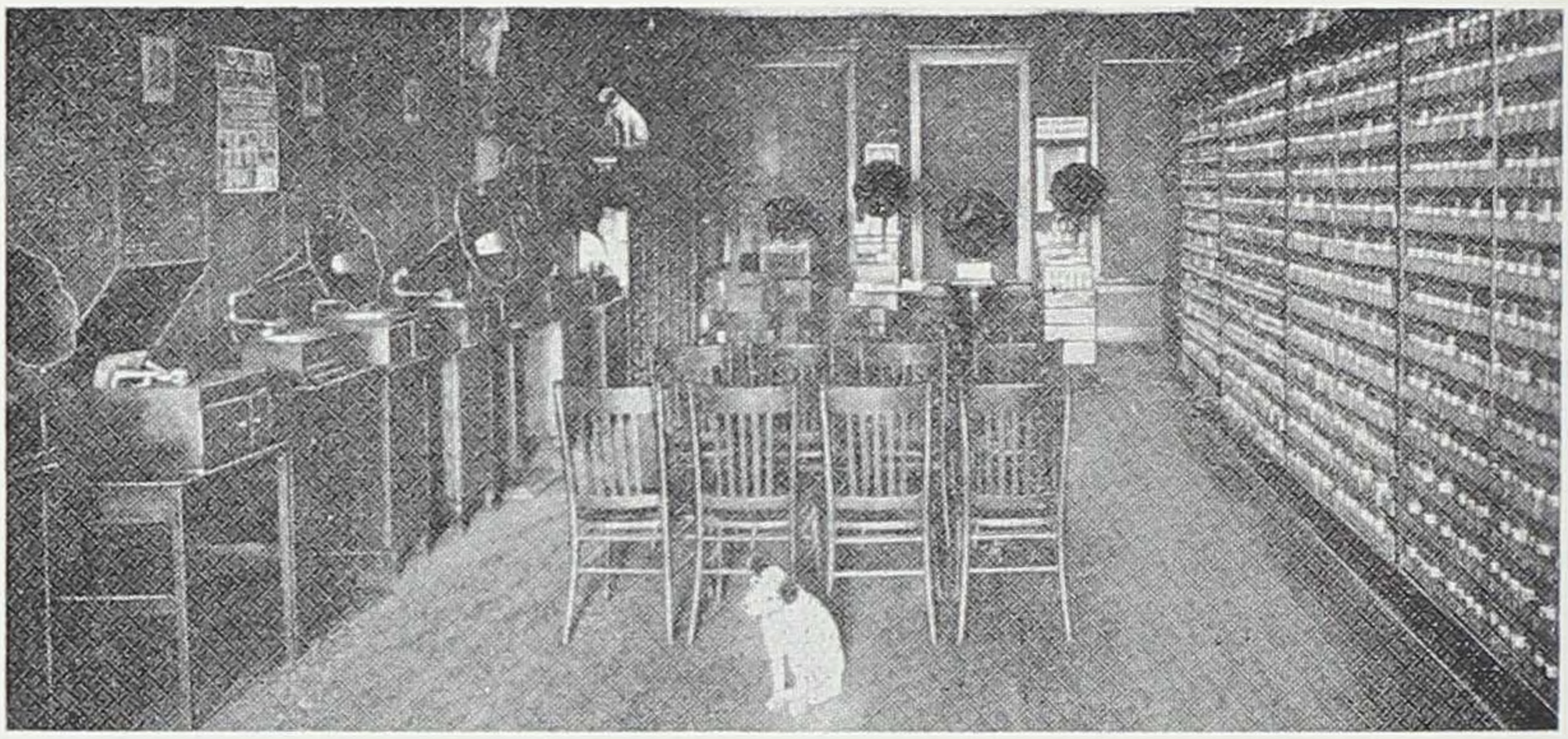
Hotel Grand, J. G. Dermedy, Proprietor. Opened to public August 2, 1897.



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



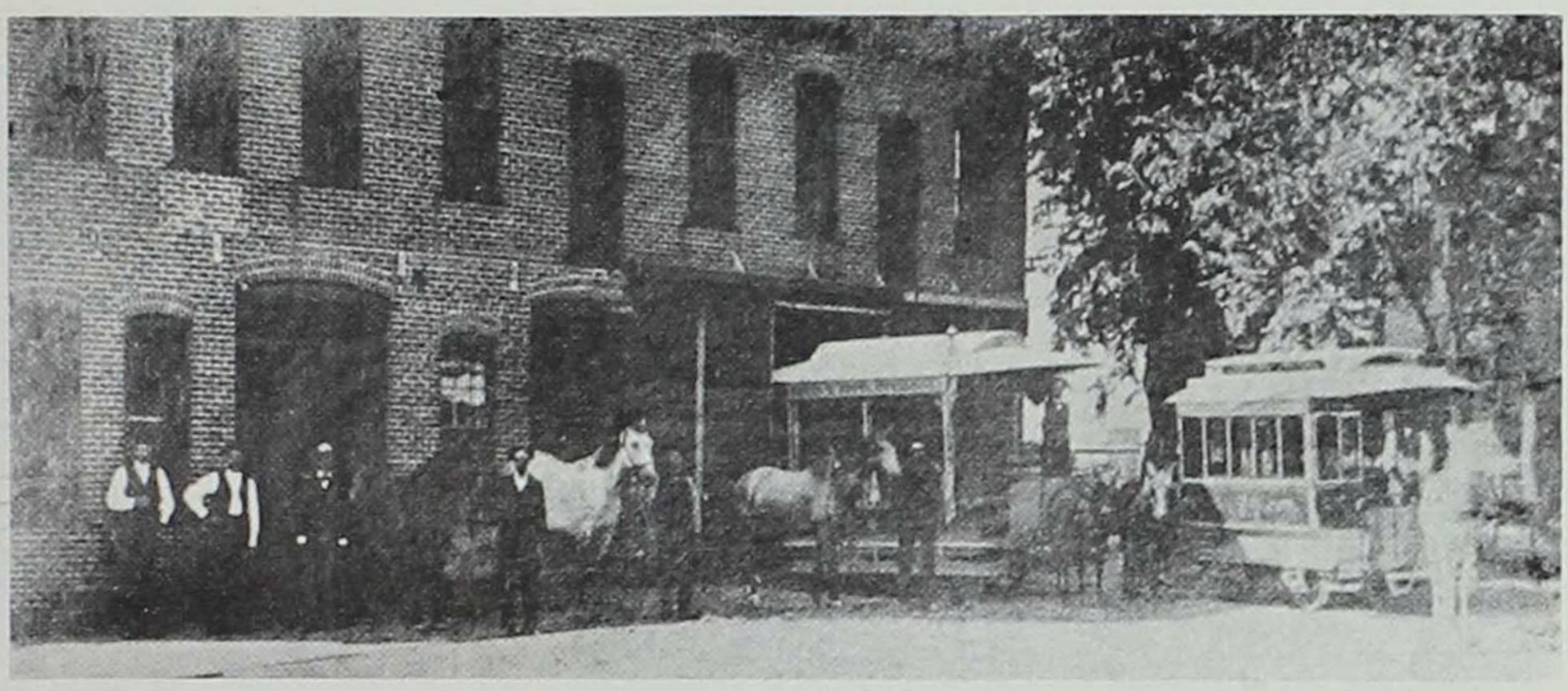
Ogilvie House — George Low, Proprietor, NW Corner First and Iowa Ave.



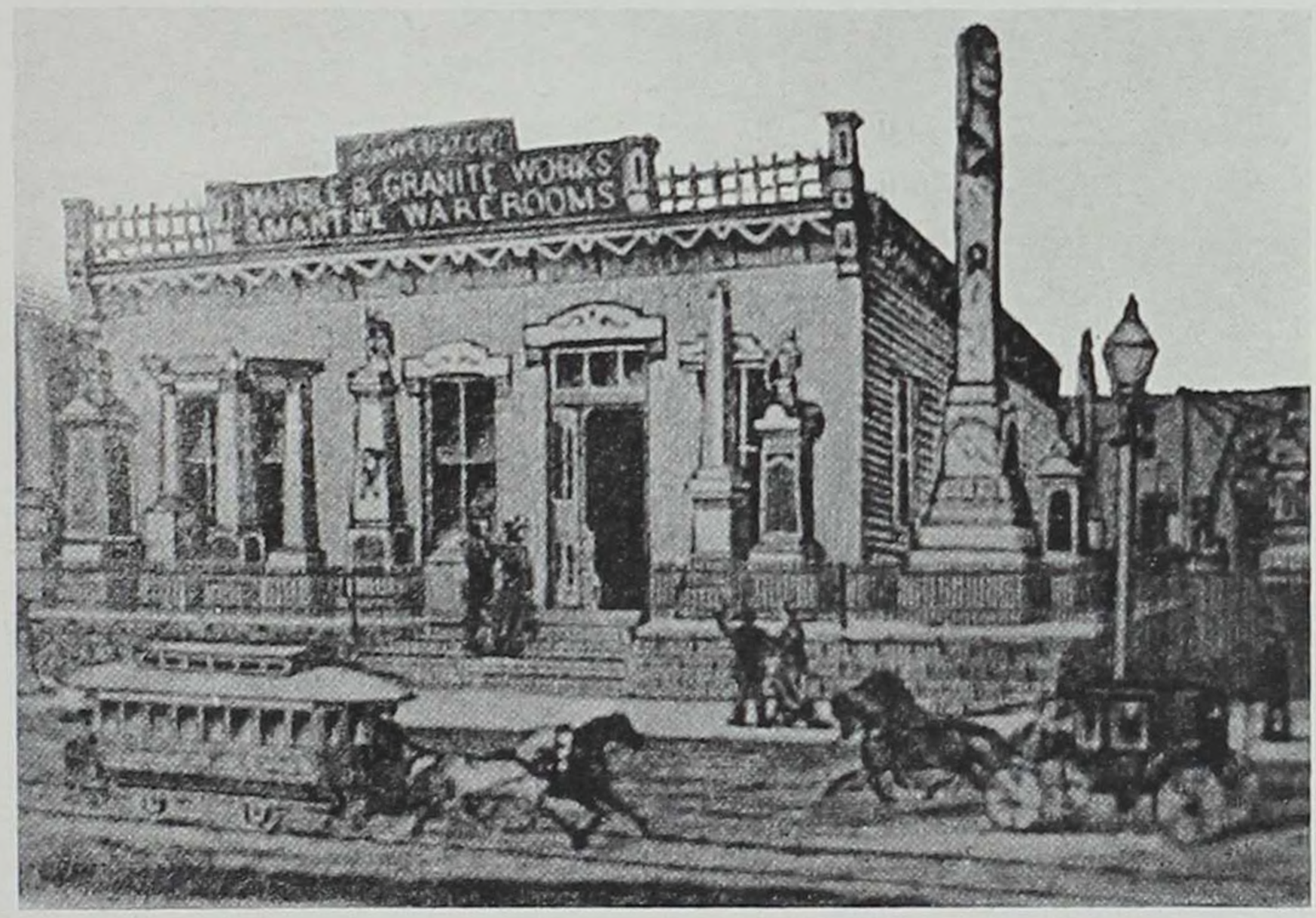
Muscatine Store Victrola Room

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

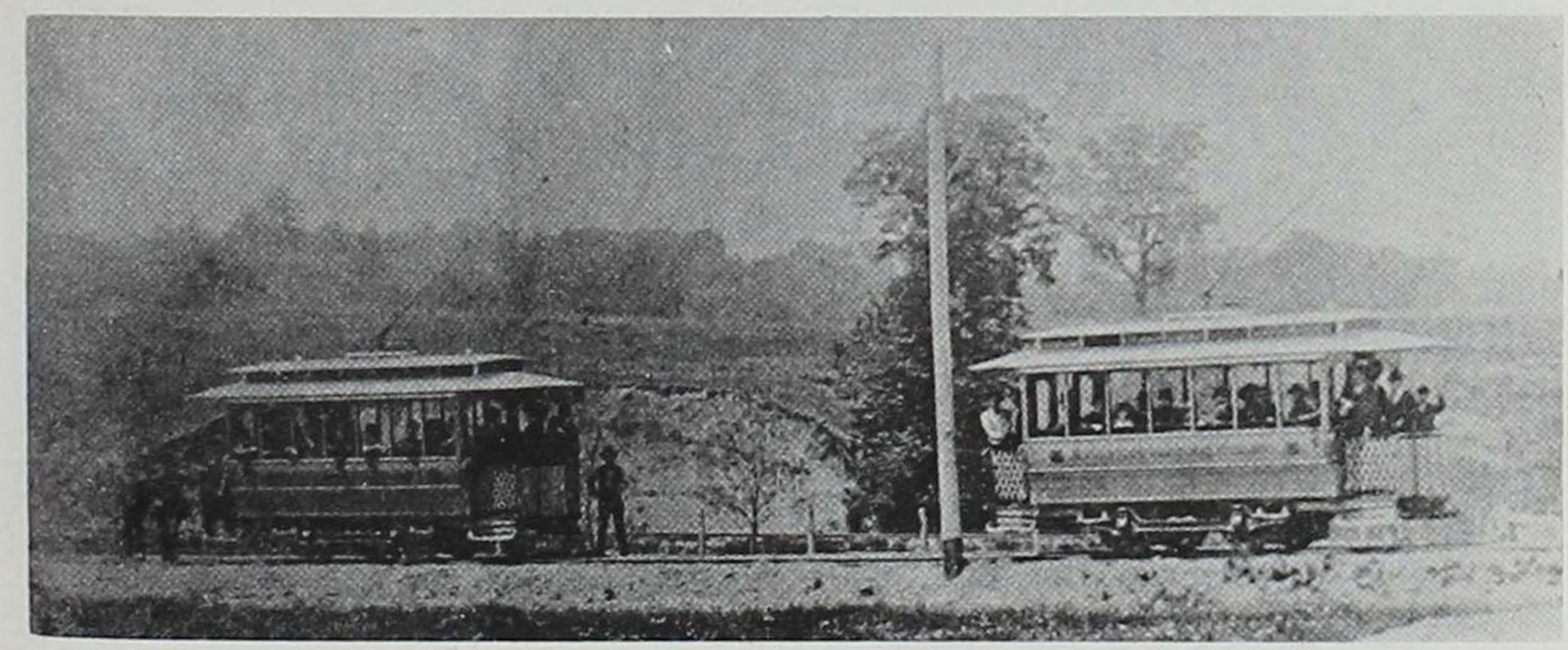
Interior of McQuesten Hardware Company Store.



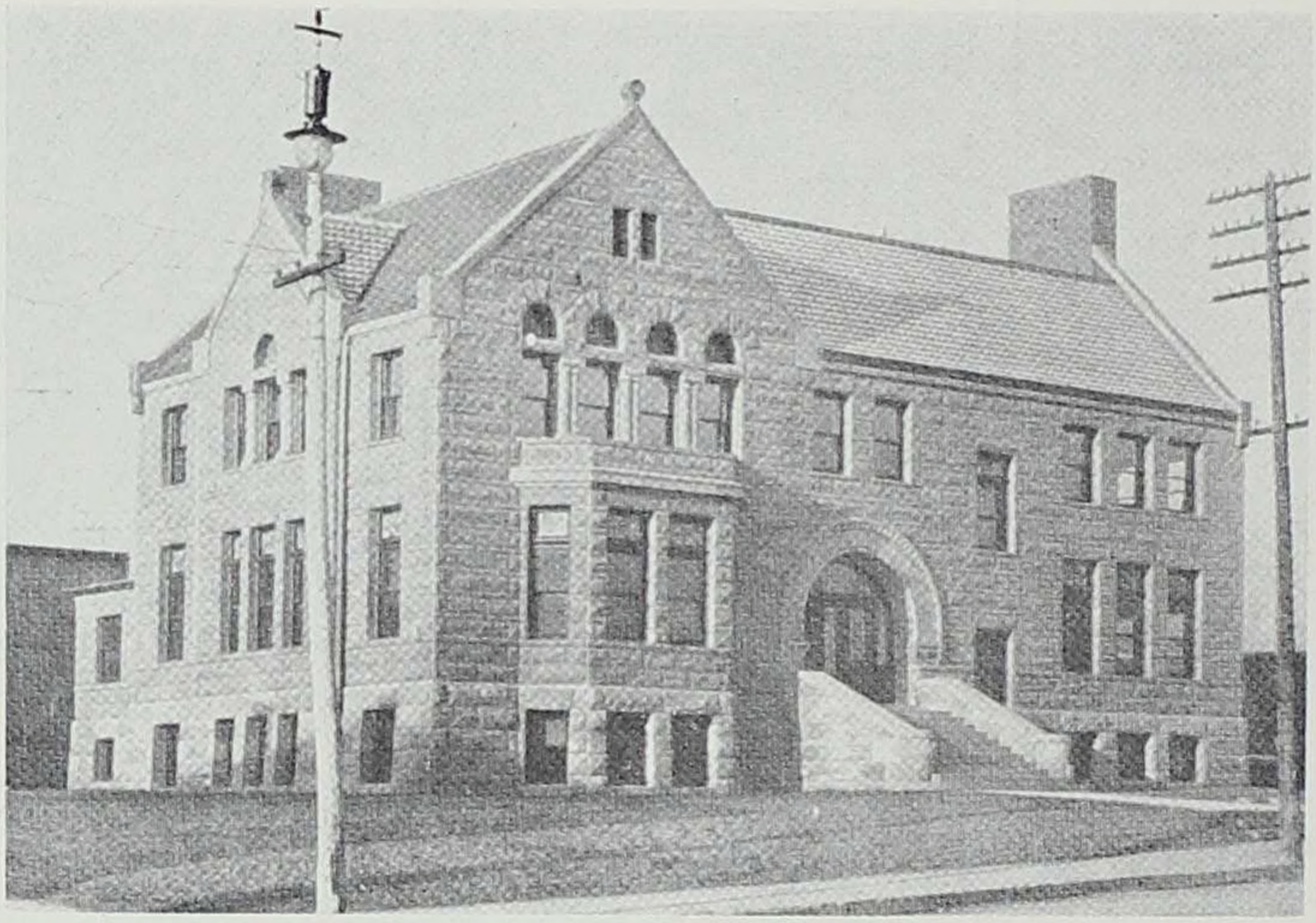
Old Street Car Barn about 1887-1888. Located SW corner Third and Mulberry. First cars, operated by horse and mule power, ran September 11, 1883.



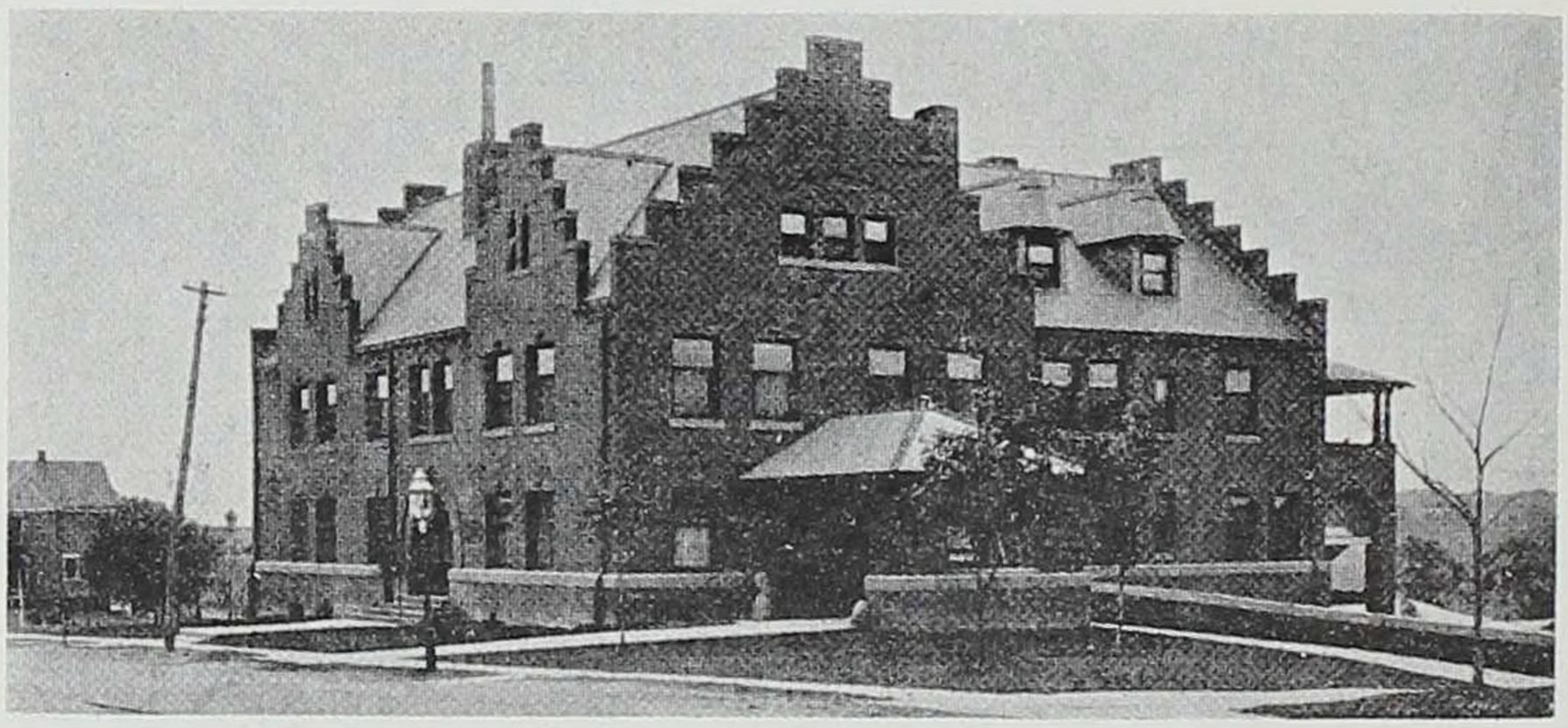
Street cars, drawn by horses, passing the W. W. Webster Marble & Granite Works in 1883. Located on NE corner of Second and Cedar streets.



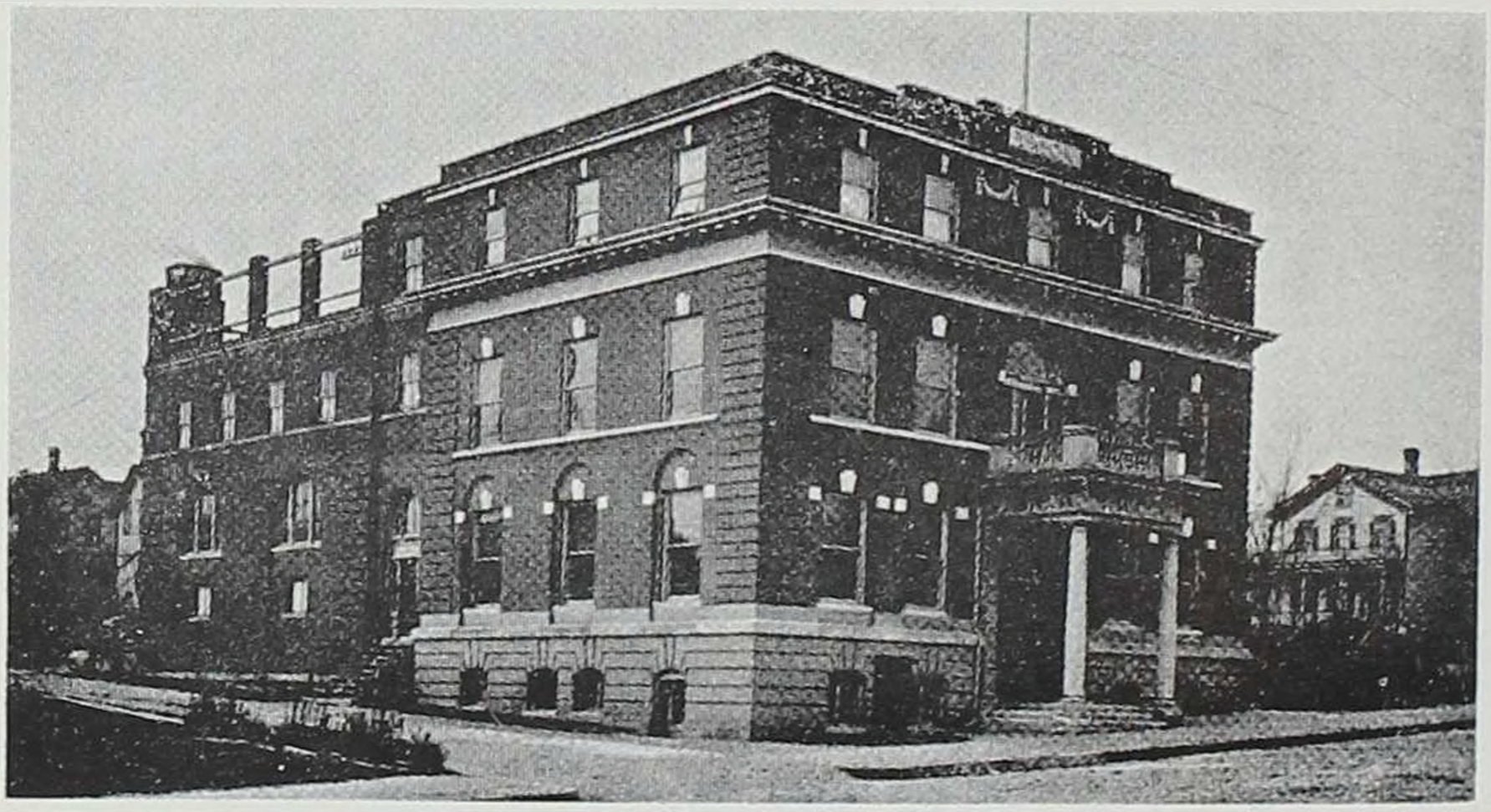
Inauguration of first electric street cars in Muscatine on May 30, 1893.



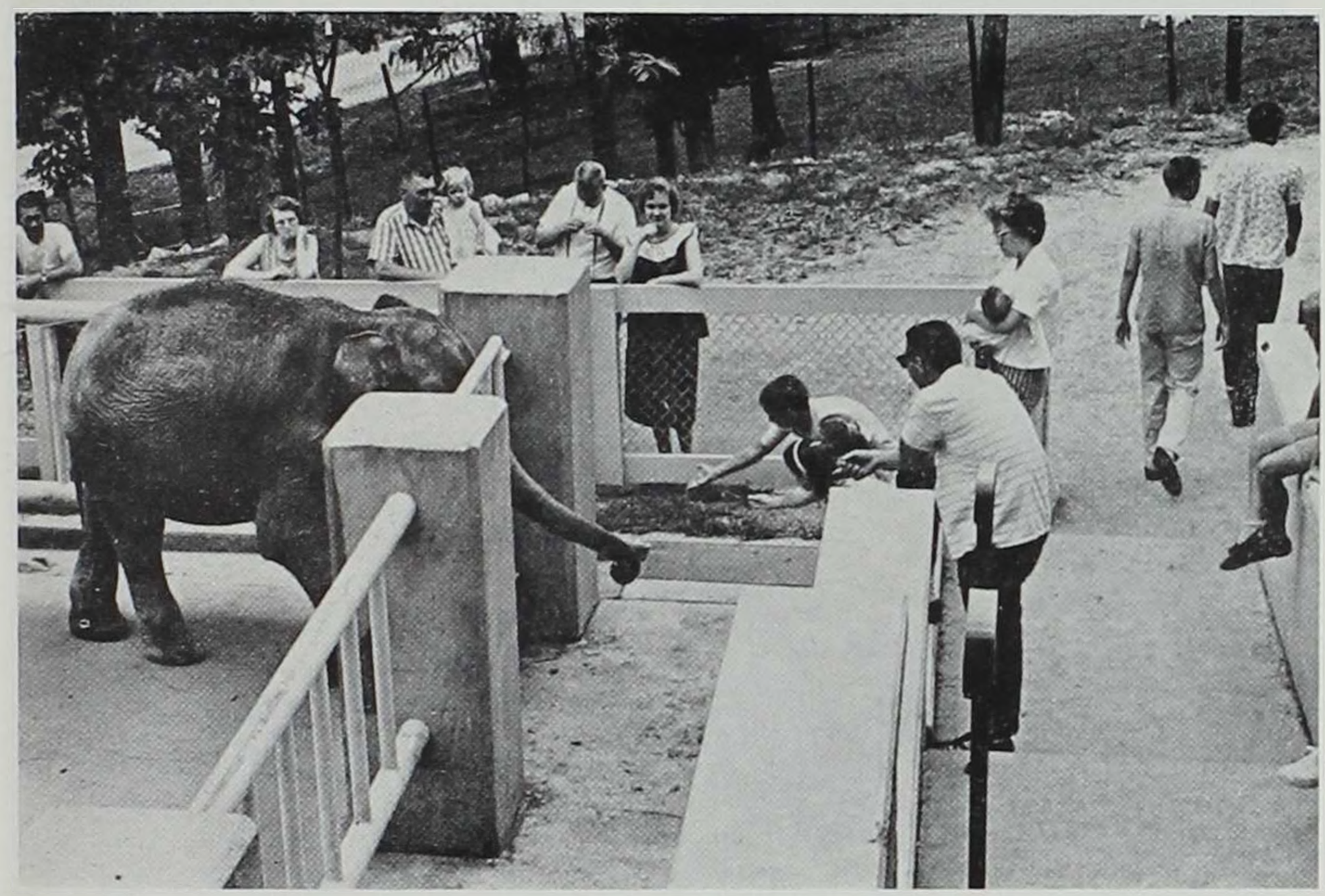
P. M. Musser Public Library — Dedicated December 20, 1901.



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

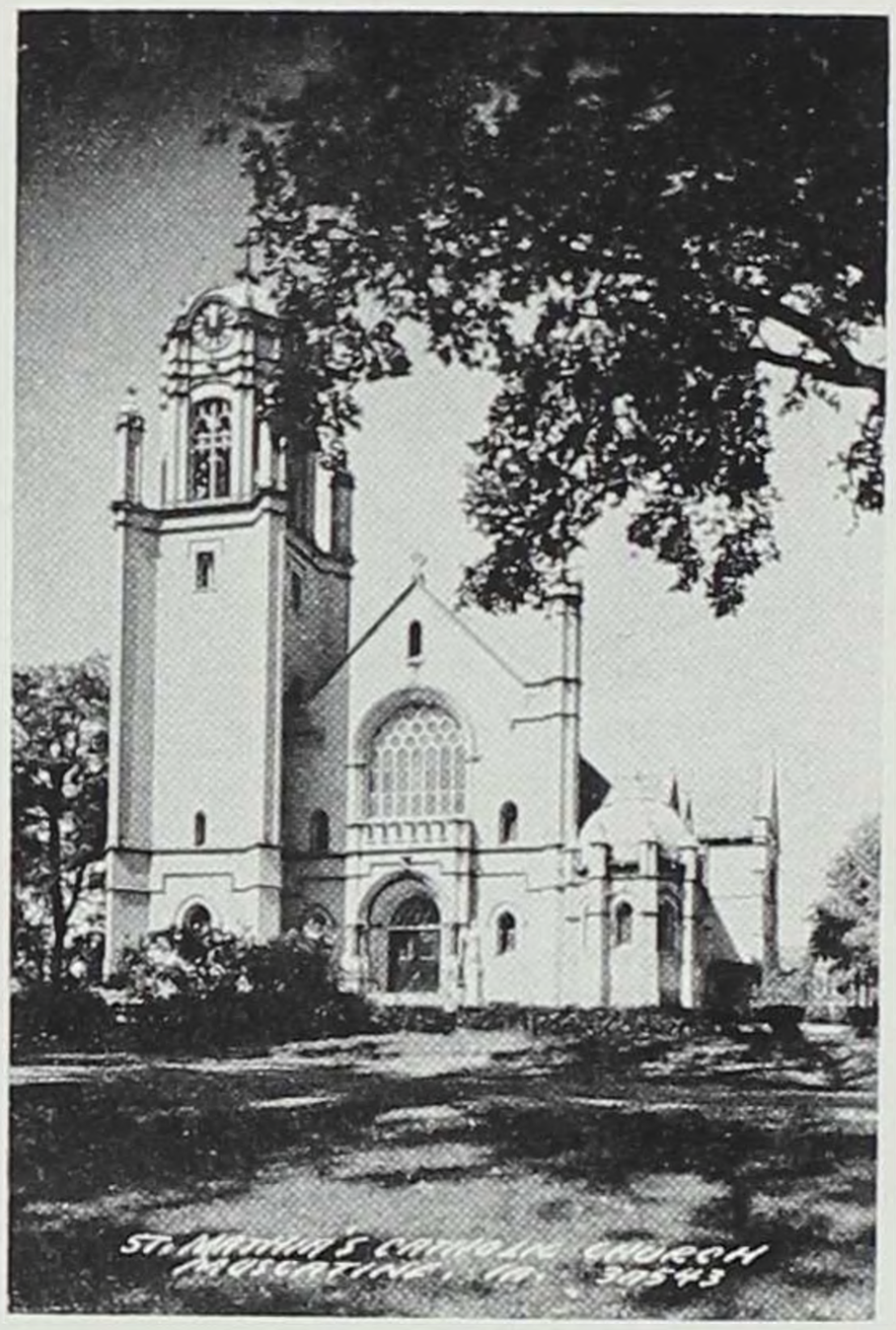


Muscatine Y.M.C.A.

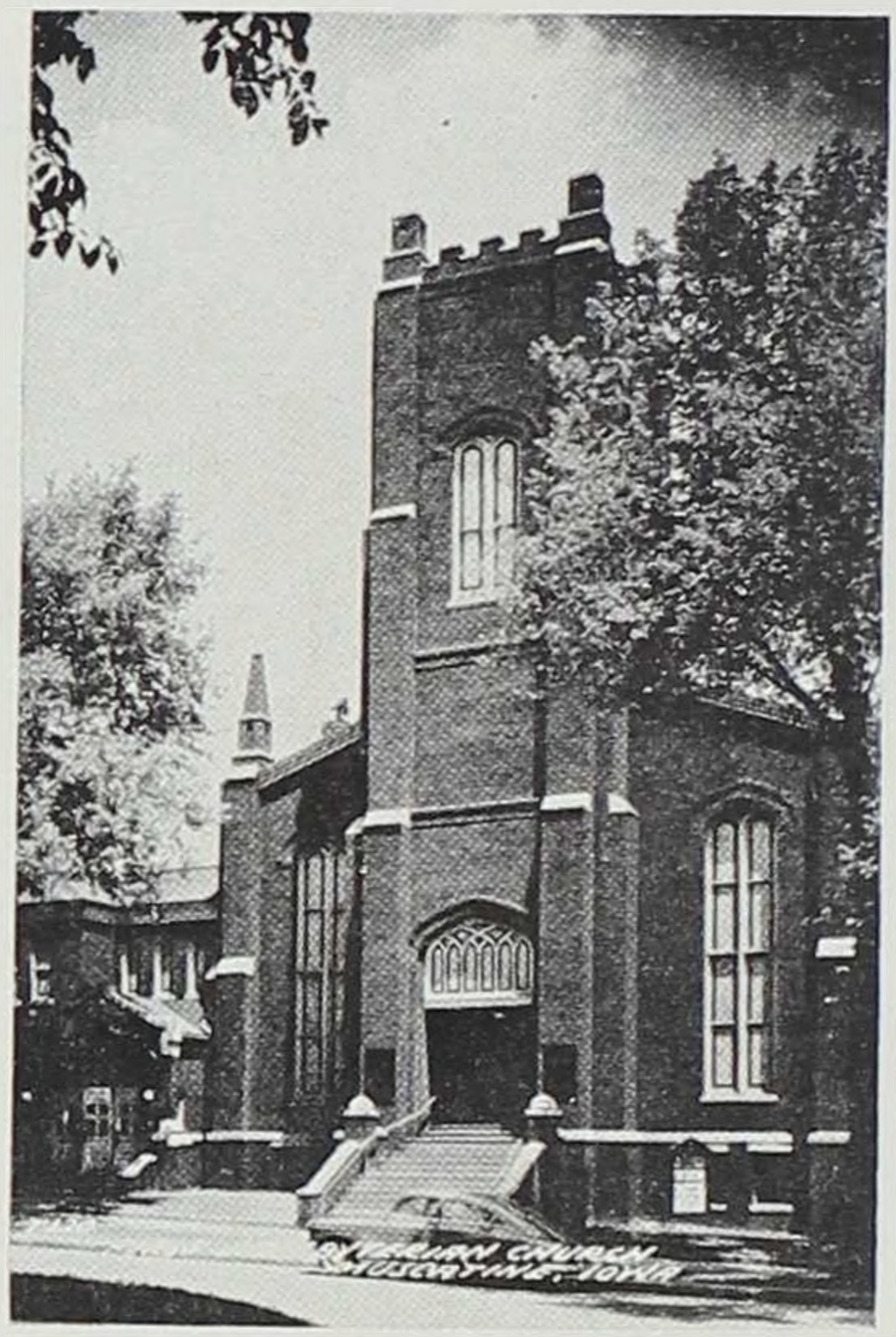


Children feeding elephant at the Zoo in Weed Park. Dr. James Weed donated sixty acres of land on East Hill for City Park on May 13, 1899.

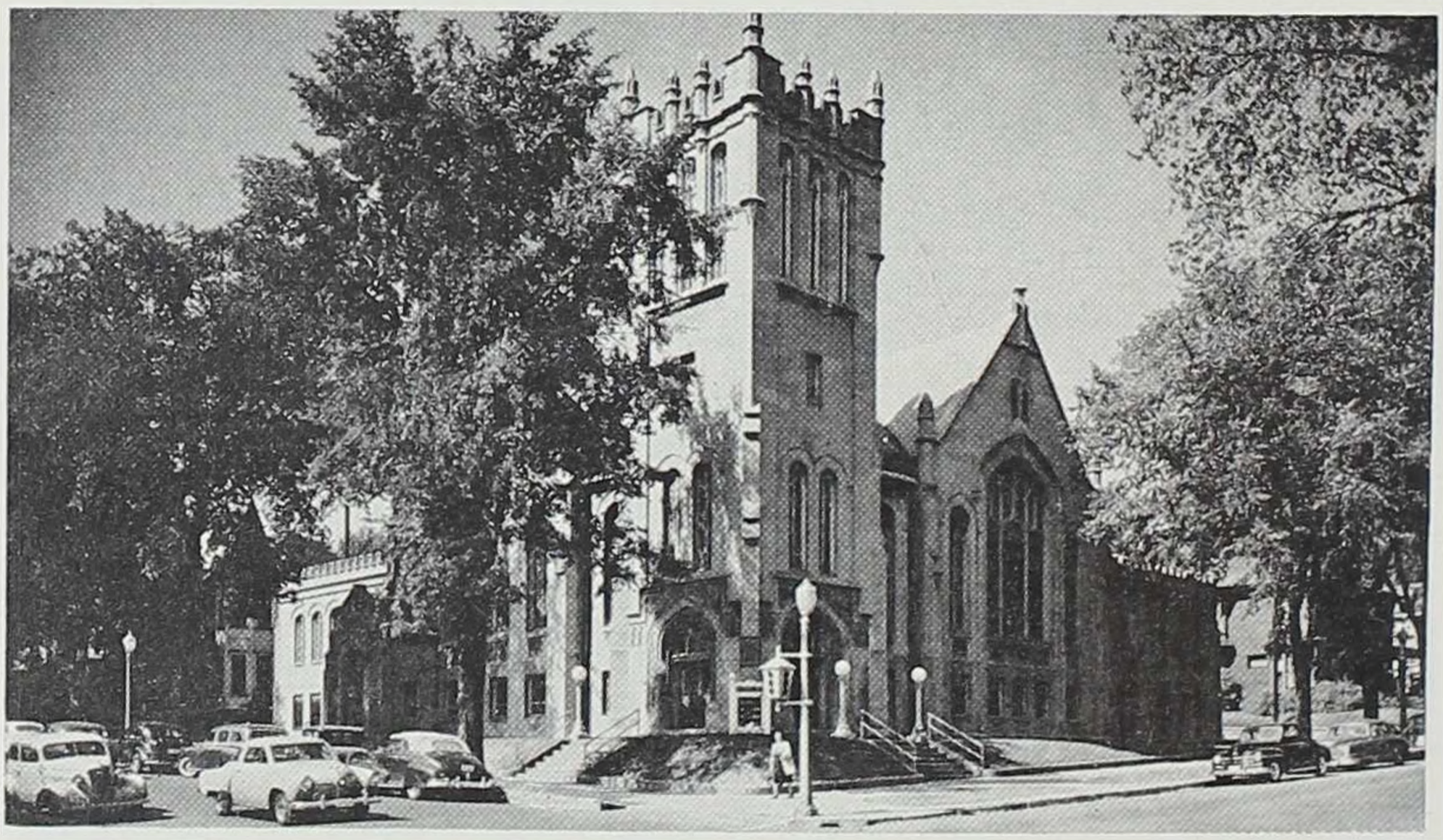
Cannon overlooking the Mississippi River in Weed Park.



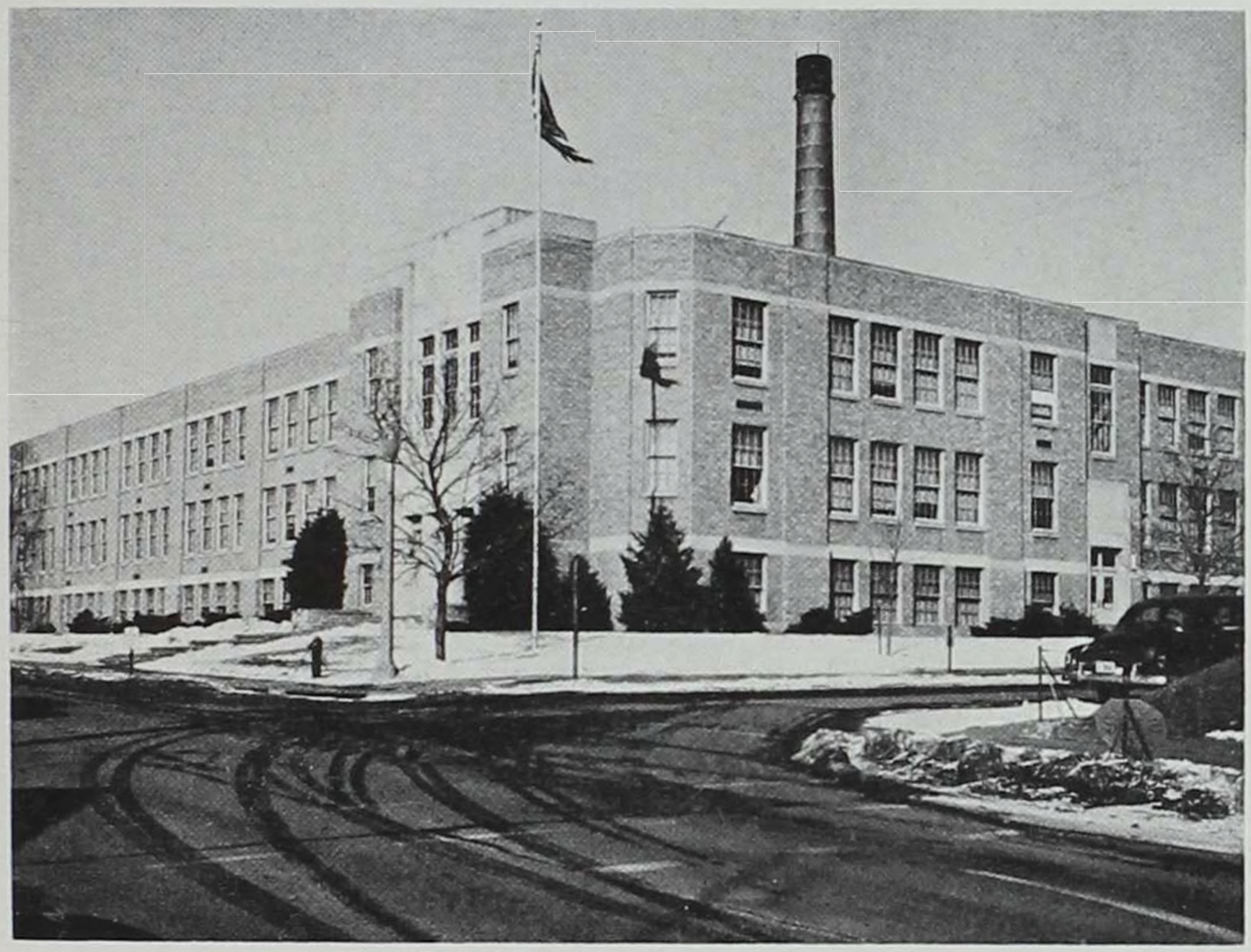
St. Mathias Catholic Church — north side of West 8th Street between Chestnut and Pine. First church erected 1842, second 1856, present 1911.



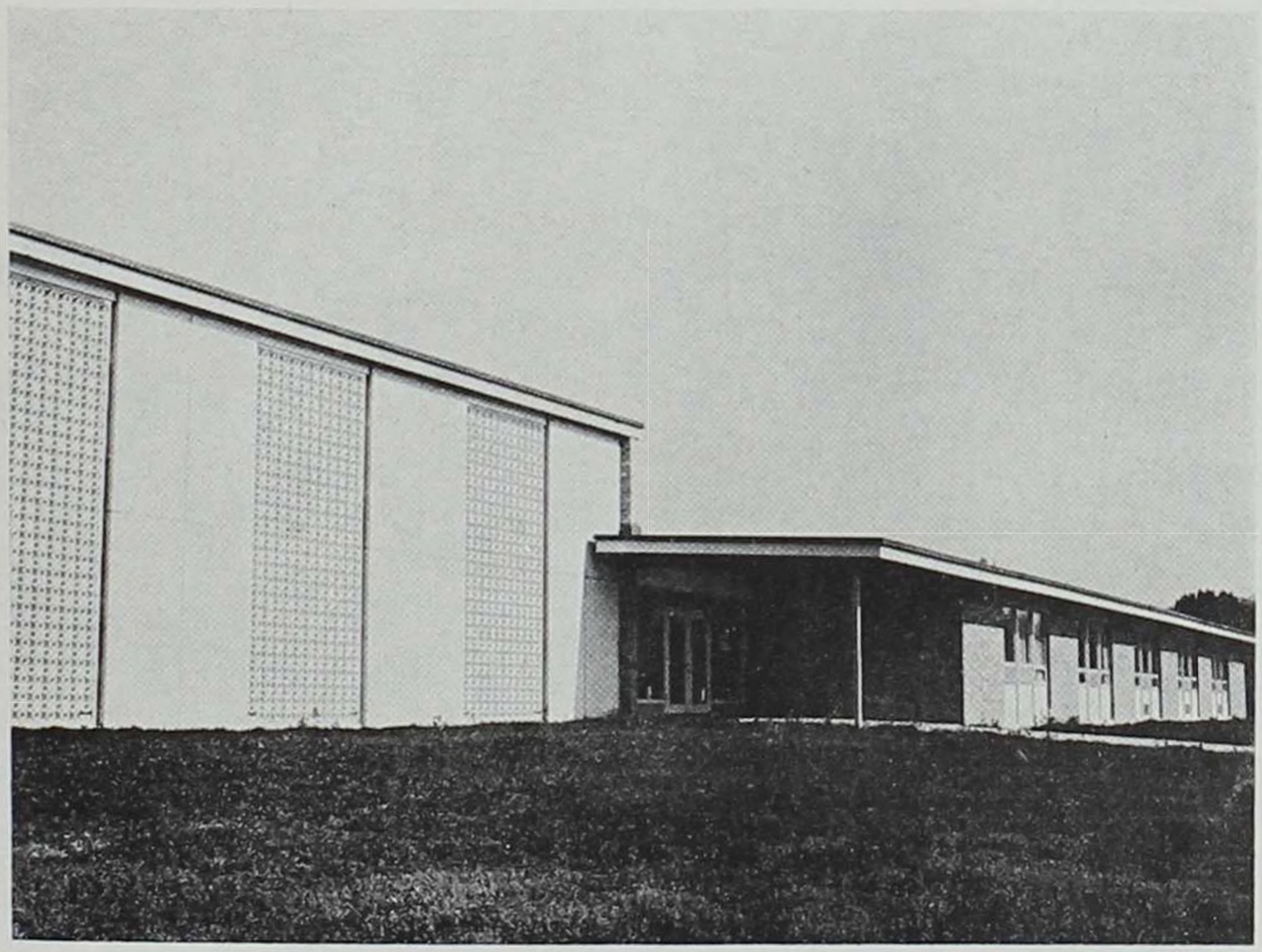
First Presbyterian Church — Iowa Avenue and East Fourth. Organized 1842, first building in 1849, present building in 1856.



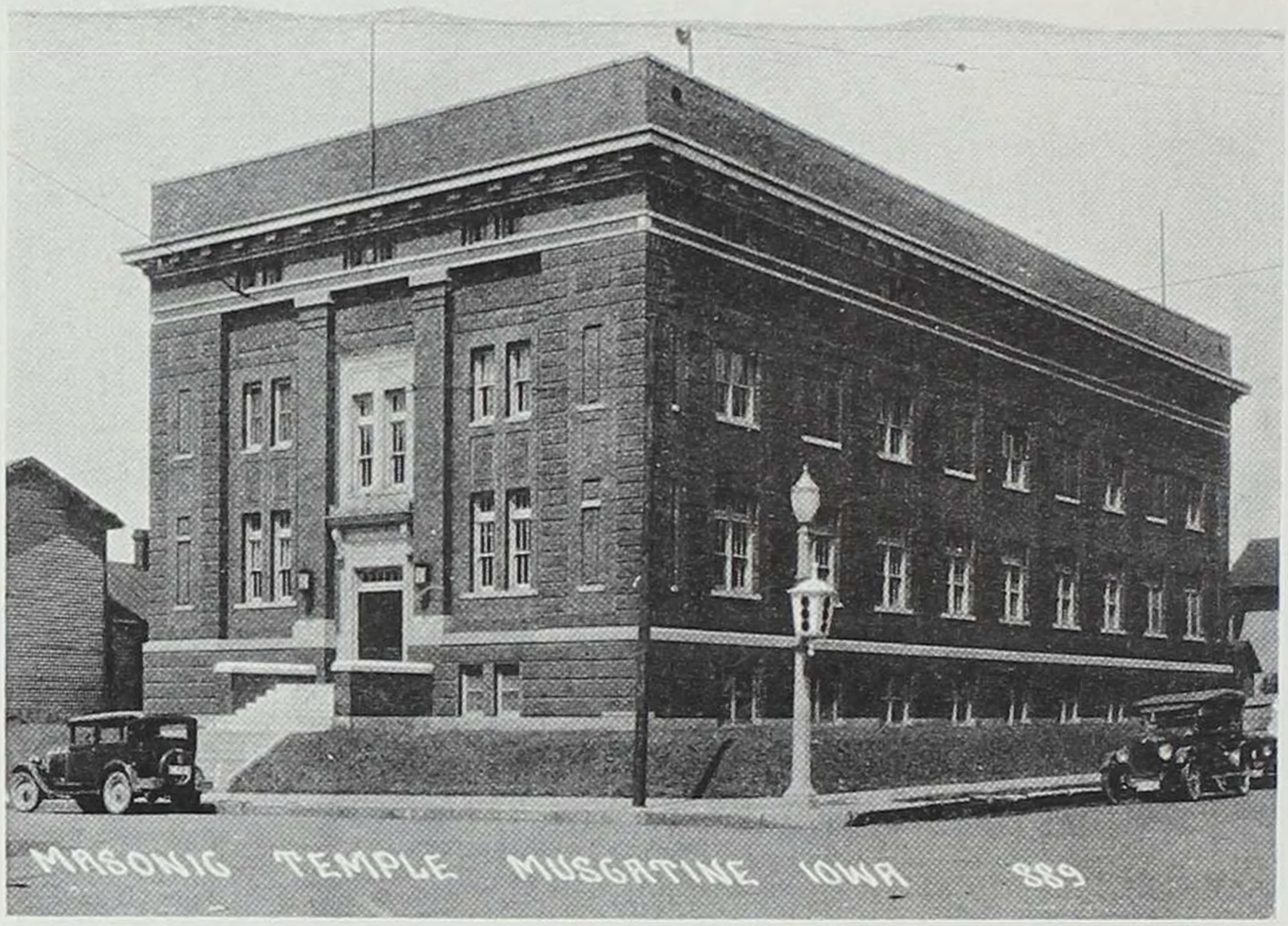
First Methodist Church — Iowa Avenue and West Fourth. The Methodists began their work in 1839. In 1840, J. A. Parvin, recording steward, wrote: "Here in these ends of the earth, the country new, the town small, but few members in class, and we all appear to think too much of this world's goods and too 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!"



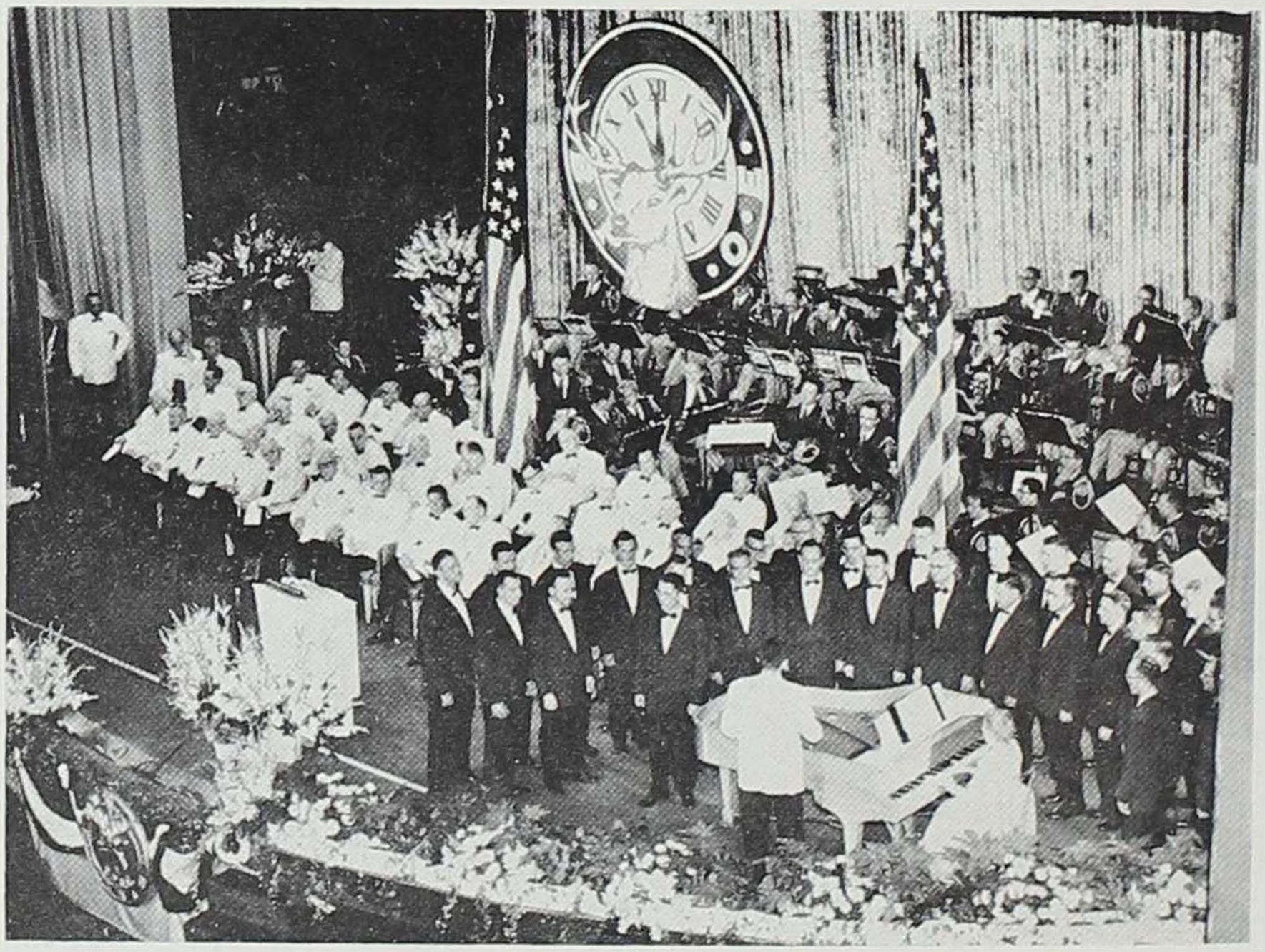
Muscatine High School
One of the first in Iowa and one of the largest in 1964.



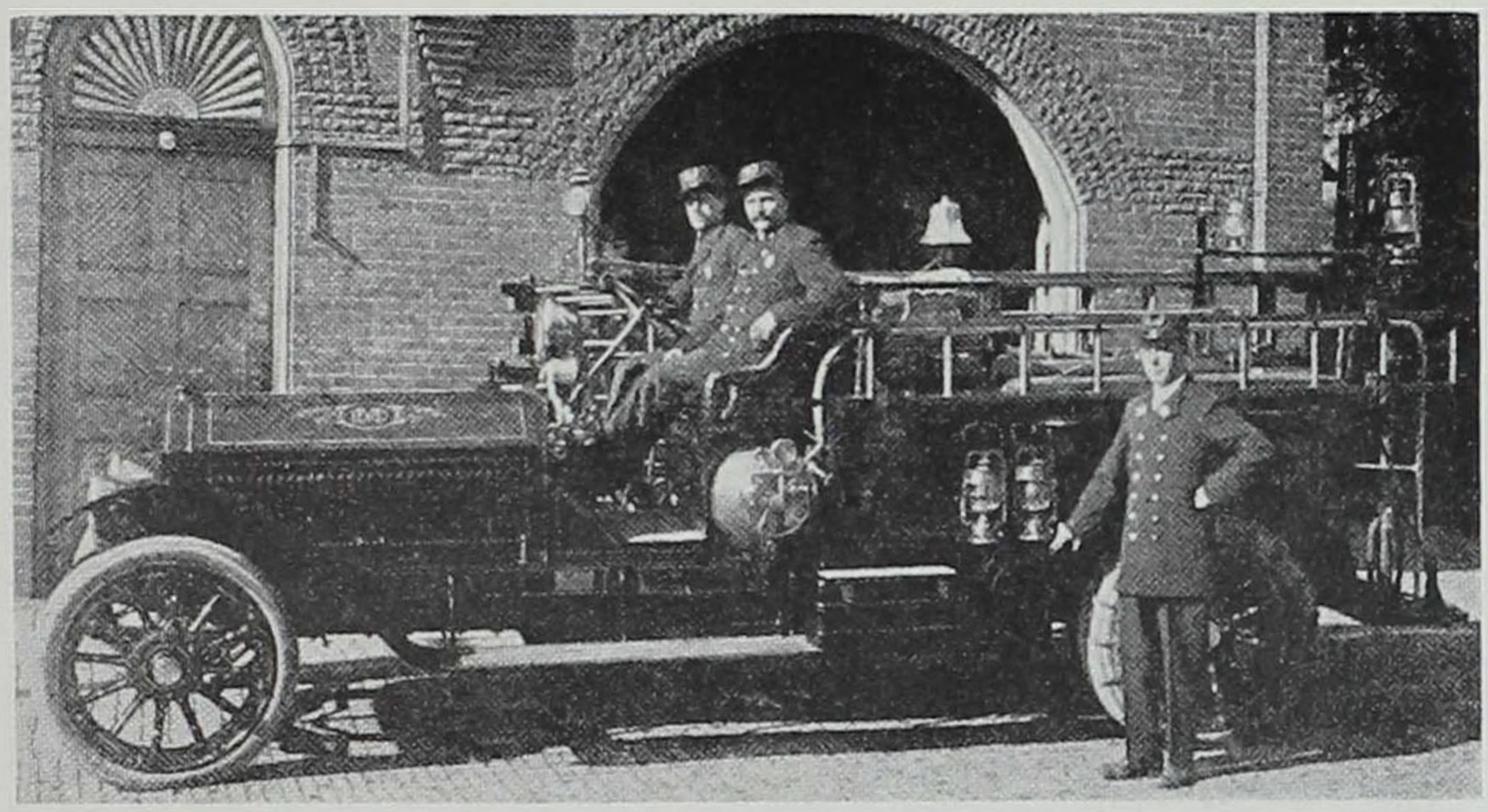
Muscatine Community College
A public, two-year, non-denominational school — over 400 students.



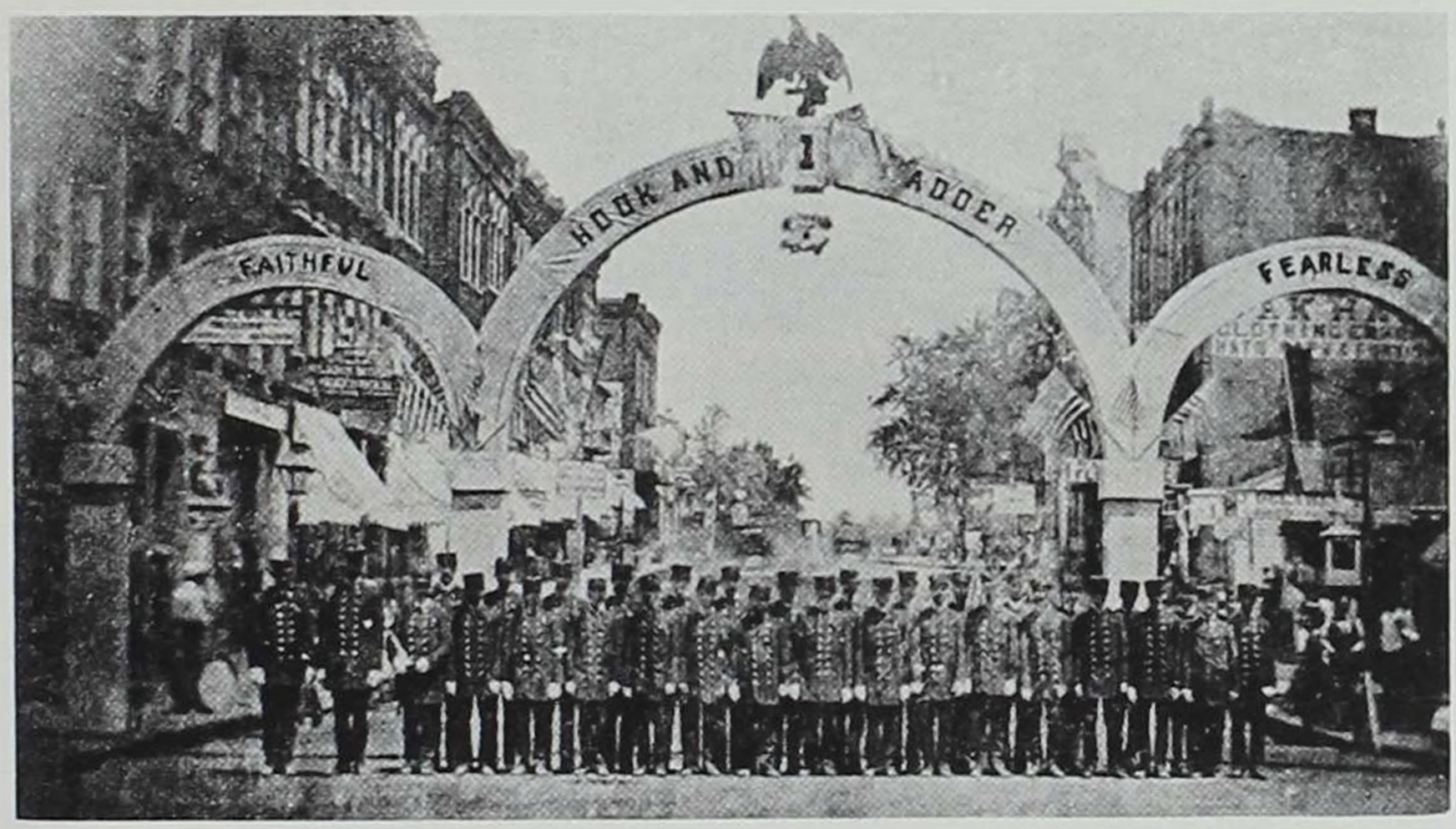
Masonic Temple. Muscatine claims to have had the first Masonic Temple in Iowa in conjunction with the Episcopal Church — 1841.



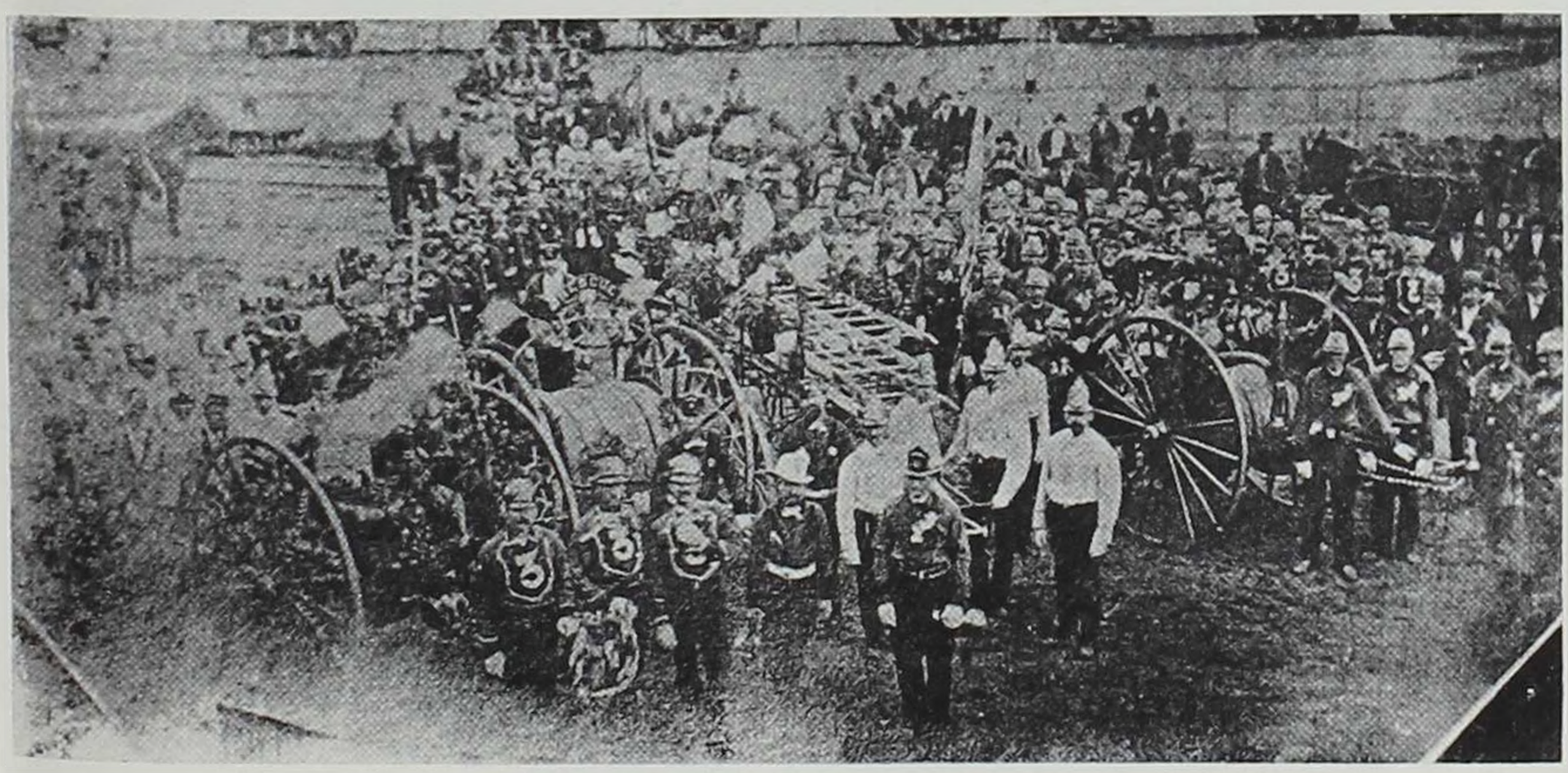
National Champion Muscatine Elks Club Men's Chorus at Los Angeles. The B.P.O.E. No. 304, was organized at Muscatine in 1895.



Muscatine firemen display new equipment. Department organized 1875.

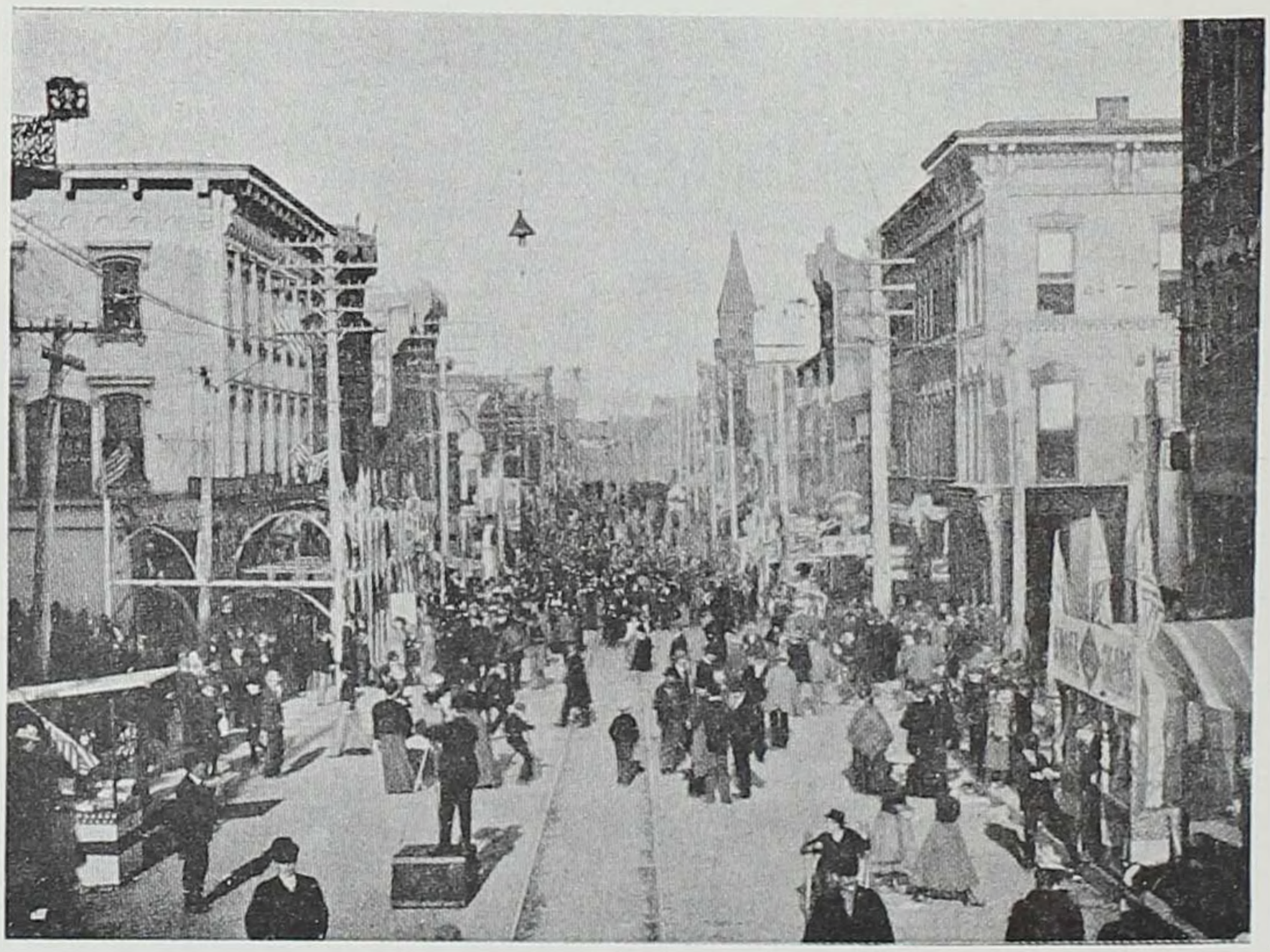


Relief Hook & Ladder Company under arch built on Papoose bridge.



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

Grand Opera House

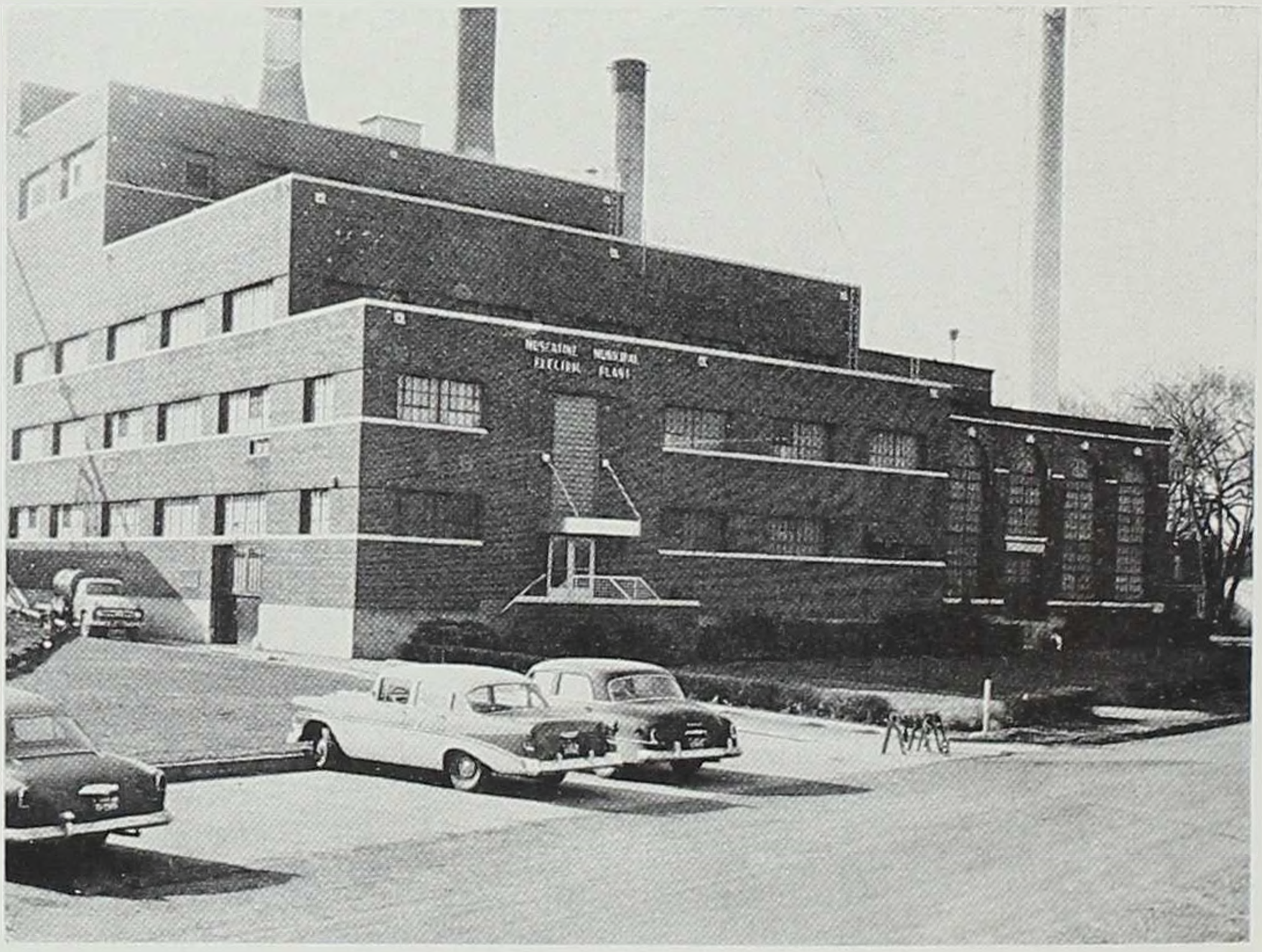


Second Street during a Fair

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

FURNITURE.

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.

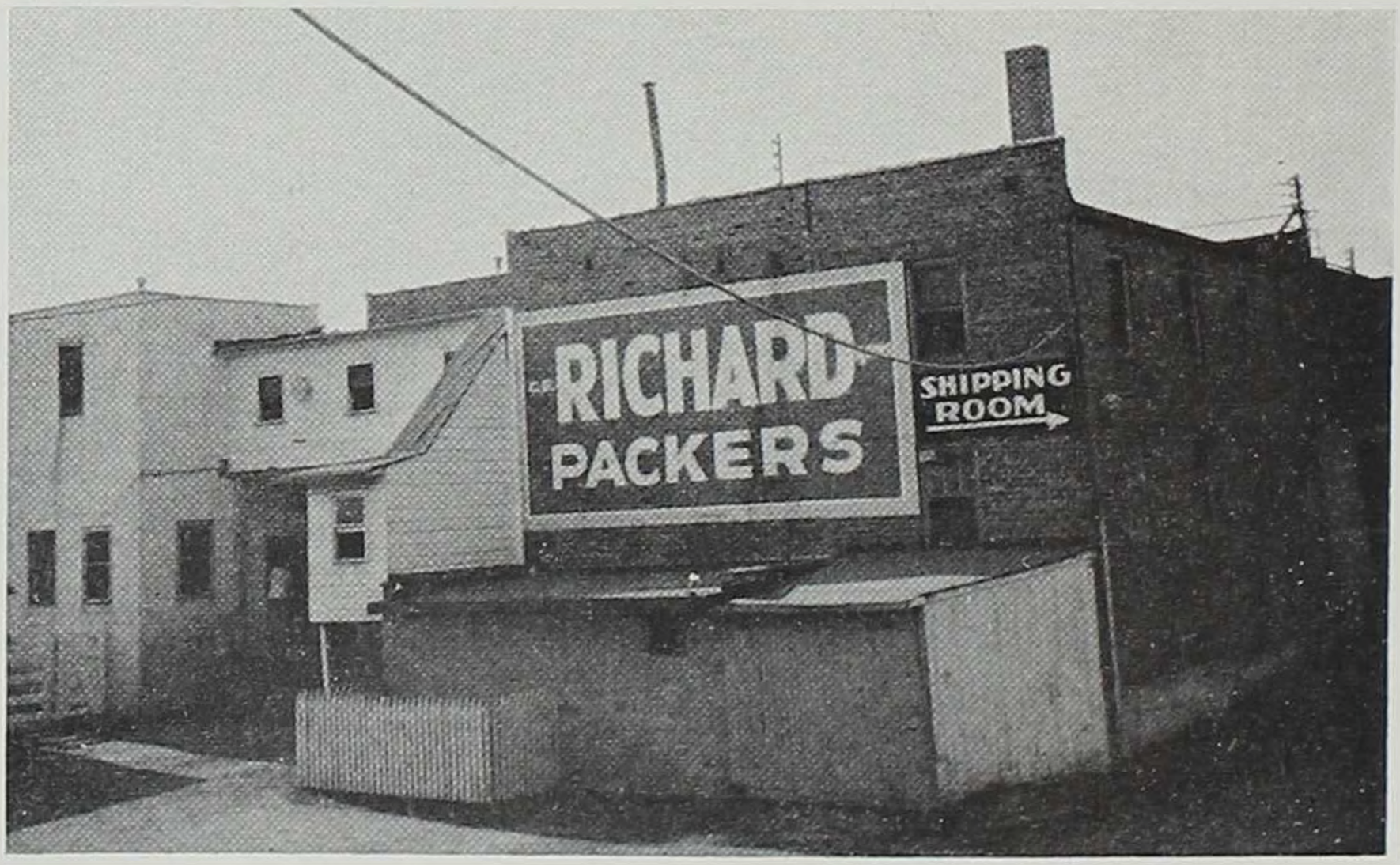
S. O. BUTLER,

PORK PACKER,

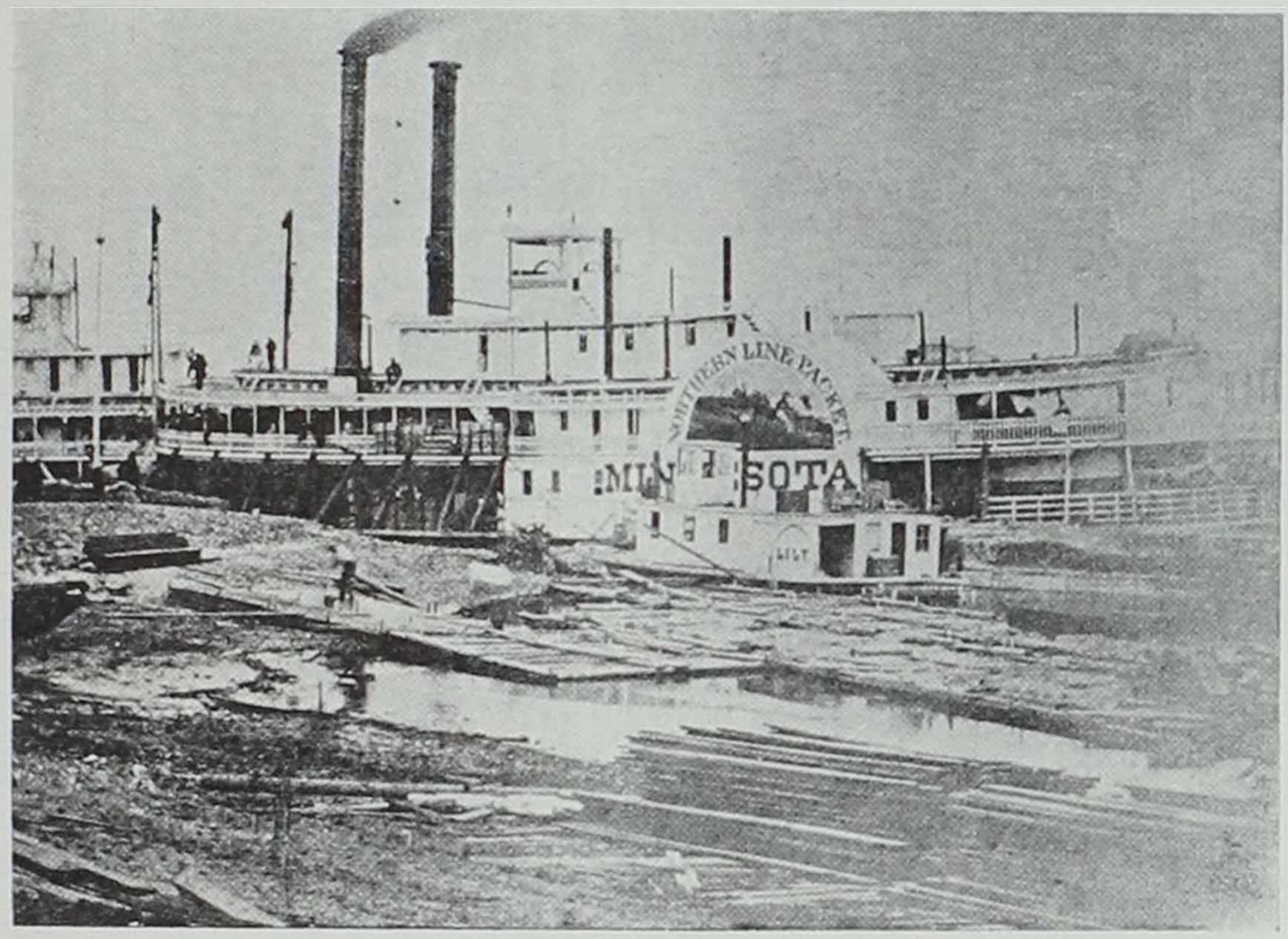
South Muscatine.

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.

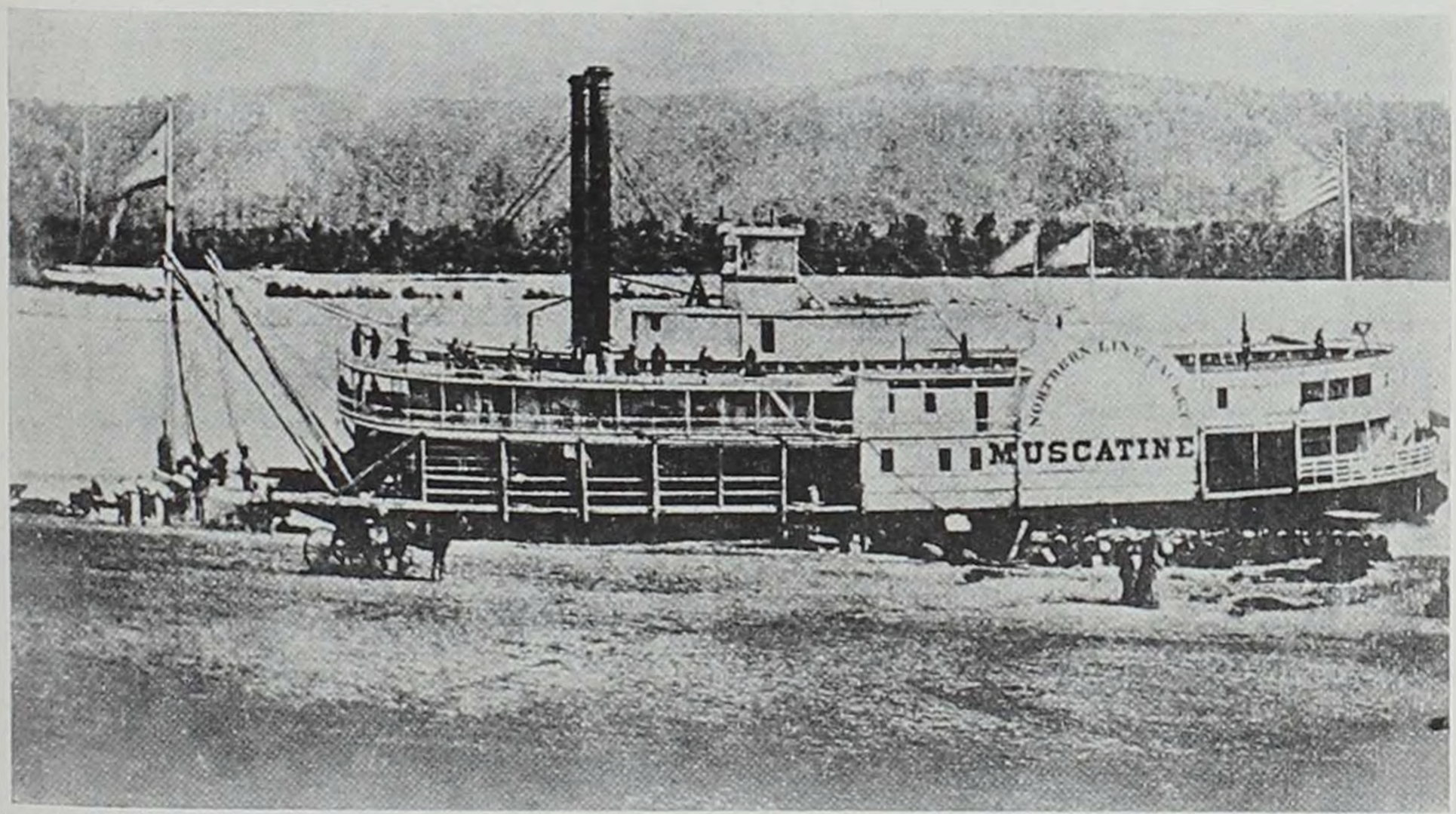
S. O. BUTLER.



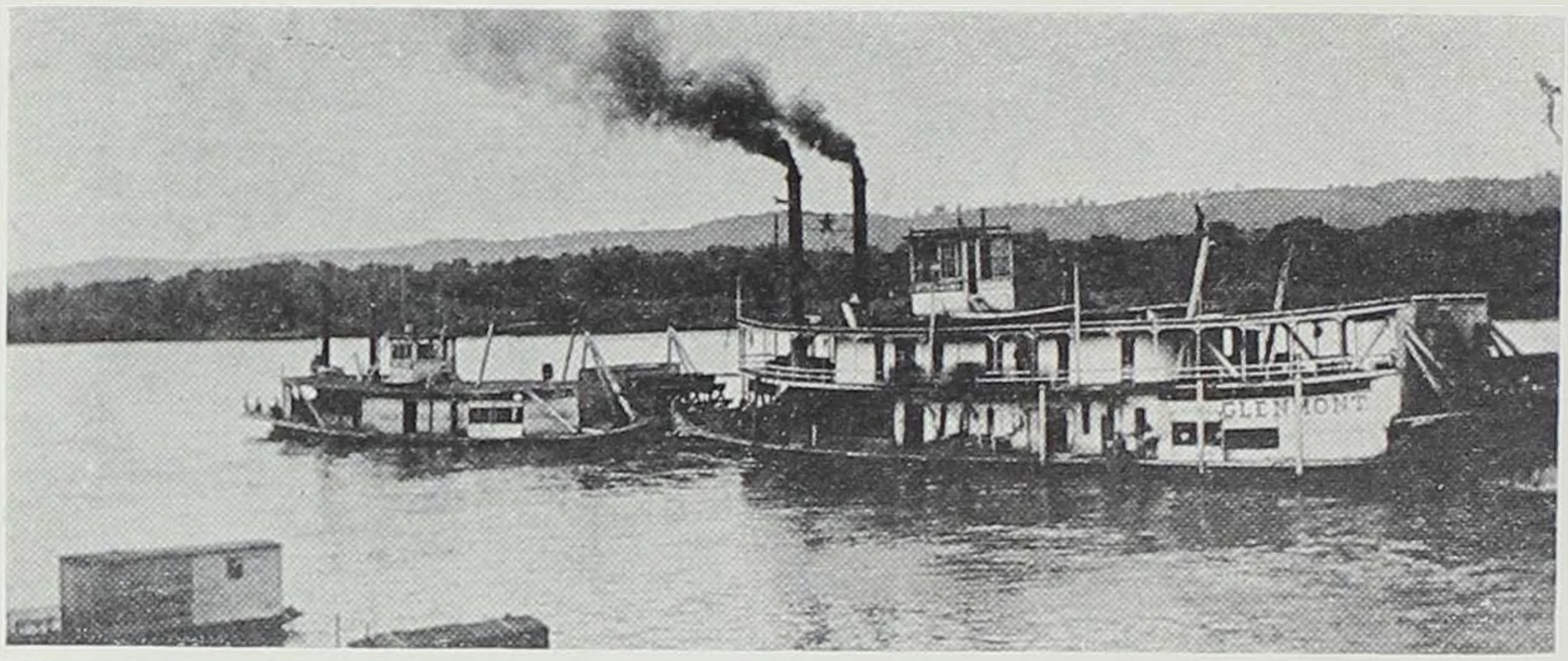
Richard Packers, locally owned by one family since 1876. Noted for its fresh meats and sausages, its wood-smoked ham and bacon, and its Holland style Bologna.



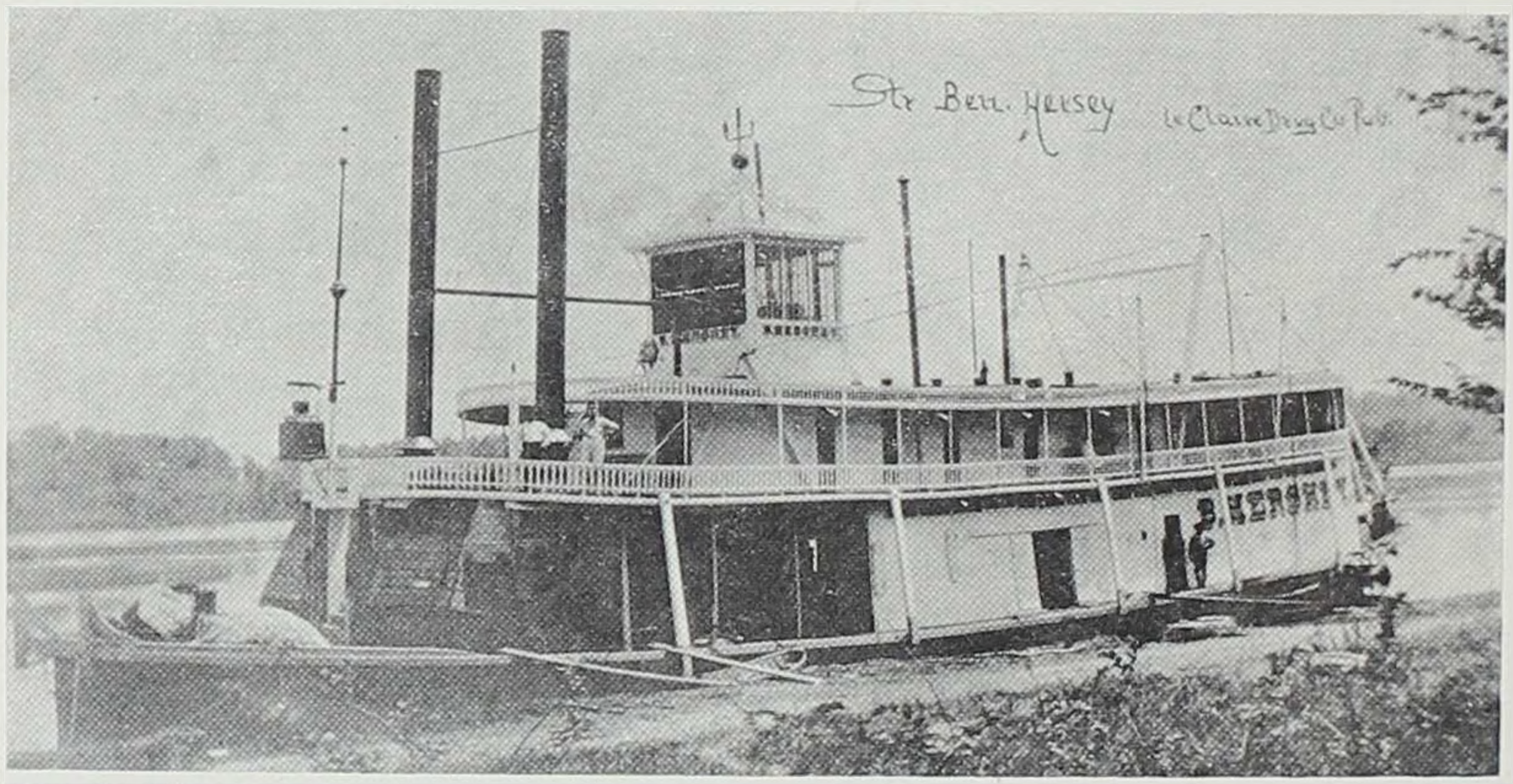
Northern Line steamboat *Minnesota* at the Muscatine levee about 1869. Built at Pittsburgh in 1866, she made 21 roundtrips between St. Louis and St. Paul that year. S. G. Stein's lumber raft and small towboat *Lily* lies in foreground. The *Lily* towed logs and barges of lumber for Hershey, Staples &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



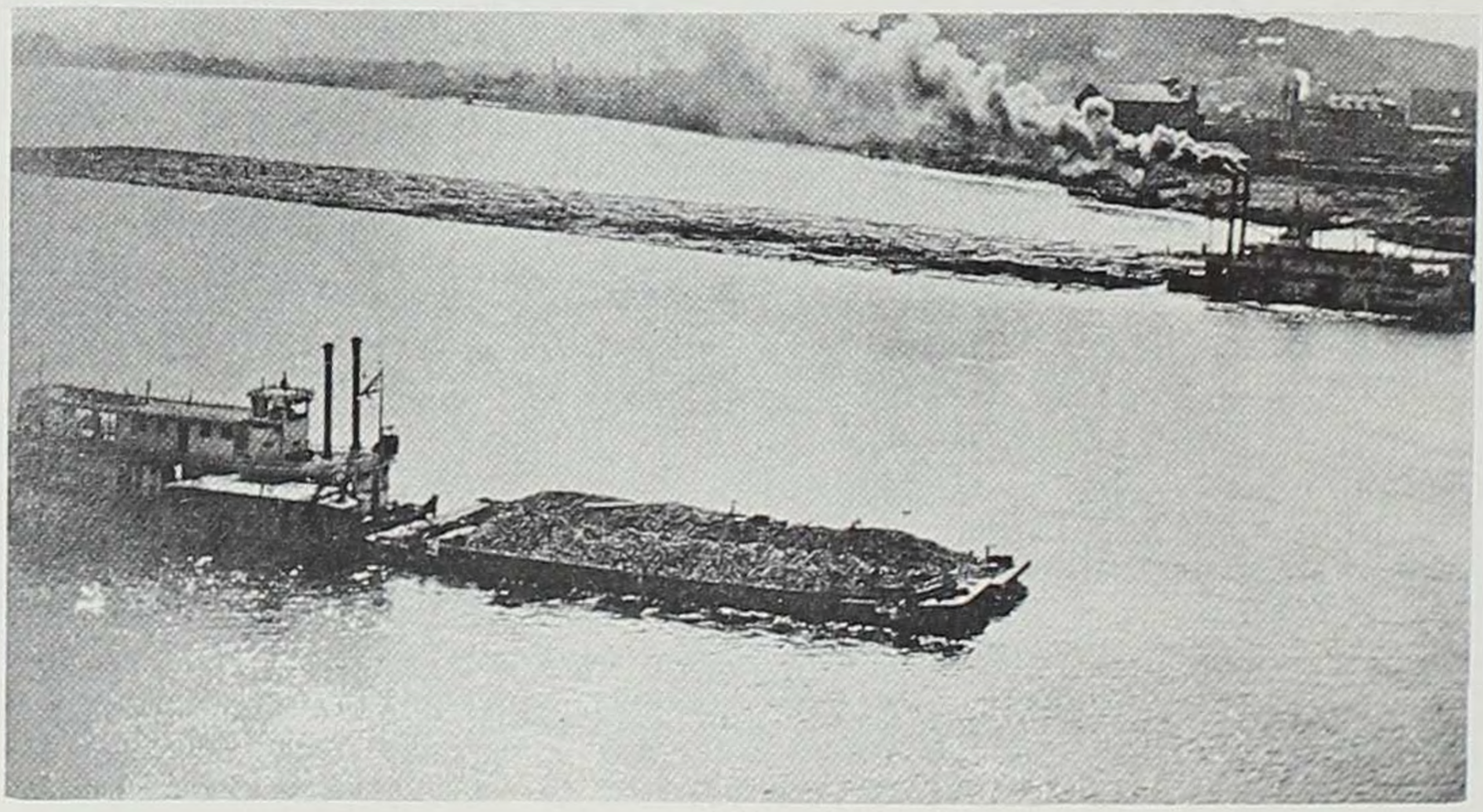
The *Muscatine* was built at Pittsburgh in 1863. The following year Muscatine citizens presented her with a set of flags and bunting. The *Muscatine* was a money maker, earning $77,000 net in the St. Louis and St. Paul trade in 1865. In 1881 she was sold at a sheriff's sale in La Crosse for $220.



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.

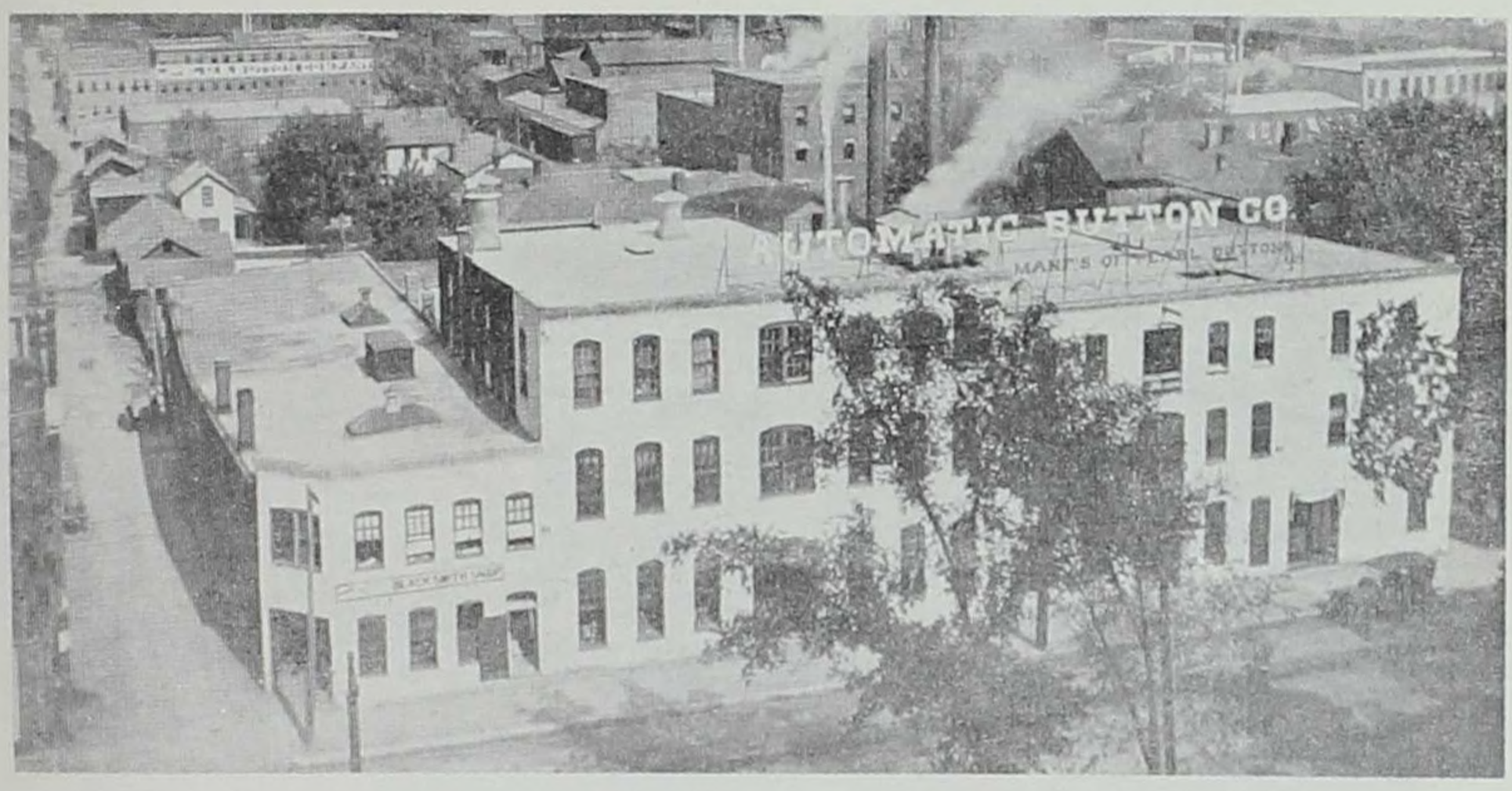


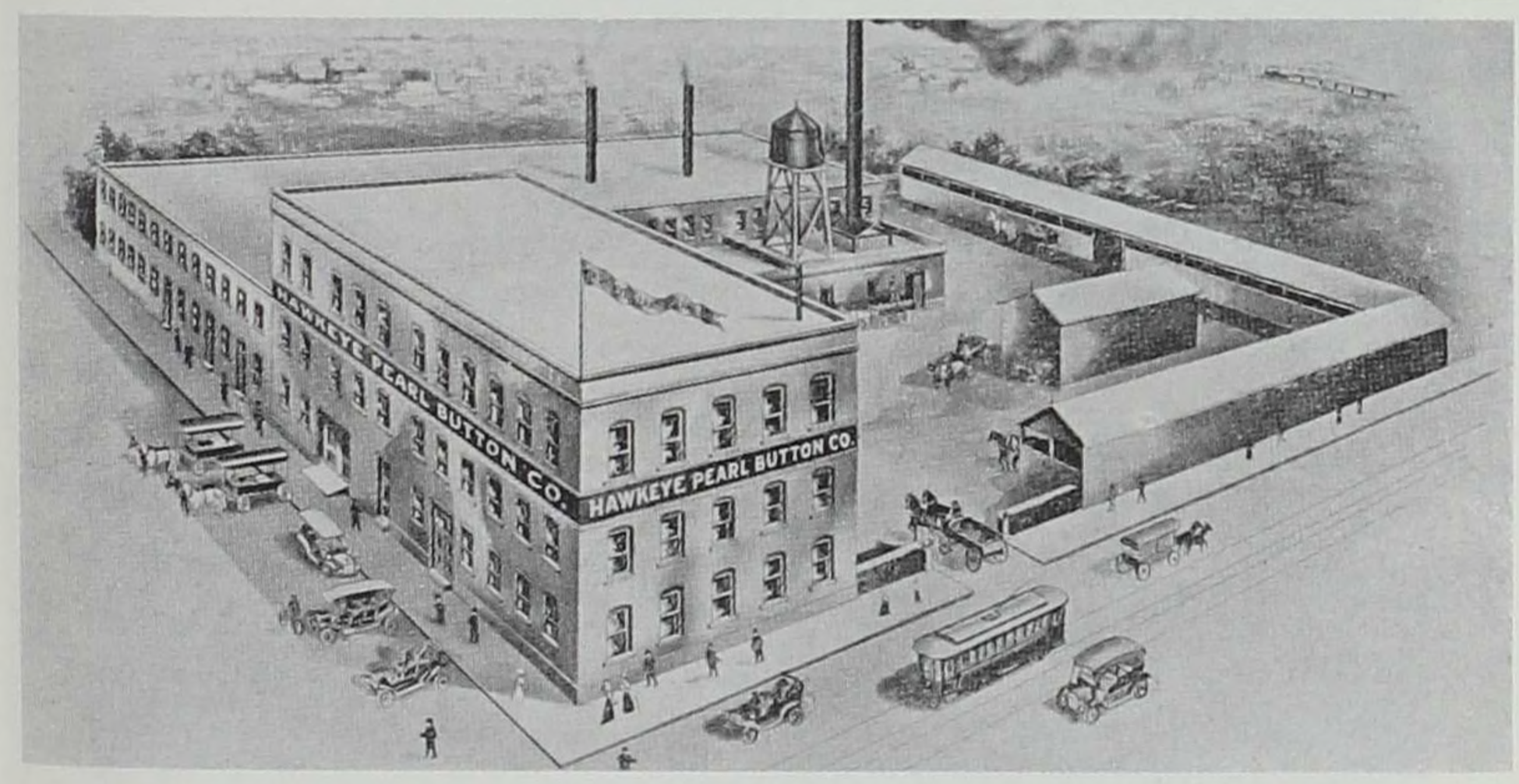
The *B. Hershey* was built at Rock Island in 1877 and named for Benjamin Hershey, head of Hershey Lumber Company. She saw thirty years service as a raftboat.

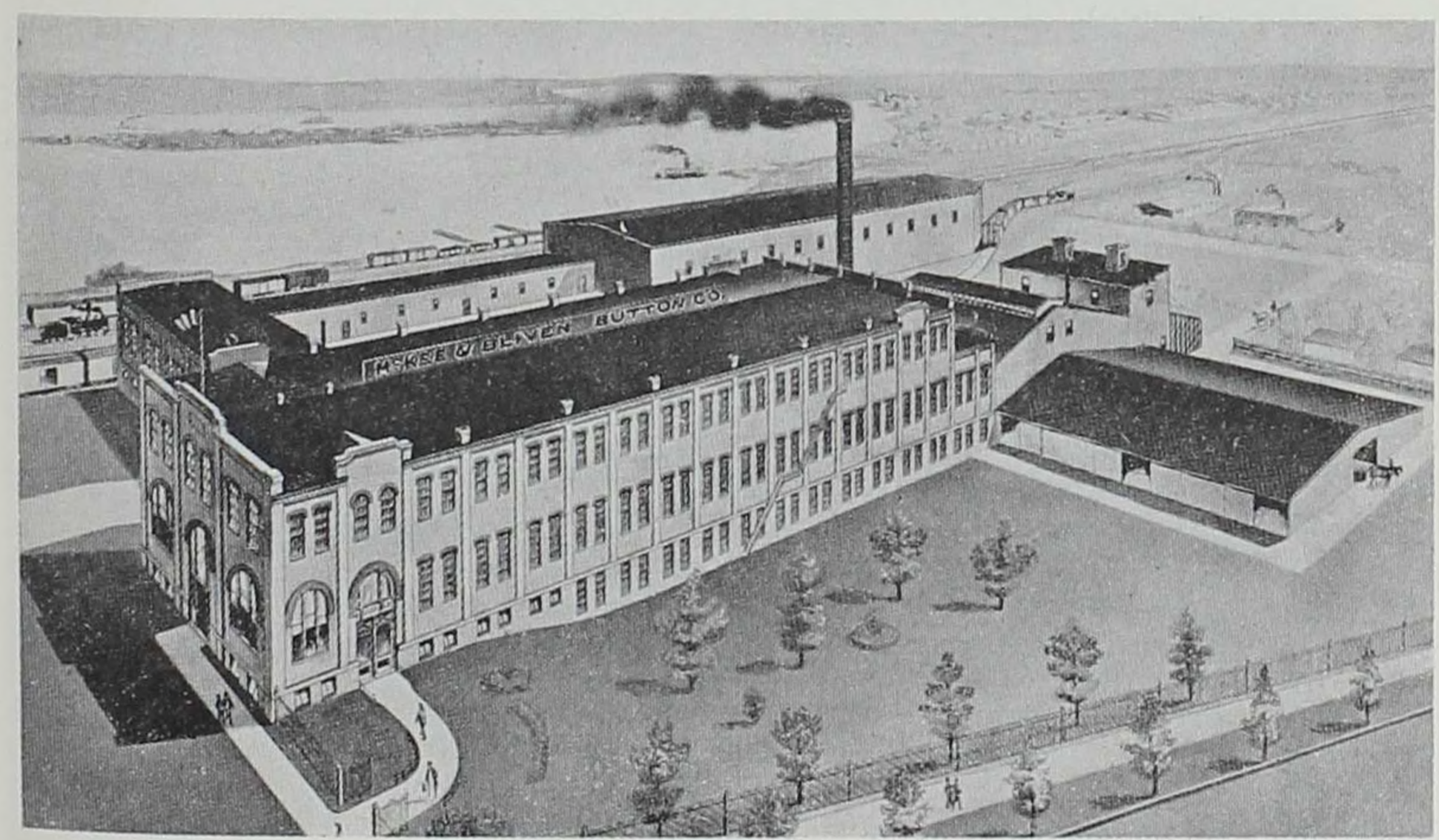


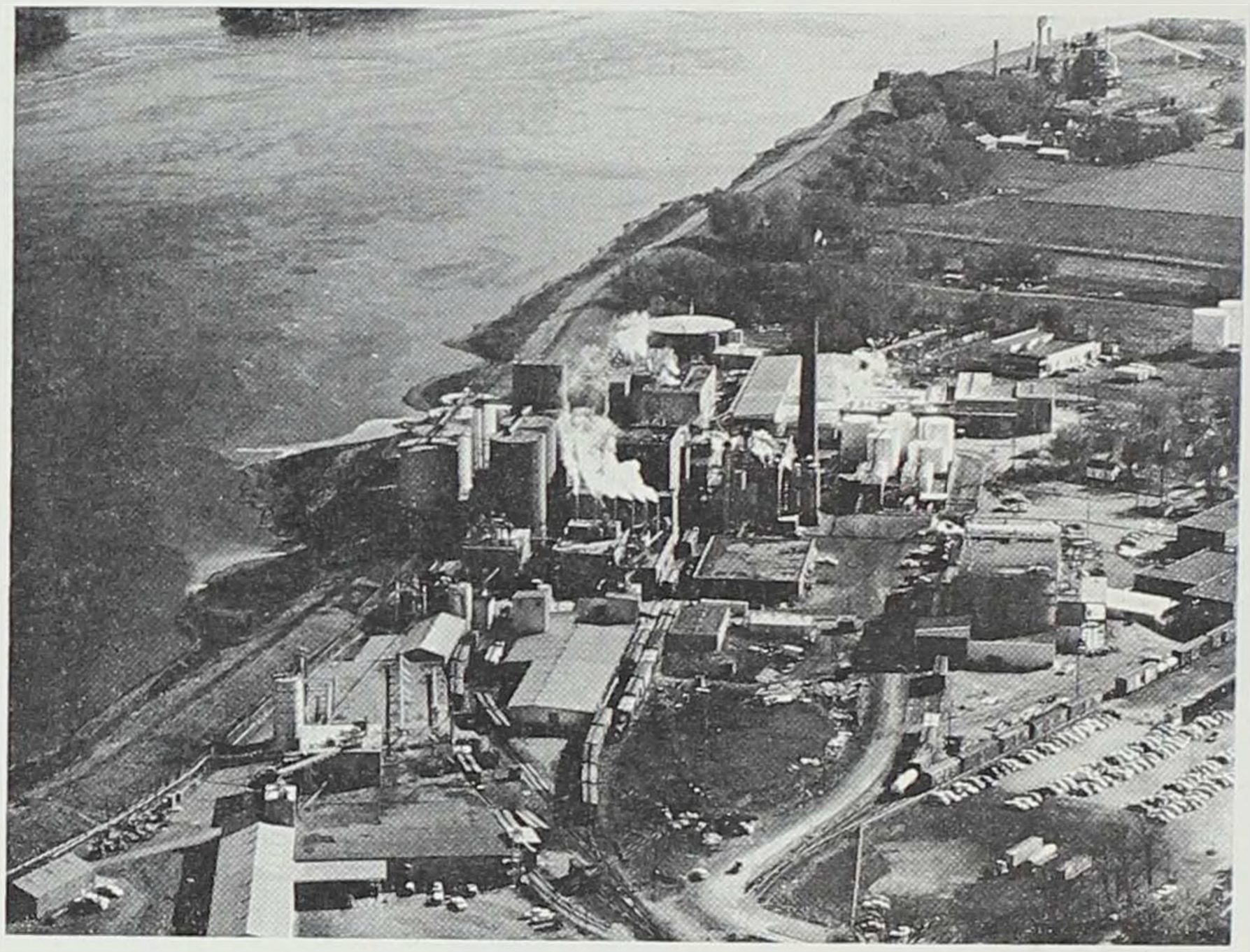
The *B. Hershey* with a raft in tow and the *Lotus* (second) with two barges of clam shells at Muscatine in 1901. Two famous industries are depicted.

THREE HISTORIC MUSCATINE BUTTON MANUFACTURERS

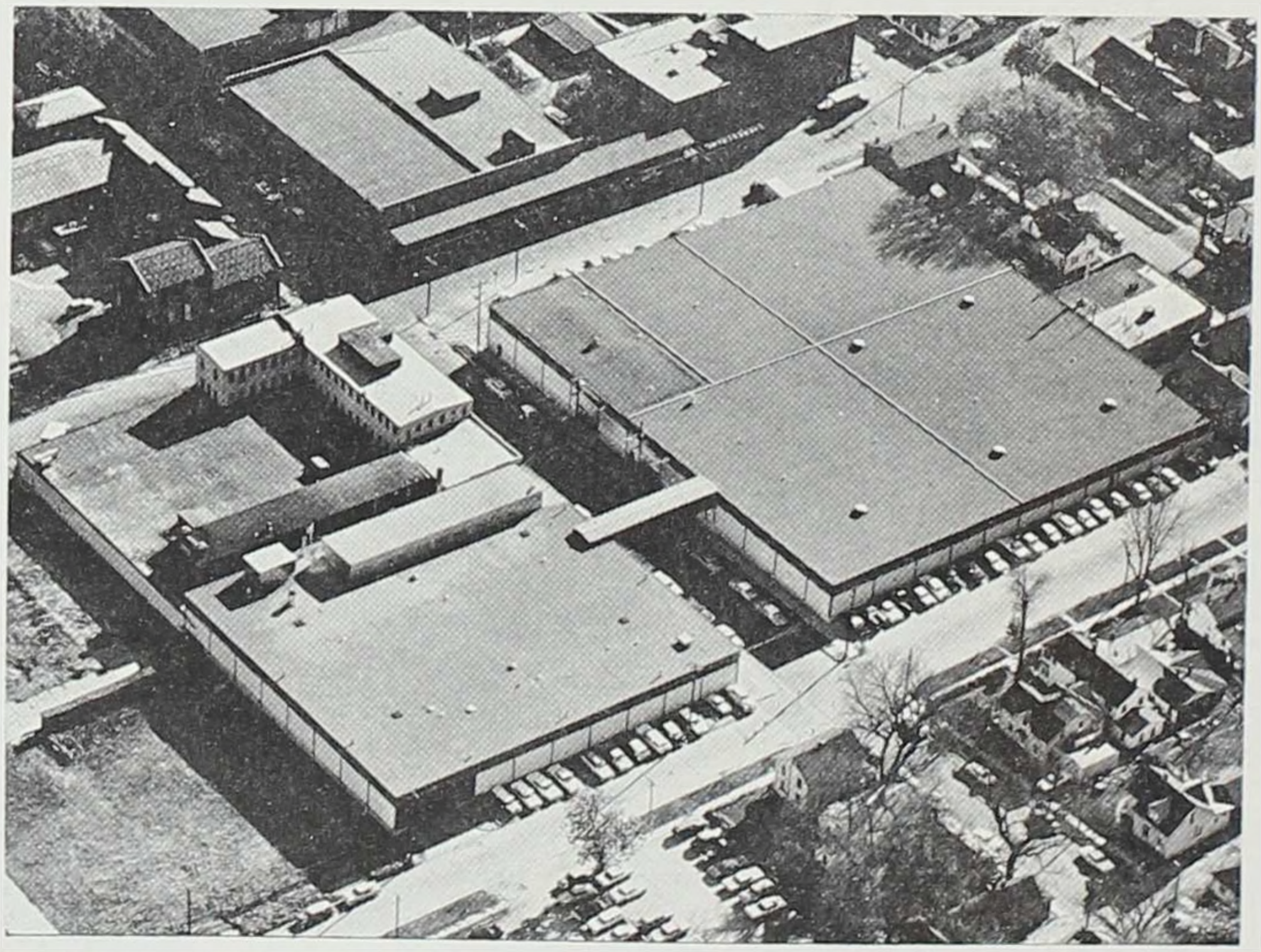




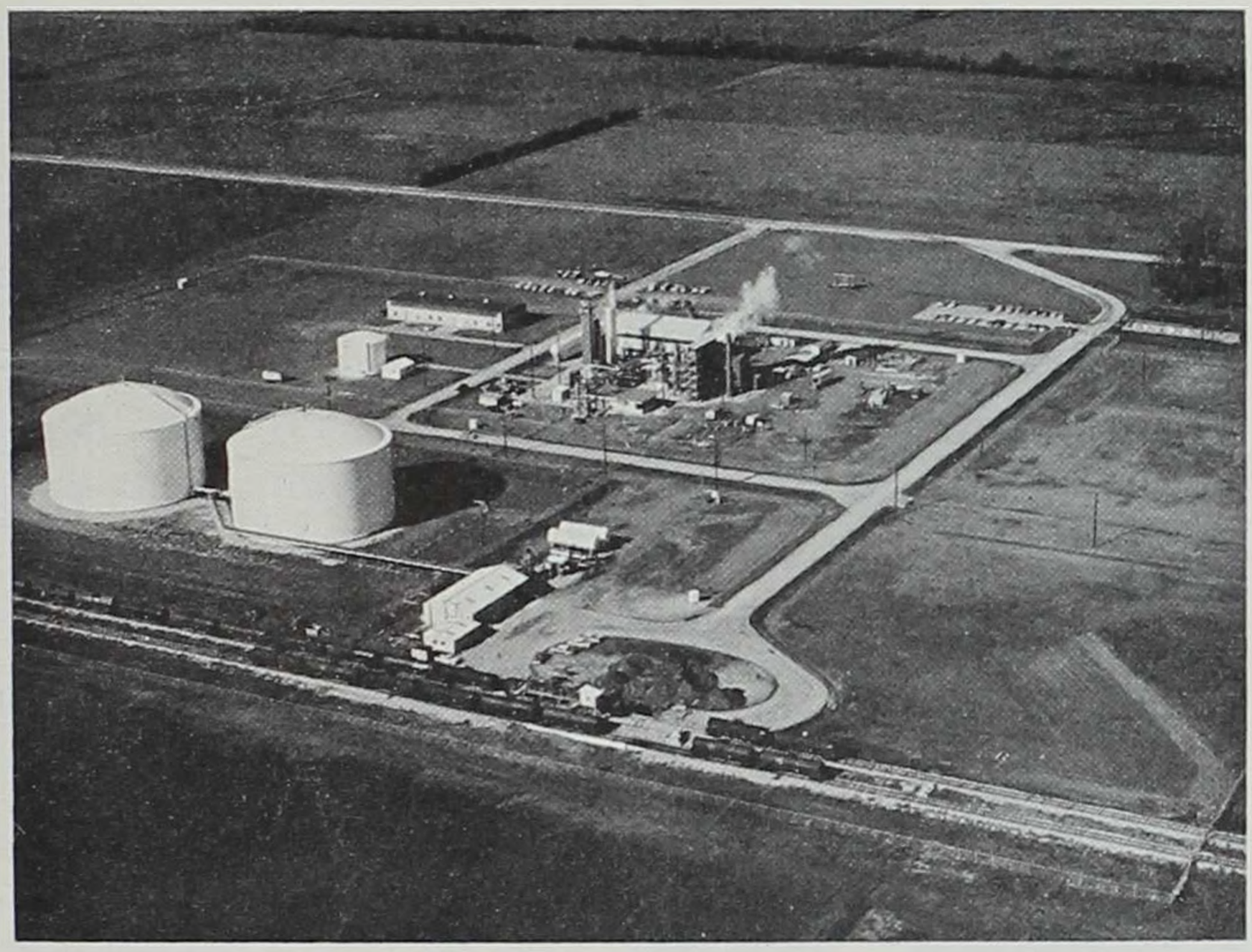




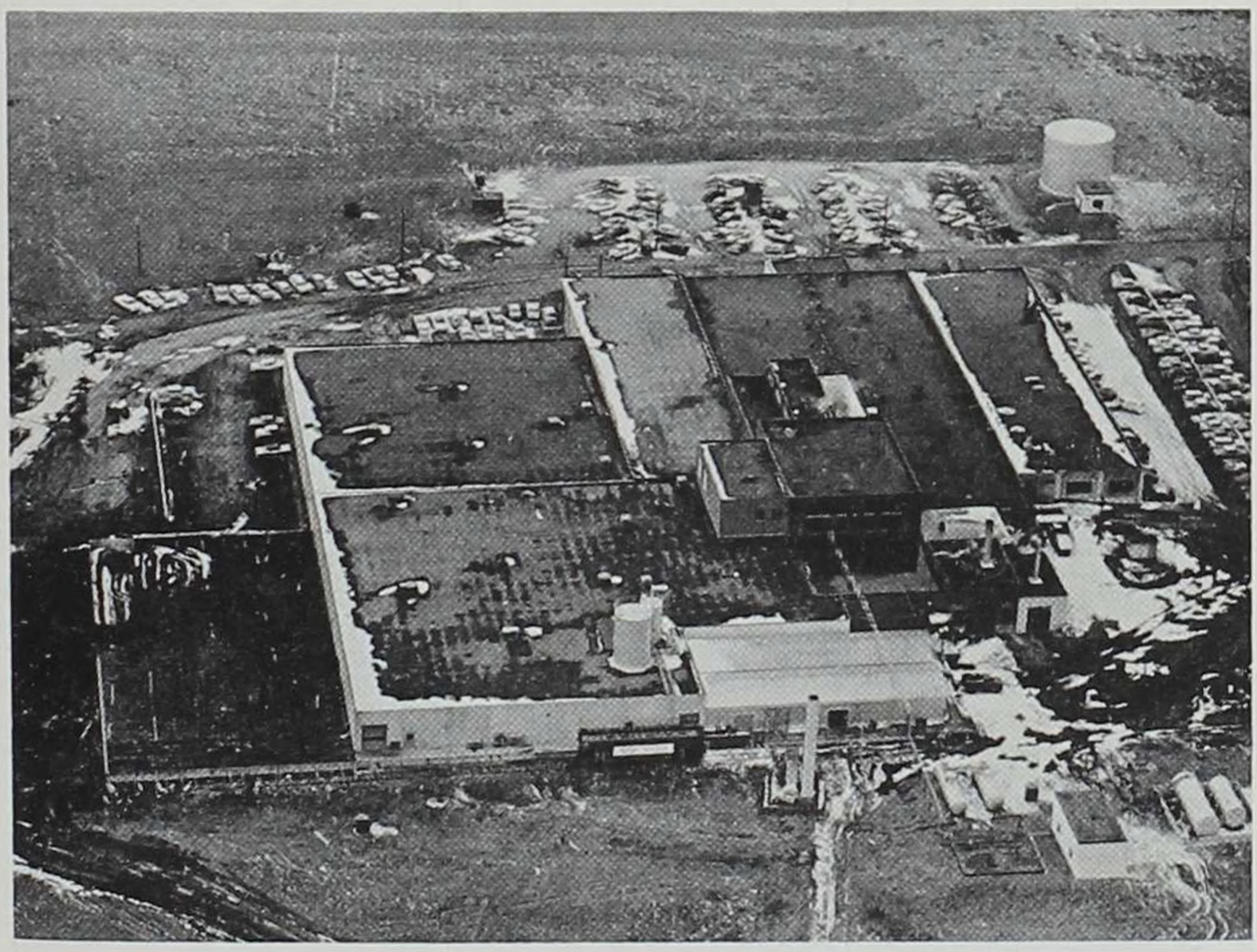
GRAIN PROCESSING CORPORATION, Grain alcohol, Solulac, Distiller's grain, corn starch and sugar, soybean oil and meal, and other products.



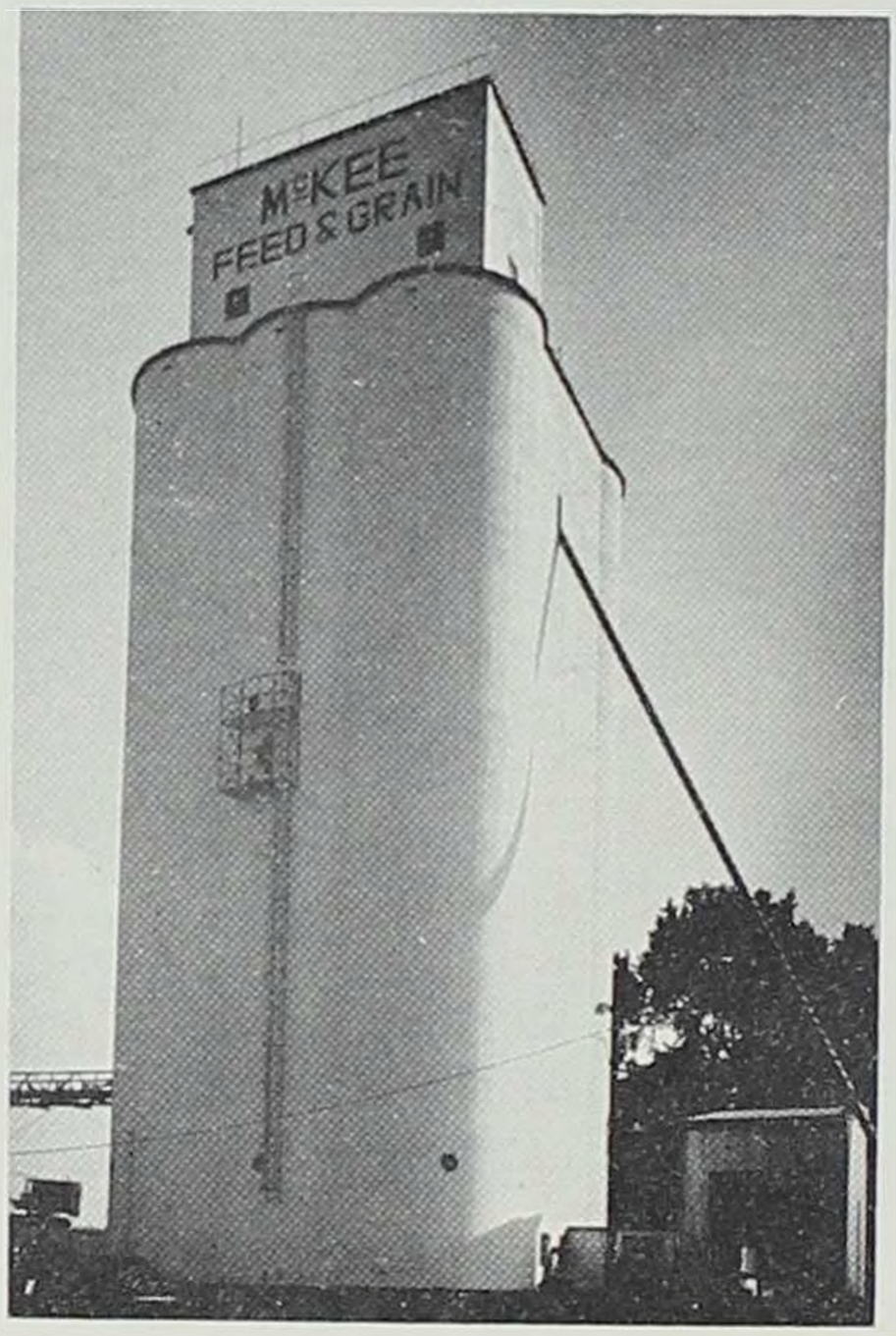
HOME-O-NIZE COMPANY manufactures steel office furniture, material handling, and construction and industrial equipment.



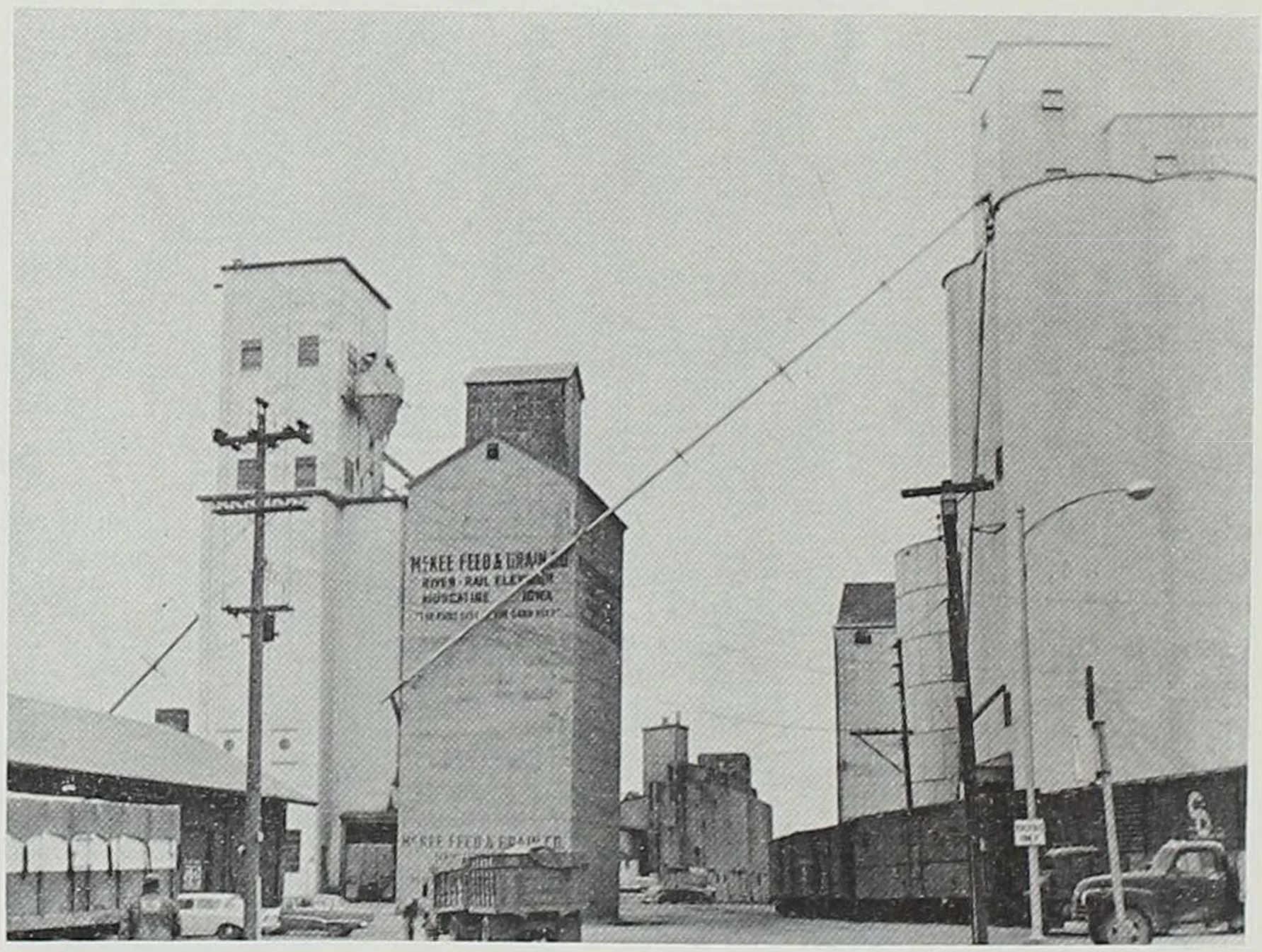
MONSANTO CHEMICAL COMPANY manufactures Anhydrous Ammonia and Aqua Ammonia, and Randox, a weed controller.



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*, *Demoine*, *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 Indianian 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 2½ 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