

The
PALIMPSEST



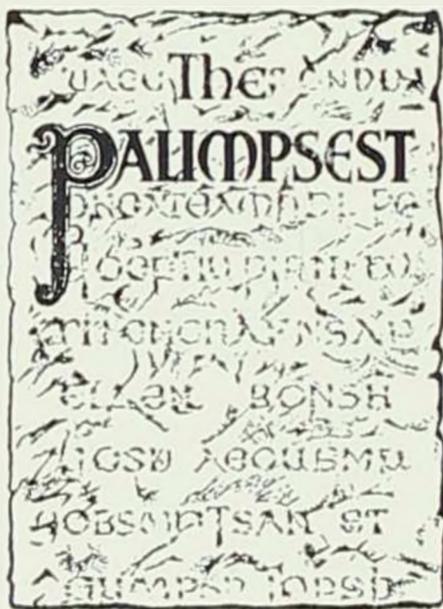
View of Dodge House from Fairmount Park (1913)

THE COUNCIL BLUFFS STORY
Through The Nonpareil's Eyes

Published Monthly by
The State Historical Society of Iowa

Iowa City, Iowa

SEPTEMBER, 1961



The Meaning of Palimpsest

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

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

Contents

THE COUNCIL BLUFFS STORY

Through The Nonpareil's Eyes

GENEVIEVE POWLISON MAUCK

Kanesville	385
Council Bluffs Emerges	399
The <i>Nonpareil</i> Is Born	408
Railroad Fever	416
A Town Takes on City Ways	424
Those Twentieth Century Years	436

Illustrations

All illustrations have been provided by the Council Bluffs *Nonpareil* and the Council Bluffs Library. The oil paintings reproduced on the front and back cover hang in the Public Library and are the work of ——— Bregy on the front cover and George Simons on the back cover.

Author

Genevieve Powlison Mauck is a former *Nonpareil* newspaperwoman and is the wife of Harry Mauck, Jr., Managing Editor of the *Nonpareil*.

ENTERED AS SECOND CLASS MATTER JULY 28 1920 AT THE POST OFFICE AT
IOWA CITY IOWA UNDER THE ACT OF AUGUST 24 1912

SPECIAL EDITION — FIFTY CENTS

PRICE — 25 cents per copy; \$2.50 per year; free to Members
MEMBERSHIP — By application. Annual Dues \$3.00
ADDRESS — The State Historical Society, Iowa City, Iowa

THE PALIMPSEST

EDITED BY WILLIAM J. PETERSEN

VOL. XLII

ISSUED IN SEPTEMBER 1961

No. 9

Copyright 1961 by The State Historical Society of Iowa



Kanesville

Harbor to the peripatetic Mormons on their search for a permanent home, stepping stone in the rushing current of westward emigration, pioneer community struggling to hold its identity after the human river swept onward — this was Council Bluffs in its formative years prior to the Civil War.

By 1961 almost ten years have elapsed since Council Bluffs celebrated its centennial. The past decade, however, has seen a resurgence of civic growth and improvement comparable proportionately to that first feverish decade after 1850. Council Bluffs, the one-time outfitting point for wagon trains to Oregon, California, and Utah, has now become a city of 55,733 residents, the principal trading center of southwestern Iowa, and the hub of a wheel of radiating railroad and highway connections. It is still "home" to a newspaper which has served the community through good and bad times since 1857 — the *Council Bluffs Nonpareil*.

How the settlement and the newspaper grew to-

gether makes a historical mosaic colored with frontier humor as well as tragedy. Each one shaped the other, influenced by forceful pioneer personalities reacting, in turn, to trends shaping a nation.

Historians must go back to August 3, 1804, for the origin of the city's name. On that date Lewis and Clark, exploring the territory acquired in the Louisiana Purchase, conferred with the "Ottos & Missouries" at the foot of a high promontory near what is now Florence, Nebraska, on the west bank of the Missouri River. Their designation of this spot as "Councile Bluff" or "Handsom Prairie" was later adopted by traders, trappers and river navigators to describe all the territory adjacent to both sides of the river between that northern point and the Platte River on the south.

When Francois Guittar, a cook on an American Fur Company boat, first stepped ashore in the spring of 1824 at Trader's Point below the future townsite, he found a trading post already well-established at Bellevue on the west bank. Peter Sarpy, as factor for the fur company, controlled the fur trade with all the Indian country bordering the river. There was probably an Indian village on the flat bottom land between the bluffs and the Missouri River where present-day Council Bluffs now stands.

One historian has speculated that Guittar must have seen a panorama of singular beauty from the

peak of the lofty bluff along the fringe of the river's flood-plain.

In a clear day, the vision was not limited for thirty miles to the north nor . . . to the south. . . . Here and there, patches of timber, in green bunches, ran from the valley upward to the crest, marking the outlines of lateral gorges and canyons; out in front lay a plain . . . as level as a floor, covered with green luxurious grass, dotted with sparkling lakes and traversed by the great Missouri, meandering in huge, bright coils to the south. Beyond this were the blue hills of Nebraska.

In 1826 Guittar came back to set up his own fur trading post at Trader's Point. There he stayed, a trusted counsellor and dealer with the Indians until several years after the Mormons arrived. Only then did he move to the town to become a merchant, enjoying the distinction of being counted the settlement's first white resident, if only by peripheral inclusion.

Historic conjecture about an Iowa Indian chief called "Hard Heart," who may have given his name to "Hart's Bluff," for the area which includes the present location of Council Bluffs, is based on a description of this chief by Dr. Edwin James, secretary for the Stephen H. Long expedition to the Rocky Mountains in 1819-20. An 1840 map drawn by David H. Burr on Congressional authorization reveals the city's present site as labelled Hart's Bluff. It also shows a village in the area identified as Council Bluff, specified as the only civilian village between Fort Leavenworth

and Fort Mandan, near what is now Bismarck in North Dakota.

Indians dwelt in the Council Bluffs area in pre-historic as well as historic times. Some 2,700 Potawatomi from the southern shores of Lake Michigan, together with members of the Ottawa and Chippewa tribes, moved to this region from their reservation on the Platte Purchase in Missouri in 1837. They scattered through the ample lands, but about 500 Potawatomi, led by their aging half-breed chief Sauganash, built wickiups and then log cabins along the valley floor and into the hills, overlooking the main thoroughfare from the east that would some day be named "Broadway."

To protect these peaceful Potawatomi from their belligerent Sioux neighbors to the north, a company of U. S. Dragoons from Fort Leavenworth, commanded by Capt. D. B. Moore, arrived on July 21, 1837. They spent three months building a 24-foot-square log blockhouse which would serve as a fort in case of attack, locating it on a commanding hill overlooking present-day Broadway at about State Street.

Their duty done, the dragoons marched back to Fort Leavenworth. Winter brought near-starvation to the Indians even though Dr. Edwin James did what he could for them as newly-appointed sub-agent. Spring enabled them to begin farming operations under the tutelage of Davis Hardin, forerunner of the present "county agent."

News of the arrival of the steamboat *Howard* in late May, 1838, created a welcome diversion. Nearly 2,000 ceremonially-painted and curious Indians drifted south through the hills to the boat landing at Trader's Point. They were undoubtedly expecting to find liquor in the cargo; instead they got Catholic missionaries — Father Pierre-Jean De Smet, beginning his mission ministry to the Indians, accompanied by a second priest, Felix Verreydt, and a lay brother named Mazelli. When the trio stepped ashore to greet the Indians for whom they planned to establish a church and school, Chief Sauganash welcomed them. Known as Billy Caldwell, this intelligent Indian was the son of an Irish colonel in the British army and a Potawatomi princess. His Jesuit school education prompted a gesture of hospitality; he offered them the use of three cabins built by the soldiers the autumn before.

Father De Smet already had received permission to use the blockhouse from Col. S. W. Kearny, commander of Ft. Leavenworth. It was the famous missionary himself who climbed to the top of that building on Corpus Christi day to erect the cross which proclaimed it a church. He lost no time in beginning services, then school sessions. At its peak the St. Joseph mission school enrolled 30 boys; 118 Indians were baptized there.

The winter was filled with hunger and hardship. It was heart-breaking when, in April of

1839, a boatload of supplies sent by the government and the church struck a snag and sank in the Missouri. The loss was \$40,000; only a plow, a saw, some boots and some church wine were salvaged. But other boats arrived with "detestable" whiskies ordered by white traders to separate the Indians from their government annuities. Father De Smet wrote to his superiors:

A war of extermination appears preparing around the poor Potawatomes. Fifty large cannons have been landed, ready charged with the most murderous grape shot, each containing thirty gallons of whisky, brandy, rum or alcohol.

It was from this mission that De Smet began the series of reports which were to make his name famous as he pursued his churchly way through the northwest. He resumed his travels late in 1839; upon returning to his school in 1840, he found only 50 Indian families still faithful to Catholicism. By 1841 the Mission school was abandoned.

The Indians were moved south to their new lands on the Kansas River in 1846 and 1847, after selling the Potawatomi country back to the government by treaty June 5, 1846. By that time, pioneer merchants attracted by Indian trade had dotted the river on both sides with their trading posts. More and more adventuresome pioneers were feeling out the territory. But with the complete removal of the tribes from an area which the government foresaw to be on the main route of growing emigration to the west, the townsite became a

vacuum waiting to be filled by the Mormon tide.

Other communities in Iowa had felt the impact of the Mormons' passage, but this western-most settlement was created, named, governed, disciplined and shaped by these indomitable people as they tarried before completing their exodus to Deseret. After hostility at Nauvoo, Illinois, exploded into violence that sent the Saints westward into Iowa in February of 1846, their trail was studded with settlements they called "stakes," where subsequent waves of migration could be succored. At Garden Grove, Hebron, and Mount Pisgah they stopped to rest, then marched on, leaving fifteen "Camps of Israel" strewn across southern Iowa.

An advance group of Mormons led by Orson Hyde reached the Missouri River on June 14, 1846, just south of present-day Council Bluffs. Appreciating the fertile soil of the bottomland and the protection of encircling hills, Hyde decreed that a settlement should be made at this place, with shelters built and crops planted to accommodate the Mormon emigrants to follow. Almost their first community action was to arrange a form of municipal government at a meeting held July 21, 1846, on a hill they called "Council Point." Orson Hyde was selected to head the elected high council.

But scarcely had the Mormons put up temporary quarters than Captain James Allen of the

First U. S. Dragoons from Ft. Leavenworth arrived, to recruit a force of 500 men to serve in the war against Mexico. Encouraged by Brigham Young, president of the Twelve Apostles of the Latter Day Saints church, 520 men enlisted. Believing the recruiters' promises that they would be taken through to California, where they would be discharged with full pay and retention of all arms and equipment, they marched for Ft. Leavenworth on July 20. It was to be two years before the survivors were to see their own people again, and not in California where some Mormons had expected to find their Zion, but in Utah.

Lacking this vigorous corps of younger men, the Mormons deemed it imprudent to attempt crossing the plains that season. About 5,000 of the main body established a community in a wooded location across the river near what is now Florence, Nebraska, to avoid possible difficulty in fording the river the next spring. They built hundreds of homes on a plateau overlooking the river. In April of 1847, Brigham Young and his exploring party started west to search out their Zion; they returned in October after deciding to settle near the Great Salt Lake.

In the meantime the starving Mormons at "Winter Quarters" found themselves unpopular with the Omaha Indians, whose forests and game they had despoiled. At the insistence of the tribe's agents, many Mormons went back to the

Iowa side, where the settlement was being called "Miller's Hollow" after a prominent Mormon. Orson Hyde built his log house near Indian Creek, near Washington Avenue and Harmony Street.

True to their custom, the Saints hastened to build a tabernacle large enough to hold 1,000 worshippers, which they occupied in December of 1847. Brigham Young, who had returned to organize the main body for the long journey to Salt Lake, became the first president of the Church of Jesus Christ of Latter Day Saints in a reorganization meeting held in the tabernacle December 24, 1847.

Young's vigorous leadership extended to matters of community as well as church. His action in presenting the proper federal petition to Congress obtained a post office they called "Kane" on January 17, 1848. Evan M. Greene was its first postmaster.

The name "Kanesville" to designate the new settlement was adopted in meeting April 8. In so doing the church members honored Colonel Thomas L. Kane of Philadelphia, a Gentile whose sympathetic interest in the beleaguered Mormons had smoothed the path of their migrations.

For two years the community was entirely controlled by the church. After Brigham Young and some 4,000 Saints had left in the spring of 1848, there were still enough left to maintain about 40 churches scattered up and down the Iowa side of

the river. Mormons filled all public offices and represented the area in two General Assemblies of the Iowa legislature. Shivering Mormon converts proved the strength of their faith when the ice of the mill pond was cut through to make a place for winter baptism ceremonies.

One early Gentile pioneer, William Robinson, has written of a huge prayer meeting called by Orson Hyde to ask rain during a drouth. At least 3,000 supplicants knelt at noon in a natural amphitheater in what is now Fairmount park. By 2 o'clock the brassy sky had become flecked with wisps of cloud, and at 5 p. m. a gentle rain began to fall over the entire section, saving the crops.

As early as February 24, 1847, the State Legislature had approved the organization of a county government within the limits of the "Pottawatomie Purchase," instigated by the indefatigable Brigham Young. The Mormons met September 21, 1848, to elect commissioners to govern the county, which then included a possible 5-million-acre area composed of the present eleven surrounding counties and parts of nine others. County commissioners met October 10 at the house of Hiram Clark to begin turning the wheels of government. They made history when the first assessment rolls for 1848 were approved on April 17, 1849. Tax levies were set at $2\frac{1}{2}$ mills for the state, $2\frac{1}{2}$ for county, $\frac{1}{2}$ mill for each of schools and roads, and a poll tax of 50¢ on males over 21 years.

Kanesville gained a voice when Orson Hyde established *The Frontier Guardian* on February 7, 1849. Bishop Hyde was now president of the Council of Twelve of the church, so the paper was an official "organ of the Saints." Hyde used its columns to invite emigration from this point out to the west, in competition with other routes farther south.

An early issue of the *Frontier Guardian* praised the establishment of two schools, attended by 80 students each, conducted by a principal (Orson Hyde himself) and an assistant, Joseph Merritt. But the *Guardian's* horizons were soon to enlarge, for the discovery of gold at Sutter's Mill in California was a magnet that drew thousands through the needle's eye that was Kanesville. The "seekers after gold as well as the seekers after God" as J. R. Perkins later phrased it, funneled through in almost unbelievable numbers.

The *Guardian's* issue of June 12, 1850, estimated that 4,500 teams crossed the river at Kanesville that spring, with 13,500 men and 22,000 horses, mules, oxen and cows. In May, 14,000 gold-seekers had milled through the town, and 350 wagons of Mormon emigrants had been organized up to June 8, it reported.

Some caravans remained in Kanesville for months, outfitting for the long push ahead. Enterprising merchants had moved in, quick to perceive the lucrative market. Among the first were Jona-

than B. Stutsman and Cornelius Voorhis. Not far behind were Joseph Tootle and James A. Jackson, B. R. Pegram and A. S. Bryant.

Dustin Amy had sold hardware to the Mormons at Winter Quarters, returning to Kaneshville where he started a tin and hardware business "at the sign of the coffee boiler" in a cabin next to the present Broadway Methodist church location. In 1849 he moved west, leaving his son, 16-year-old Royal D. Amy, to conduct the business. Royal gained fame of sorts when he successfully fashioned a zinc casket which he soldered air-tight to bear the body of Governor Francis Burt of the Nebraska Territory back to his home in Charleston, S. C., after his untimely death.

Every steamboat that arrived from St. Louis was loaded with goods — harness, rifles, liquor and adventurers, both male and female. Several boats were stationed at Kaneshville as ferries, charging as high as \$10 for team and wagon.

Editor Hyde thundered in his weekly journal against the worldly forces invading the once-orderly community, but was not above wooing his readers into the Whig party. Not all Mormons were sympathetic. In consequence, Almon W. Babbitt, also an elder in the church, began publication of an opposition paper called the *Weekly Western Bugle* in 1850.

By that year, the emigration-gold rush tide was running high. Broadway was lined almost solidly

with saloons. Gambling devices at every turn invited the unwary to risk their cash; it was not uncommon to see hundreds of dollars stacked beside dicemen operating in the street. Bets were made on Sunday horse races down Broadway. "Notorious as far as the most obscure mining camp on the Sacramento river" was the Ocean Wave saloon, a two-story log and weather-board building located on a principal corner jogging out to look down the length of Broadway. For that day it was a splendid structure, and summer nights found tables set up outside as well as in. Higher-minded citizens undoubtedly rejoiced when this "palace of sin" was struck by lightning and burned to the ground in 1861. It was replaced in 1868 by the First Methodist Church which still occupies the historic site.

Politics and government were of intense interest to those early residents. They braved snow and freezing rain on April 5, 1851, to vote in the first Pottawattamie County judicial election. Size of the county had been radically reduced to its present proportions by the legislature on January 15. In the election, Kanessville was selected the seat of justice and James Sloan chosen judge of the Sixth District. Nervous, witty, Irish to the hilt, yet of professed Mormon faith, Judge Sloan's early court proceedings read like a caricature of judicial decorum. Court records of his first trial report his forceful instruction to the jury, which

included "To hell with the code [of Iowa] — I have the law in my head."

Authority to declare and enforce the law rested with county probate judges, allowing virtual dictatorship which extended even to laying out routes of roads and highways.

Bishop Hyde had established himself as a power in the community, his prestige high, his portly figure a commanding presence at the vigorous dances in the log tabernacle. It was with reluctance, therefore, that he acceded to a final forceful instruction from Brigham Young that he lead out the remaining Saints to Salt Lake. When the last of the trains had started west in the summer of 1852, fewer than 2,500 residents were left in Kaneshville from a high count of 7,000. Mormon control was over, but scores of Mormons stayed behind to make Iowa their home. And A. W. Babbitt of the *Bugle* was left in triumphant possession of Kaneshville's exclusive newspaper, plus such of the *Frontier Guardian's* equipment as Orson Hyde chose to leave behind.

Council Bluffs Emerges

Since pioneer rigors develop strong character, there was no lack of responsible leadership left in this river community. Public sentiment was obviously against retaining the permanent flavor of its Mormon origins (and in favor of capitalizing on a legislative act ordering the terminus of the "M & M" railroad to be in "Council Bluffs."). As a result, the name of Kaneshville was abandoned in favor of Council Bluffs by special charter of the Iowa legislature on January 19, 1853. Incorporation was authorized on January 24.

This charter permitted the city council to organize a fire company, keep the town clean, regulate the "keeping and sale of gunpowder," license or prohibit theater performances, bowling alleys, billiard tables and games of chance, compel property owners to drain swamps, and tax property not more than $\frac{1}{2}$ of 1 per cent. City elections were to be held annually until 1882 when the city began operating under general public incorporation laws, and two-year terms followed.

Election on that first Monday in April, 1853, named Cornelius Voorhis as mayor; W. R. Robinson, first recorder and council clerk; his brother, M. W. Robinson, marshal; S. S. Bayliss, Rev. G.

G. Rice, Stephen T. Carey, L. O. Littlefield, L. M. Klein, Joseph E. Johnson, J. K. Cook and J. B. Stutsman as councilmen.

These names and others figured large in those important early years when foundations for steady growth were being laid. The town's only clergyman-councilman, Rev. George G. Rice, had arrived in November of 1851 as the community's first permanent Protestant pastor. The log church he prepared for his Congregationalist flock of eight persons at Pierce and Glen avenues in 1853 was shared with the Methodists and their eccentric mission pastor, Rev. Moses Shinn. To the Methodist circuit rider, William Simpson, goes the distinction of first evangelizing in this Mormon stronghold, paying his initial visit on August 7, 1850.

Another councilman and pioneer merchant, James B. Stutsman, and his partner, William Powers, had already divided over \$50,000 in earnings from the ferries they had astutely established over the Elkhorn and Loup rivers in Nebraska during the 1851 migrations. Samuel S. Bayliss had reputedly paid \$250 for Mormon Henry Miller's "squatter" claim of 400 acres, a choice strip of land through the center of town. The deed began, "Jesus Christ and the Church of Latter Day Saints sell to Samuel Bayliss . . ." and it bore Orson Hyde's signature.

The new town government made a valiant at-

tempt to control its flagrant gambling-liquor interests; ironically its only income of \$280 came from annual saloon and gambling license fees. Taxes could not be levied on land carrying only squatters' titles. In desperation, Mayor Voorhis resigned. For two years, government was virtually impotent.

During this title-less interval, S. S. Bayliss platted his midtown holdings, marking a choice block-square piece as a public square, and designating two other lots fronting the square as a courthouse site. For some reason the courthouse was ultimately built farther south in 1868, and the lots reverted to Bayliss. Later the Bayliss family brought suit to reclaim the public square property but were unsuccessful, and Bayliss park remains a cherished shady oasis in the heart of the business district to this day.

Bayliss' enterprise also gave Council Bluffs its first brick kiln in 1853 and its first steam ferry in 1854. Civic pride was kindled when Bayliss built the Pacific House in 1853 on Broadway facing Pearl Street. Three stories high, built of brick painted yellow, the Pacific House was advertised as "the finest hotel west of Des Moines and north of St. Joseph." Its doors were thrown open for the first time on Christmas night of 1853, when most of the town's solid citizens, and some who became less solid as the night wore on, stepped to its long front porch to join the festivity within. The gay

ball lasted till daylight, a forerunner of the hotel's role as the social center of Council Bluffs and of Omaha village. For a short time in 1854, it even served as the seat of government for the Territory of Nebraska. This came about after the untimely death of Governor Burt. Succeeding him as acting governor was his former secretary, Thomas B. Cuming of Keokuk, who chose the hotel as headquarters until accommodations in Omaha were ready.

Opening of the Kaneshville Land Office in the spring of 1853 brought land-hungry speculators, eager to acquire the rich acres of western Iowa. Troops who had aided in the conquest of New Mexico and California had been awarded 83,000 land warrants, many of which ended in speculators' hands and were subsequently located on Iowa holdings through this land office.

First public sale of government lands was held June 7, 1853. Rich unimproved Iowa land sold for \$1.25 per acre. Joseph H. D. Street served as first "register" and Dr. Samuel W. Ballard receiver. By law, all moneys had to be deposited in Dubuque, a round trip journey of two to three weeks by stage. Later, funds were sent to St. Louis by steamboat. By 1861 the public lands were largely sold off but it was 1873 before the office was closed. Council Bluffs meanwhile reaped a property-value boom of its own those first few years.

Problems of law enforcement plagued the new town government. N. T. Spoor was appointed the first chief of police in 1853 to cope with frontier violence. There were two lynch hangings in 1853 of murderers who had killed to rob their fellow emigrants. Other lynchings followed. Licentiousness as late as 1865 brought a council order to the marshal to "abate" the number of houses of prostitution in the town.

The cry of "Fire!" and the roar of crackling flames through wooden buildings cost the town the greatest comparative loss of its existence one day in November, 1853. Nearly twenty-five business houses on both sides of Broadway burned in two separate fires to inflict an \$18,000 loss. The *Council Bluffs Bugle* newspaper office went with the rest. But a year later there were 17 new buildings, many of them brick, and the newspaper hastened to re-equip and resume publishing.

In that same November, a young man who was to achieve status as Council Bluffs' "first citizen" for sixty years to come, stood on a bluff-top just south of town to view the valley of the Missouri River, which "sprawled out on the flood-plain like a great chocolate-covered worm." This was Grenville Mellen Dodge, who was finishing a survey across the state on behalf of the Mississippi and Missouri railroad line, forerunner of the Rock Island railroad.

The surveyor and his party were welcomed by

Council Bluffs' railroad-crazy citizens at a lavish reception and ball. Equal enthusiasm a few days later greeted the members of a competing survey for the Lyons and Iowa Central railroad, destined to become the North Western.

Dodge plunged westward across the Missouri, seeking a route to the Pacific for the trans-continental railroad which had become a national concern. When, in 1854, he married Annie Brown of Peru, Illinois, he brought her to a homestead on the Elkhorn River and a few months later, to a residence in Council Bluffs. Here Dodge began the business ventures which laid the basis for his large fortune and began the career which led him to the rank of major general in the Civil War, to recognition as the "builder of the Union Pacific" and the presidency of seven railroads.

The town that couldn't levy taxes won that privilege when by Congressional act of April 6, 1854, Judge Frank Street was authorized to enter 640 acres of land at \$1.25 an acre, to be laid out as Council Bluffs. Thomas Tostevin undertook the survey of the land into lots, from which adjudication of property was made among the many conflicting squatters' claims.

Now that property holdings were legally established, the town's 1855 officials wasted no time. With C. E. Stone as mayor, C. W. Boyer recorder, B. R. Pegram treasurer, A. F. Thompson marshal and G. A. Robinson assessor, the council

levied a 5-mill tax and put through a bond issue to finance improvements. Broadway was ordered surveyed to establish a uniform width. Traffic matters were important then as now: A resolution directed that "no one shall drive horses through the streets faster than a common trot." A "pole" tax of two days' labor was levied on each male. Arrangements were made for a hook (to pull down burning walls) and ladders and buckets to equip a volunteer fire brigade. The first "city calaboose" was established in a house belonging to Councilman Stutsman, who offered it rent free.

By this time, townspeople had two newspapers to read; the *Bugle* was now published by James E. Johnson, and the *Weekly Chronotype* had been established in 1854 by W. W. Maynard and Jeremiah Folsom. In the latter's issue of mid-April, 1855, appeared a paragraph which introduced two important new residents: "Mr. D. C. Bloomer and lady arrived in this city on Sunday evening last. Mrs. Bloomer still pertinaciously adheres to the wearing of the reform costume which has gained her a world-wide notoriety."

In a town accustomed to idiosyncrasy, a first-rank nonconformist had come to make her home. Her costume of Turkish-style trousers worn under a full-skirted dress had become the symbol of the Suffragettes, and "bloomers" they continued to be called long after they had lost their feminist implication.

The Bloomers had joined the westward movement starting at Seneca Falls, New York, where Amelia Jenks Bloomer had founded her famous magazine, *The Lily*, to promote temperance and woman suffrage. Her progressive husband encouraged her contempt for laws which denied women the right to keep their own property after marriage or to have a voice in the disposition of her own children.

After coming here, Mrs. Bloomer sent articles on Council Bluffs to the new owner of *The Lily*. In an issue of June, 1855, now owned by the Council Bluffs library, Amelia described the town of 2,000, noting that it was 300 miles west of the nearest railroad, but prophesying an early arrival of the "iron horse."

The intelligent, talented Amelia abandoned her controversial costume within a couple of years, but continued her crusade in speeches and articles. The Bloomer home at 123 Fourth Street became noted for its generous hospitality particularly to clergy and dignitaries of the Episcopal church, whose local St. Paul's parish Dexter Bloomer helped establish in 1856. Lawyer and real estate dealer, Dexter Bloomer plunged into community life with zest, becoming one of the organizers of the Republican party in western Iowa, a city council member, a two-term mayor, an 11-year member of the school board, president of the library board, and author of a history of Pottawattamie County,

published in the *Annals of Iowa*, the first quarterly of the State Historical Society of Iowa. Amelia Bloomer was listed as one of Iowa's all-time ten outstanding women by Governor Nate Kendall in 1923.

Indian threats from the north triggered the formation of the Council Bluffs Guards in 1856 under Grenville M. Dodge, whose military-school background in Vermont qualified him in matters of soldiery. Public subscription paid the \$1,500 cost of their smart uniforms and equipment. That same year saw the founding (again by Dodge in partnership with John T. Baldwin) of the banking house of Baldwin and Dodge, which would eventually become the Council Bluffs Savings Bank.

It was in 1856, too, that "Bill" Maynard decided his politics were all wrong for his partnership in the *Chronicle*. He went to Des Moines as a printer. But his editorial skill had attracted admiration. Dodge, Baldwin and others hated to lose his expressive talent and, above all, his Republican viewpoint. Maynard didn't know it then, but he would be back.

The *Nonpareil* Is Born

“Pioneer journalism was of all professions the most perilous and discouraging. The man who succeeded must needs have a virile mind, immense capacity for work, undaunted courage in the face of almost unsurmountable difficulties.” Thus commented the *Council Bluffs Nonpareil* in its editorial column of the fiftieth anniversary edition on September 2, 1906.

These words were lauding the newspaper's principal founder — William Wirt Maynard. Undaunted by the savage exchange of editorial barbs with the editor of the *Bugle* during his previous experience on the *Chronicle*, Maynard had accepted the Dodge-Baldwin offer of financial backing and decided to return to Council Bluffs. Controversial issues dividing the country needed a Republican spokesman, and Maynard knew what he wanted to say on questions of states' rights versus federal supremacy, and admission of new states with or without slavery.

The young newspaperman came back to Council Bluffs by stagecoach in March, 1857, riding the coattails of the bitterest winter weather in years. After conferring with his brother-in-law, A. D. Long, who was to be a partner in the venture,

Maynard took his sponsors' \$880 and made the four-day trip by stage and train to St. Louis to buy a press. Several weeks elapsed before the steamboat swung in to the dock at Wray's Landing south of town, to unload the precious "Wells Celebrated Power Press."

The publisher scarcely had time to note his twenty-fifth birthday anniversary in the rush to install the press and type cases. He and Long concentrated their whole effort on that important maiden issue May 2, 1857. The masthead revealed its chosen name, *The Council Bluffs Nonpareil*. Readers accepted the editor's definition as "without equal" in the same zesty spirit that prompted it.

That first issue had four pages of eight columns in twenty-three-inch depth, thirteen columns devoted to news and eleven to advertisements. Publication was to be "Every Saturday morning, at No. 1 Palmer Block on the third story" (now the corner of Broadway and Scott Street). Editorially, the paper espoused Republican principles, with reservation of "the right to adopt whatever coincides with our views and to condemn what we cannot reconcile with our belief . . . in a fearless and independent way."

Subscriptions cost \$2.00 a year, and job printing was solicited. Advertising from all the principal business houses and professional men was generous, amounting to a virtual town directory.

Maynard, though small in stature and light in build, was pithy of expression and a hustler in business. As the weekly publication dates rolled on, the paper prospered, especially when editorial sparks flew between Maynard and the *Bugle*.

Winter brought disillusionment. The panic of 1857 was spreading westward to Iowa with withering effect. Banks failed. Business was paralyzed when "Nebraska currency" was discredited. Maynard weathered the economic drouth by trimming both ad rates and paper size, accepting barter and wood to use in his steam-operated press. The *Chronotype* had early starved to death, but the *Bugle's* current editor, Joseph E. Johnson, and its publisher, L. O. Littlefield, held the edge on advertising patronage.

Maynard was left to shoulder the struggle alone when his partner died. At this juncture, nobody would have been more surprised than Bill Maynard if he could have foreseen that the *Nonpareil* would outlast over a score of competitors through the next century. History shows that only four were published for more than a few years — the *Bugle*, which traded political vitriol with the *Nonpareil* until 1870; the *Globe*, published from 1873 to the late 1890's, and the *German Freie Press*, published from 1875 until after World War I, but hardly classified as a community spokesman. The *Labor Press* has professed to speak for organized labor since 1933.

By 1858 the Cherry County gold rush to Colorado was bringing life-saving revenue to the town, and a gold-struck *Nonpareil* printer named William H. Kinsman served as the *Nonpareil's* "correspondent" at the scene. Bumper crops gave the impetus to stage a successful Pottawattamie County Agricultural Society fair under the leadership of Caleb Baldwin, president. Featured in the stock showings was L. W. Babbitt's famous horse, Cherokee, which won first prize at the county fair.

The *Nonpareil* made a modest beginning toward the news illustrations that would virtually flood its columns a century later, when it used a woodcut of a crowing rooster above an article concerning a Republican election victory in October, 1858. Subsequently, a map showing the route to the Colorado gold fields was repeated by request four times in a year. At intervals, Maynard used a Democratic donkey's head topping his acrid editorial references to the *Bugle*.

Sensational news of a distinguished visitor's arrival appeared in a front page box on August 13, 1859: "Hon. Abe Lincoln and the secretary of state for Illinois, Hon. O. M. Hatch, arrived in our city last eve and are staying at the Pacific House. The distinguished 'sucker' has yielded to the importunities of our citizens without distinction of parties and will speak on the political issues of the day at Concert Hall this evening." The next

issues described Lincoln's speech as "masterly and unanswerable."

Lincoln's visit was prolonged by an engine breakdown on the river boat which had brought him up from St. Louis. After he had examined the Riddle tract property which was to be security for a personal loan, Lincoln was free to visit his friends, W. H. M. Pusey and Thomas Officer. Local hostesses lionized him. At the Pusey reception, "nearly every citizen of the town came to shake Abe's hand."

Lincoln and destiny stood shoulder to shoulder when a sight-seeing tour led him to a towering bluff overlooking the Missouri River flood plain toward Nebraska. He spent some time with Grenville M. Dodge, extracting from that expert on railroad surveys the pertinent advantages of a Platte Valley route west for the hotly-discussed trans-continental railroad line. After his inauguration as president a year and a half later, Lincoln remembered Council Bluffs, and in 1863 designated it as the eastern terminus of the Union Pacific. (A monument erected in 1911 by the D.A.R. and the Lincoln Memorial Association now marks the spot where Lincoln viewed the plain.)

In 1860, Maynard announced, the *Nonpareil* has been anything but a paying institution for the past two years and reduced the paper's size to 7 columns, on a page 12 inches wide and 18 inches deep. When the Civil War exploded into reality

in April of 1861, the editor jumped into the dispute with all the editorial vigor he could summon. Council Bluffs was a melting pot of many opinions, but Maynard stood firmly for the Union, even when he worried over "the almost defenseless condition of our frontier, almost surrounded by treacherous tribes of Indians" when local guards had marched off. There could be danger, too, from slavery-committed Missouri less than 50 miles to the south.

Hundreds of volunteers enlisted in the Fourth Iowa Infantry after Secretary of War Cameron had commissioned Grenville M. Dodge as colonel and organizer. They trained at Camp Kirkwood, located on a plateau south of town which overlooked the Mosquito Creek valley where the Mormon Battalion had been formed thirteen years before. Dodge emerged from the war a major-general after outstanding battle service. He founded the Union's Secret Service operation, then served as reconstruction genius of war-shattered railroad supply lines; at home he survived a slanderous attack by the Copperhead movement whose "Knights of the Golden Circle" had many supporters.

Maynard had been joined in late 1860 by an aggressive young news editor, William S. Burke, who carried increased responsibility when Maynard began an eight-year stint as postmaster. War-induced prosperity made it possible to launch

a daily newspaper on January 28, 1862, while maintaining the weekly. Subscription rate was \$1 by carrier, 75¢ by mail. The first *Nonpareil* "extra" hit the streets when a general named U. S. Grant captured Fort Donelson February 17, 1862. Federal occupation of Corinth brought a second "extra" three months later, printed on a square of paper the size of a calling card.

When the Illinois and Mississippi Telegraph company proved miserably undependable, readers were forced to depend on printed letters from soldiers. Publication was simply suspended on days without news. The daily was dropped in April of 1863. Burke bought out Maynard's interest that fall; encouraged by expanding news transmission, he burst into daily, tri-weekly and weekly publication. The daily's format resembled a modern tabloid of four pages, with twelve on Sundays. In a sudden brainstorm, Burke changed the paper's name to *The Council Bluffs Slope* but public opinion forced him to change back in a hurry.

Wartime shortages of paper and news produced some issues of curious size and brevity. Some were mainly made up of advertising. War headlines often contained up to twelve decks, the words "etc., etc." used to imply more.

Burke is immortalized in present historical circles for his *Emigrants' Guide to the Gold Regions of the West* in 1866, printed in the *Nonpareil's* job shop and based on Dodge's maps made during

his railroad surveys. (A copy came to light in 1960 in the *Nonpareil's* reference bookcase; when Managing Editor Harry Mauck realized its present-day value of \$1,500, he first locked it up in a panic, then more sensibly entrusted it to the public library.)

Maynard returned to active editorship on December 22, 1866, and after several management shuffles, was associated with John W. Chapman when he died in 1876. "He wielded no feeble pen in whatever conflict of the kind he engaged," the newspaper eulogized in his obituary. "His motto was always for the right. Wrong and violence ever had an earnest opponent in him. He never compromised with himself or left anything unsaid that he thought necessary . . . to enforce his views."

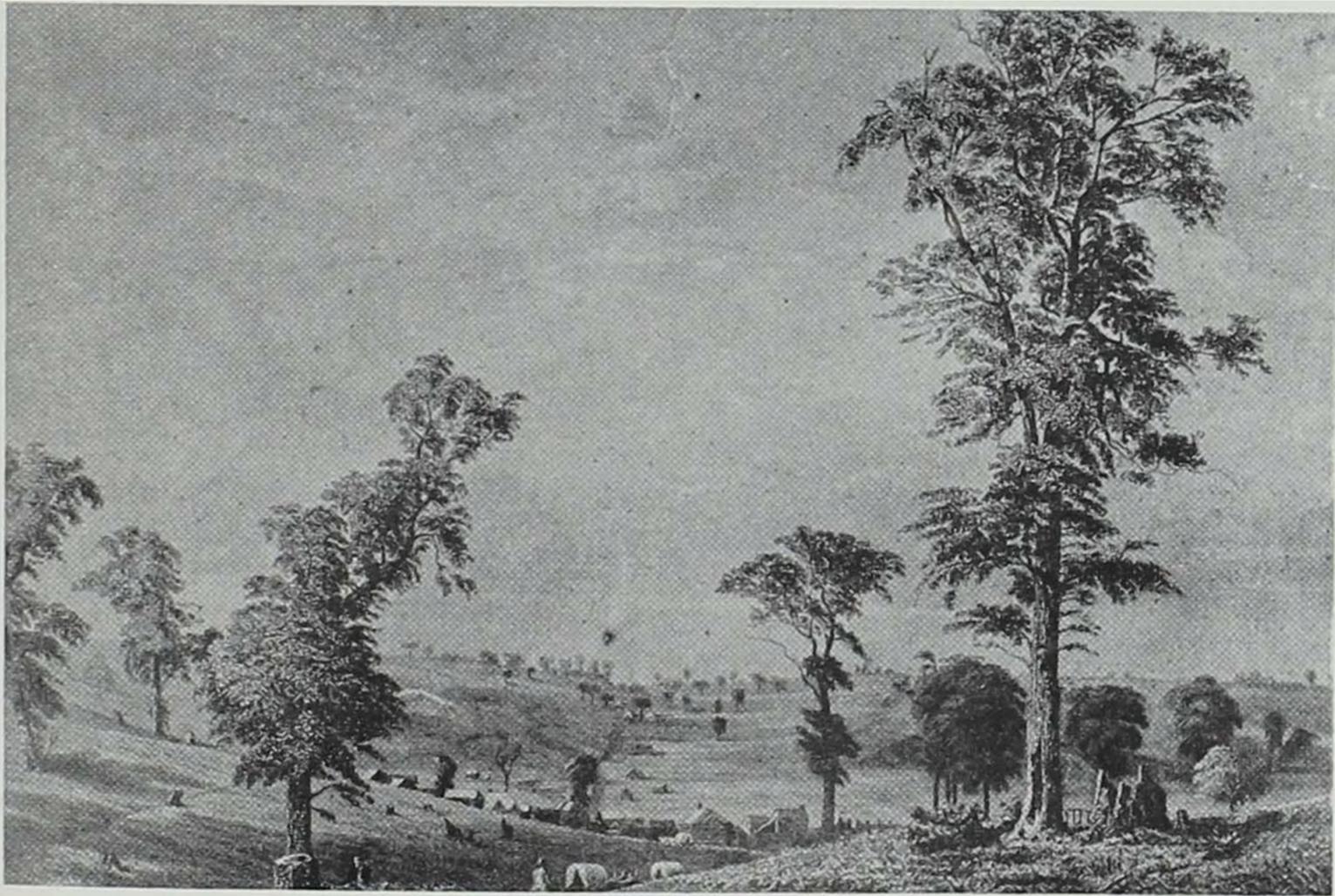
Thomas P. Treynor, one of the *Nonpareil's* many owners, had said of him in 1872, "Maynard has one valuable quality in which he surpasses them all. He knows what to leave out!"

Railroad Fever

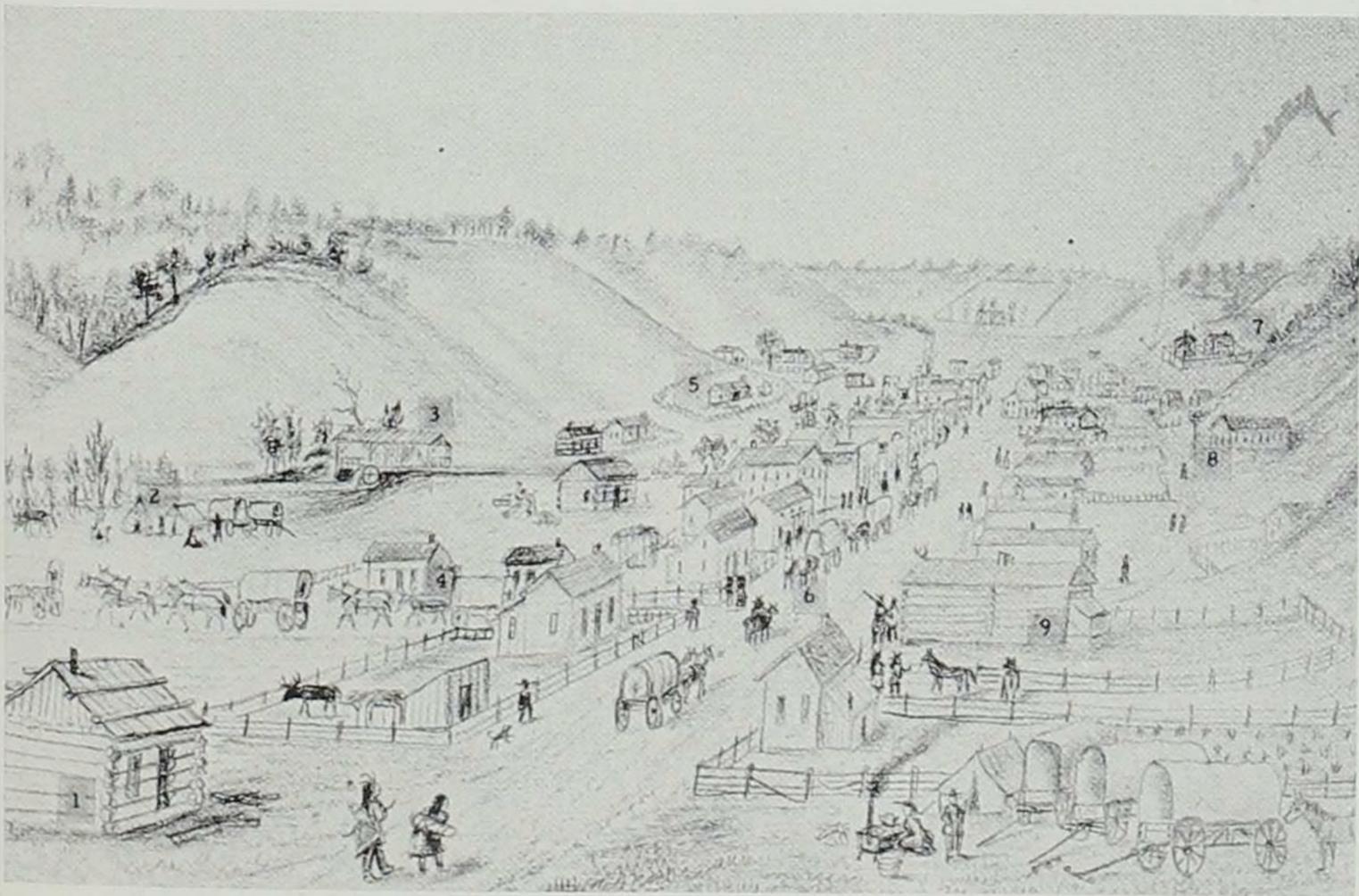
Community blood-pressure alternately rose and fell after 1850, as "railroad fever" responded to the excitement of news turning favorable or adverse. In 1857, with the closest railroad connection at Iowa City, wagon and stage coach were the only means of travel cross-country. The Western Stage Company, from Iowa City to Omaha, was characterized by "slower coaches, meaner drivers and more miserable passengers than anywhere in the world." Summer brought almost daily steamboat arrivals, but the enticing prospect of railroad connections to cities back east did not diminish.

It is hard to realize, a century later, what sensational importance and controversy was attached to railroads and their proposed routes. "The 'Iowa mind' vacillated between appreciation of the benefits accruing from freight-passenger links with populous eastern centers and a burning suspicion of all connected with railroads." One of Council Bluffs' most significant periods revolved around the coming of the railroads. One by one, starting in 1867, the slender ribbons of rail converged into the town from the east, the south, the north, and ultimately from the west. At one time, eleven railroad trunk lines entered bustling Council Bluffs.

ENTRANCE TO KANESVILLE (Artist unknown)



This painting was found inside an old clock and copied by Kohara Studio in the 1920's. About 1848.

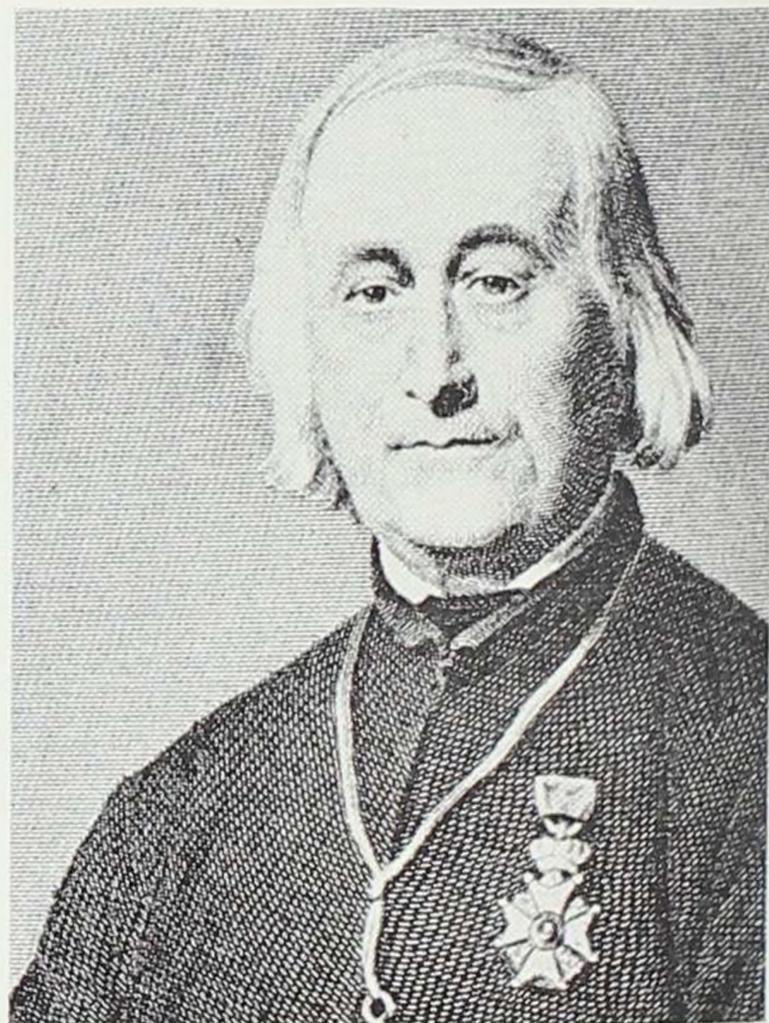


George Simons sketch of Kaneshville (now Council Bluffs) 1849 to 1851
Looking north from corner of Main Street and First Avenue

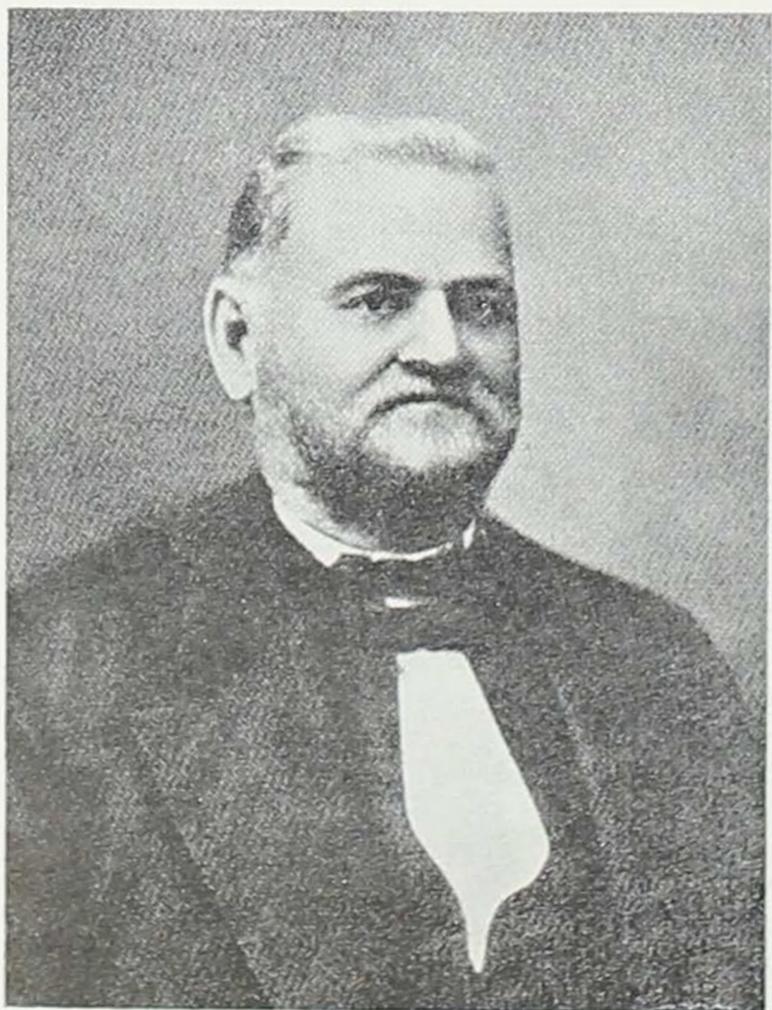
AMONG THE EARLIEST ARRIVALS



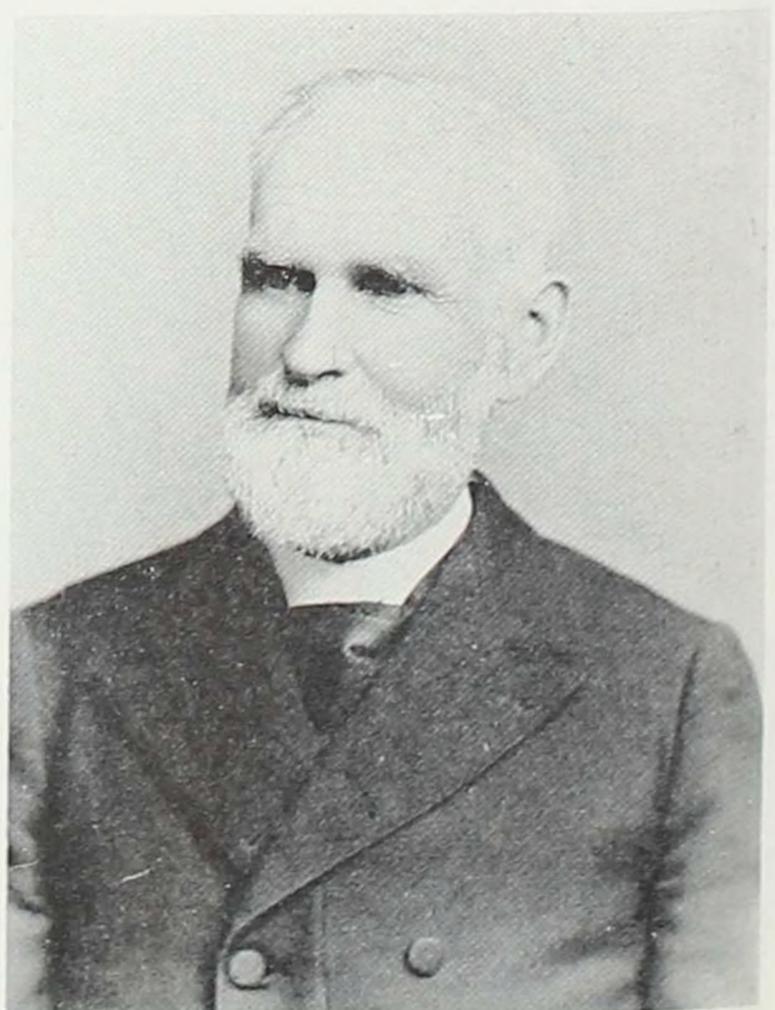
FRANCOIS GUITTAR, Trader
Came up Missouri in 1824



PIERRE-JEAN DE SMET
Jesuit Missionary to Potawatomi

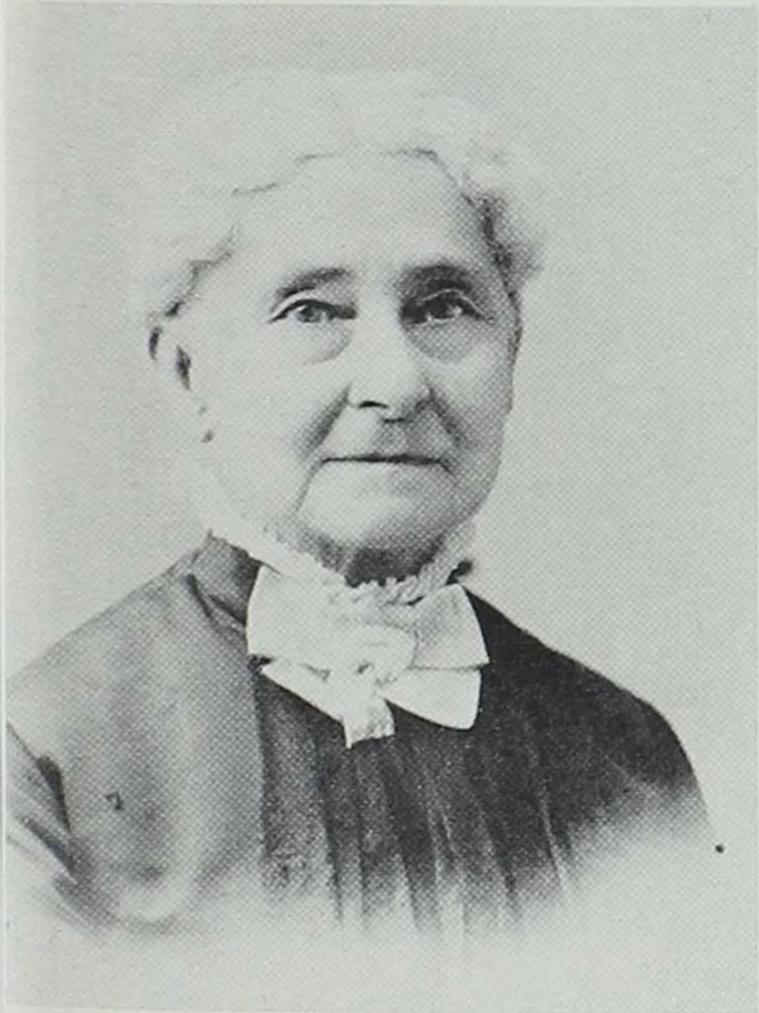


ORSON HYDE, Mormon Bishop
Controlled Kanesville, 1846-1852

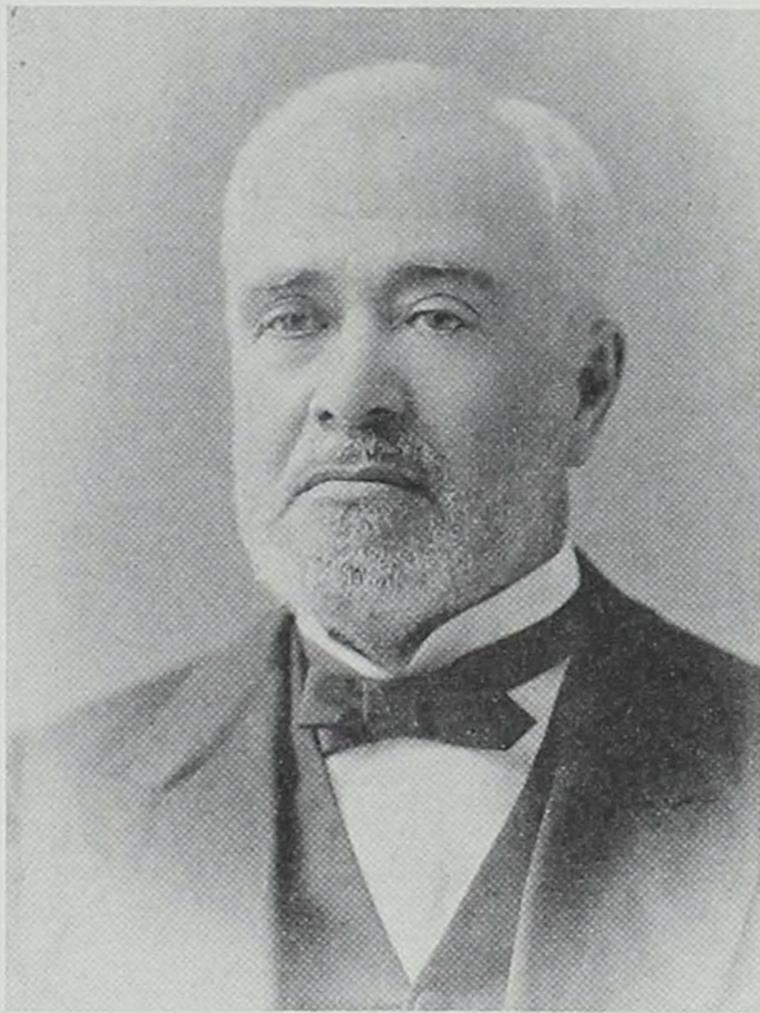


G. G. RICE
First Protestant Minister, 1851

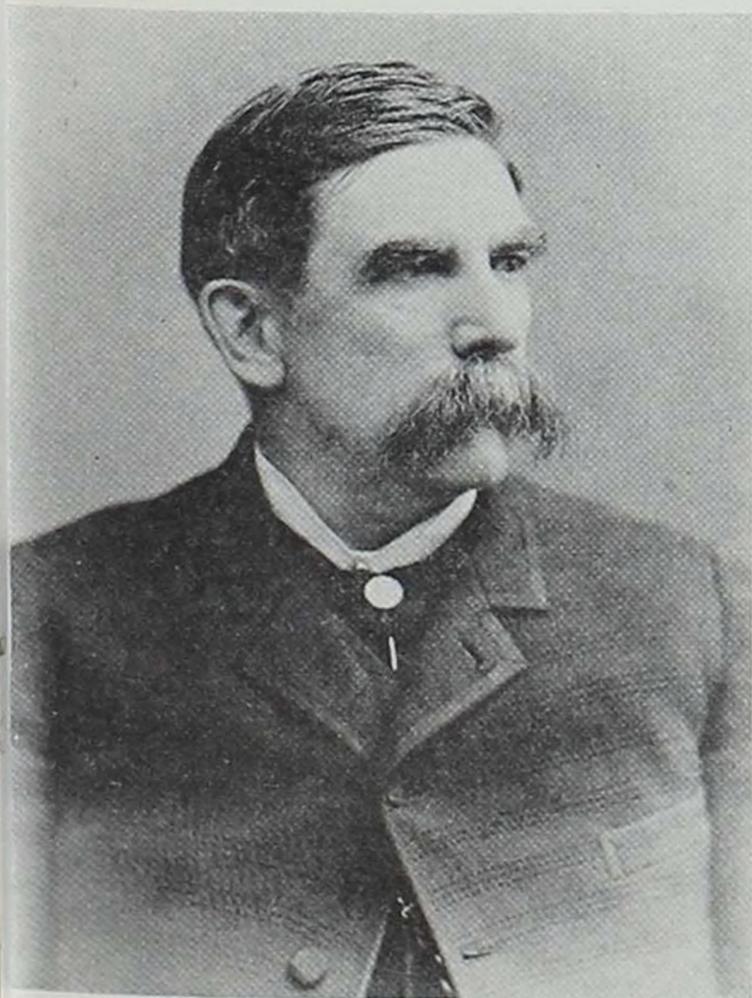
INFLUENTIAL SETTLERS



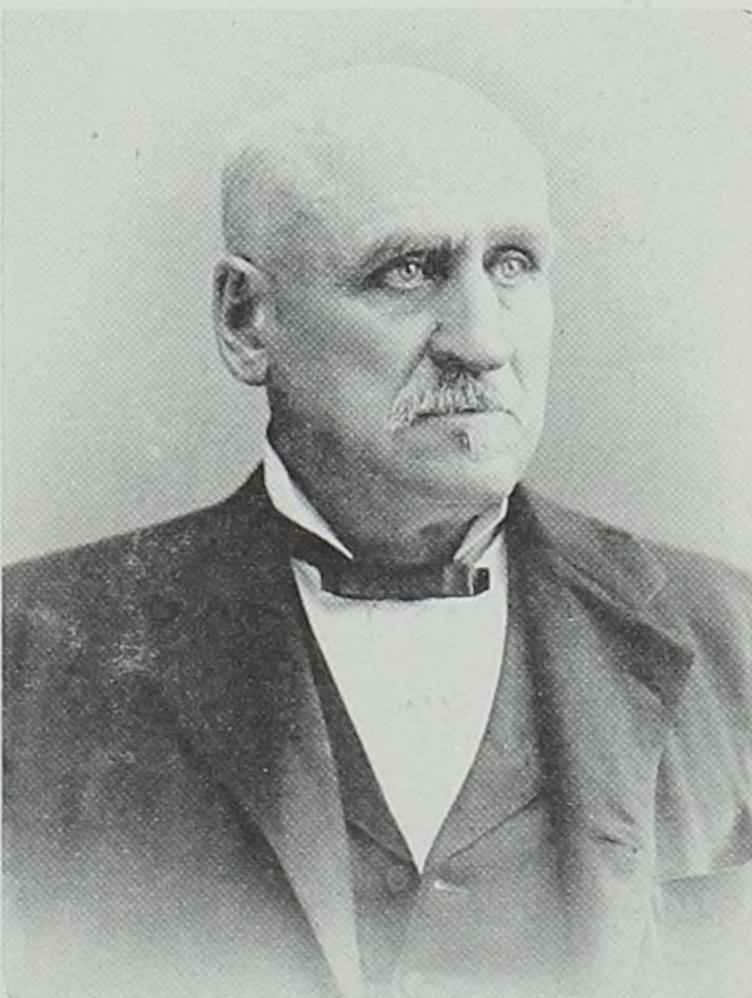
AMELIA BLOOMER
Popularized Bloomer Style



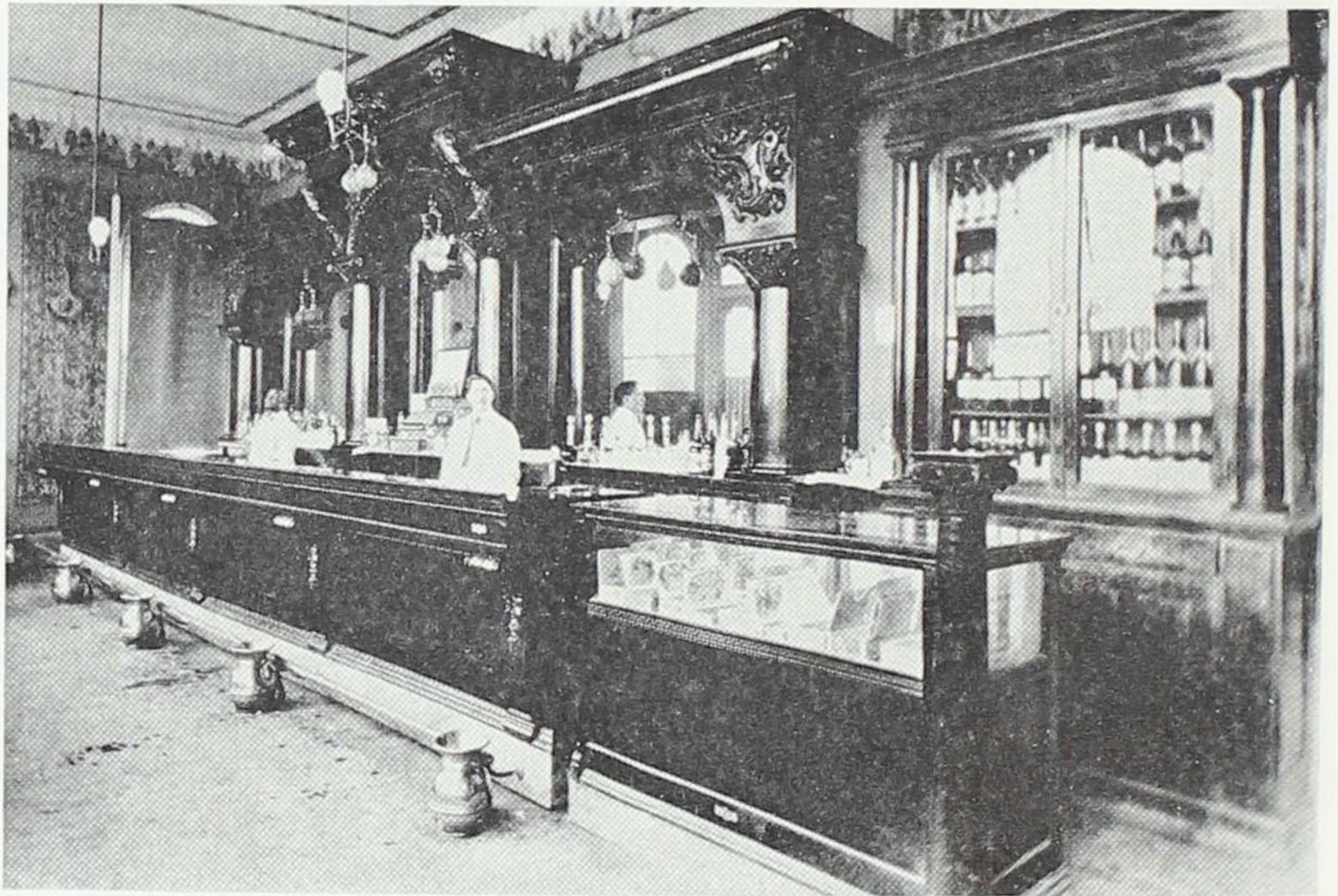
DEXTER C. BLOOMER
Prominent Businessman



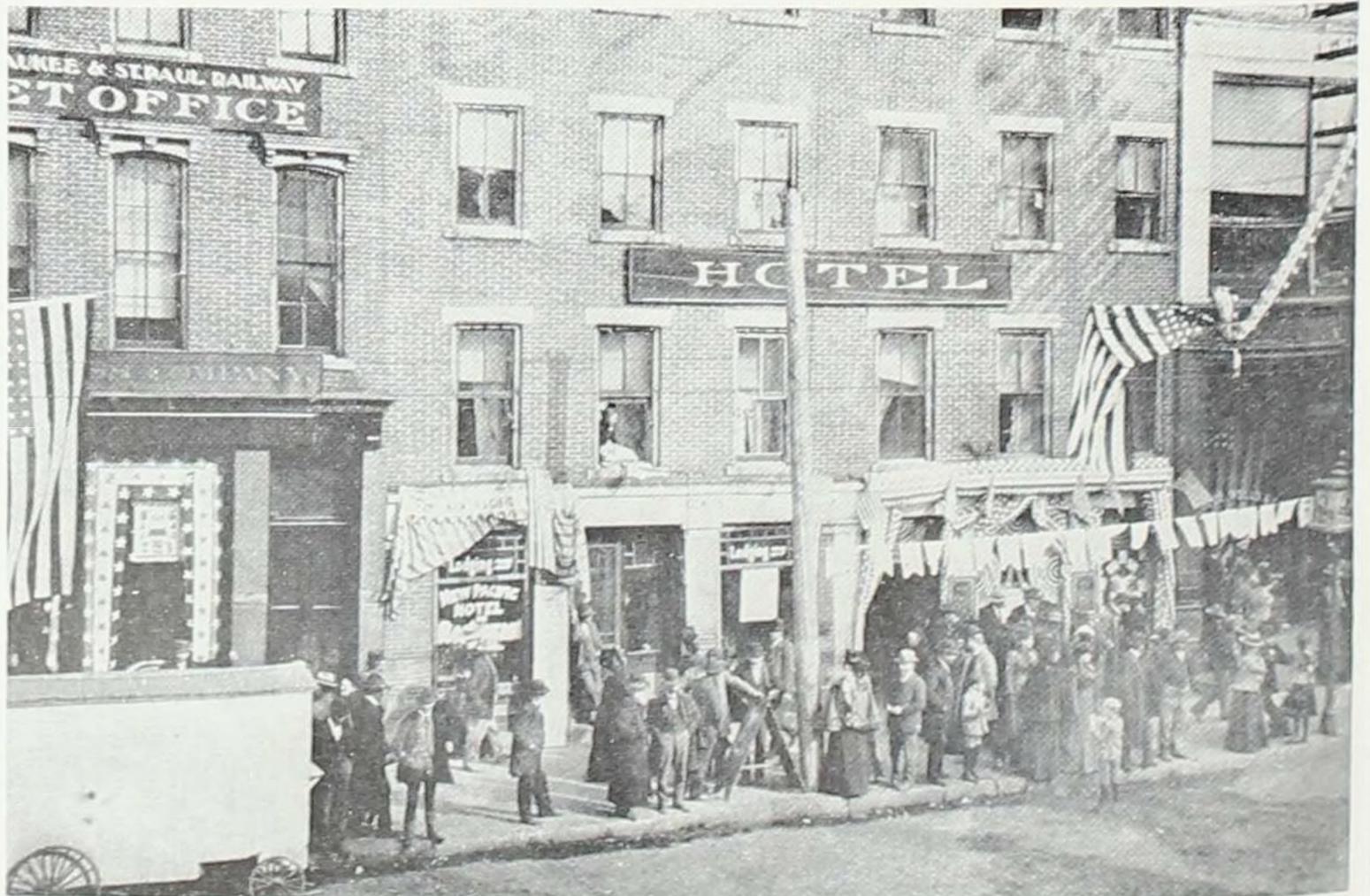
GRENVILLE M. DODGE
War, Railroads, Banking



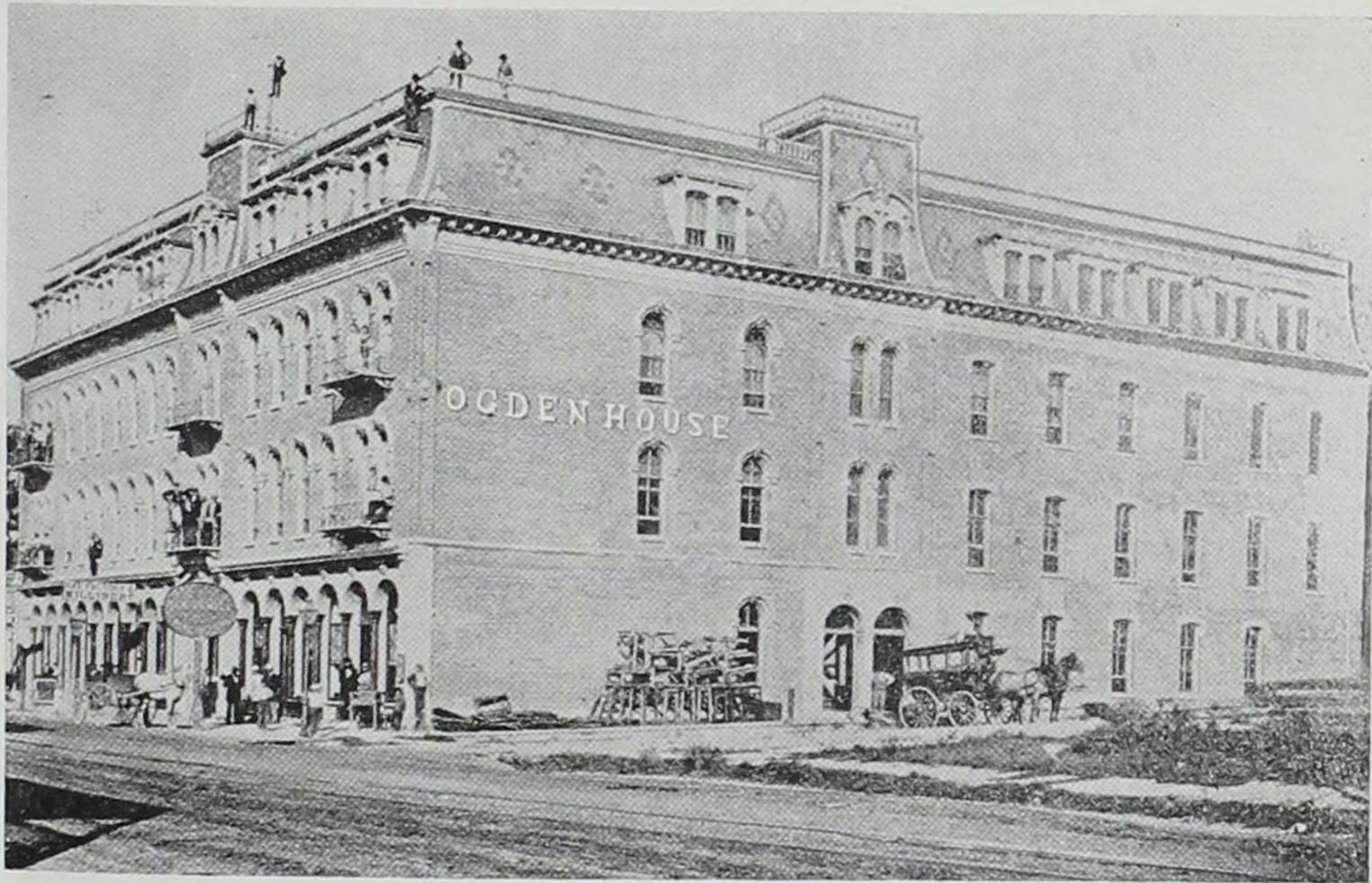
A. V. LARIMER
Sparked U. P. Test Case



Pacific House Bar
Built by Ed Rogers in 1853



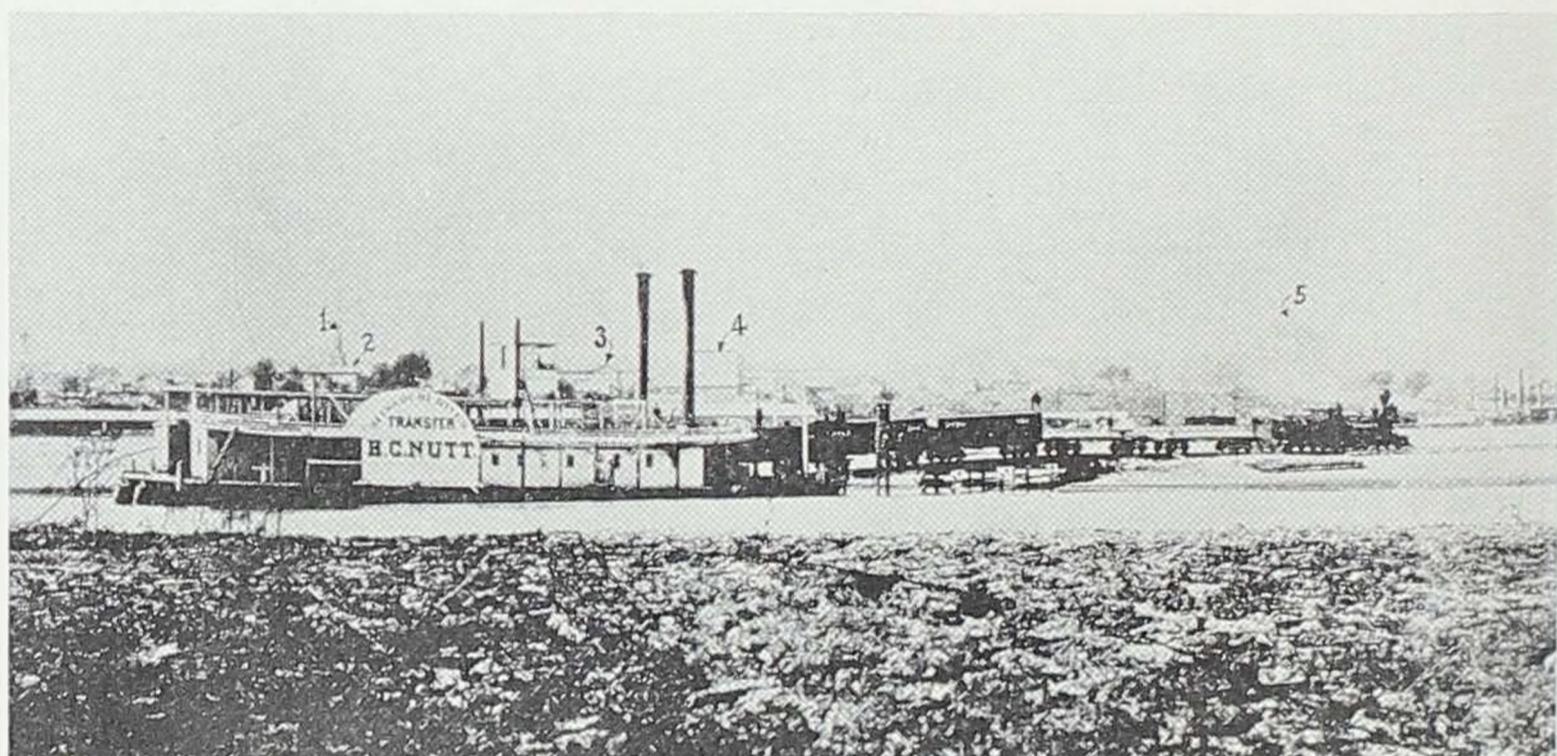
New Pacific Hotel
An 1885 photograph showing addition to the original.



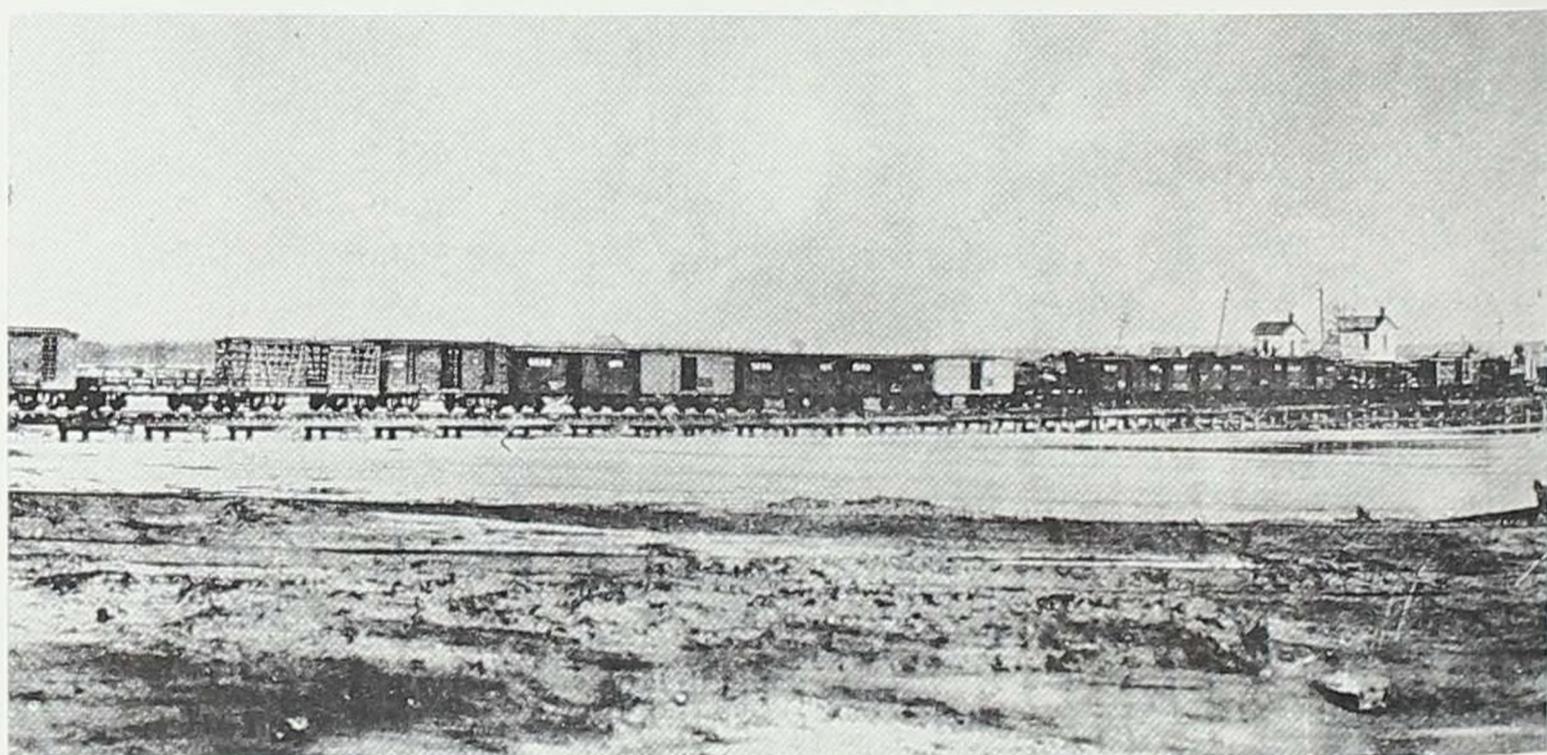
Ogden House
Imposing hotel opened in 1869.



Dohany Theater
Cultural center opened in 1868 over livery stable.



Steam car ferry *H. C. Nutt*
Carried passengers and freight between Council Bluffs and Omaha. 1871 photo.

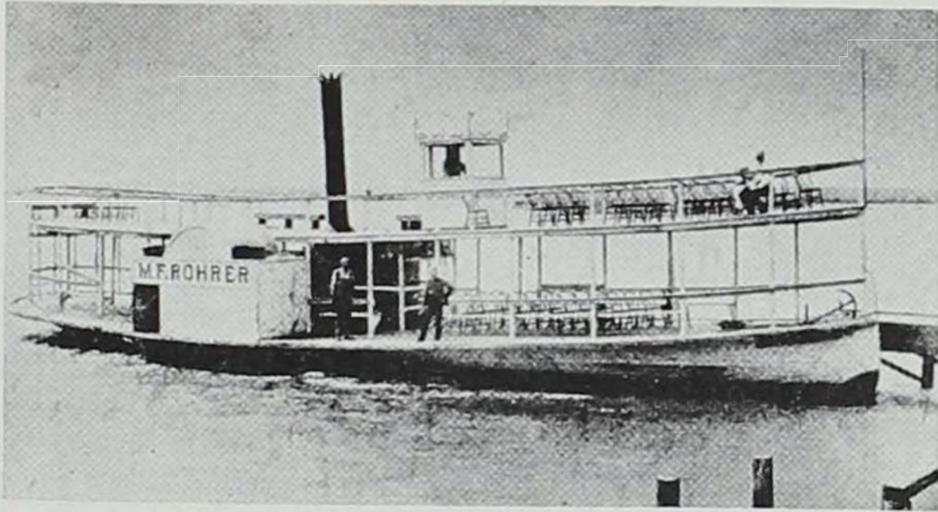


Trestles built across ice, supported by piling.
This improvised bridge carried trains across Missouri from 1868-1872.

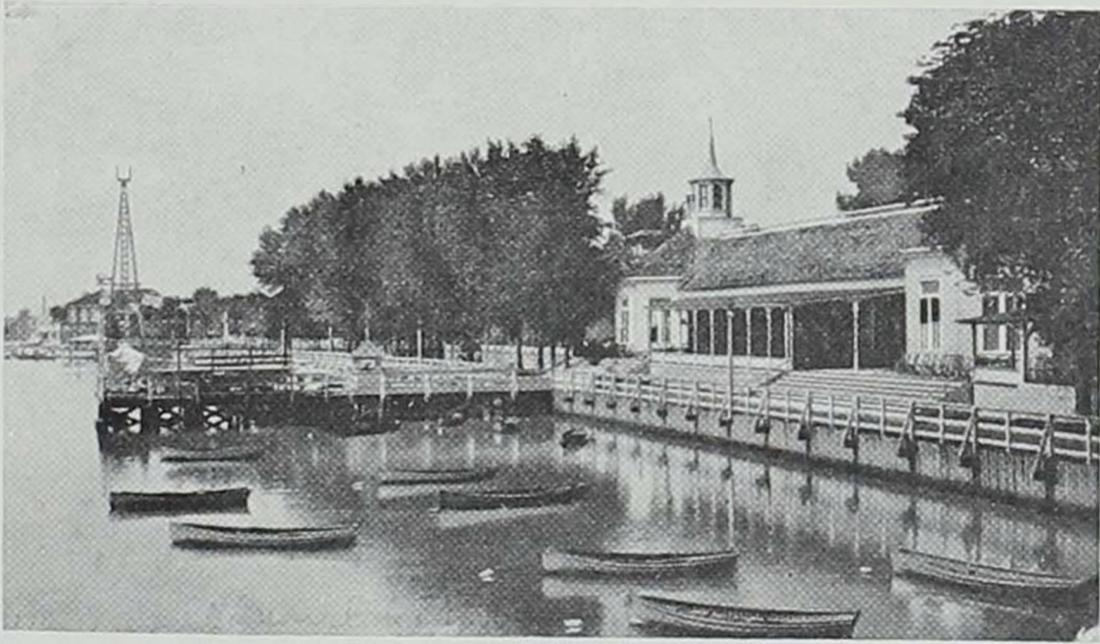


Photos courtesy Union Pacific R. R.

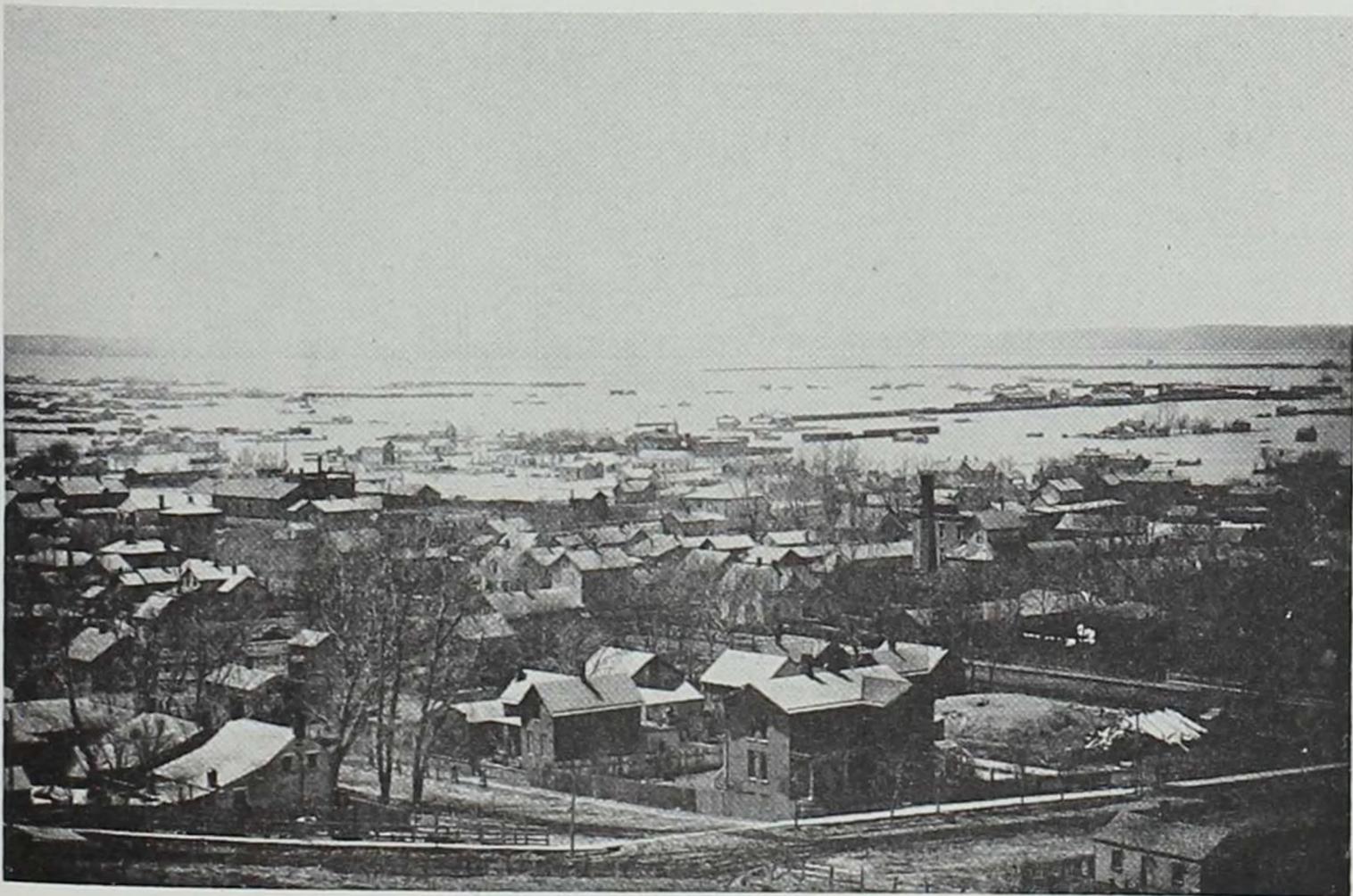
Original Union Pacific Railroad Bridge.



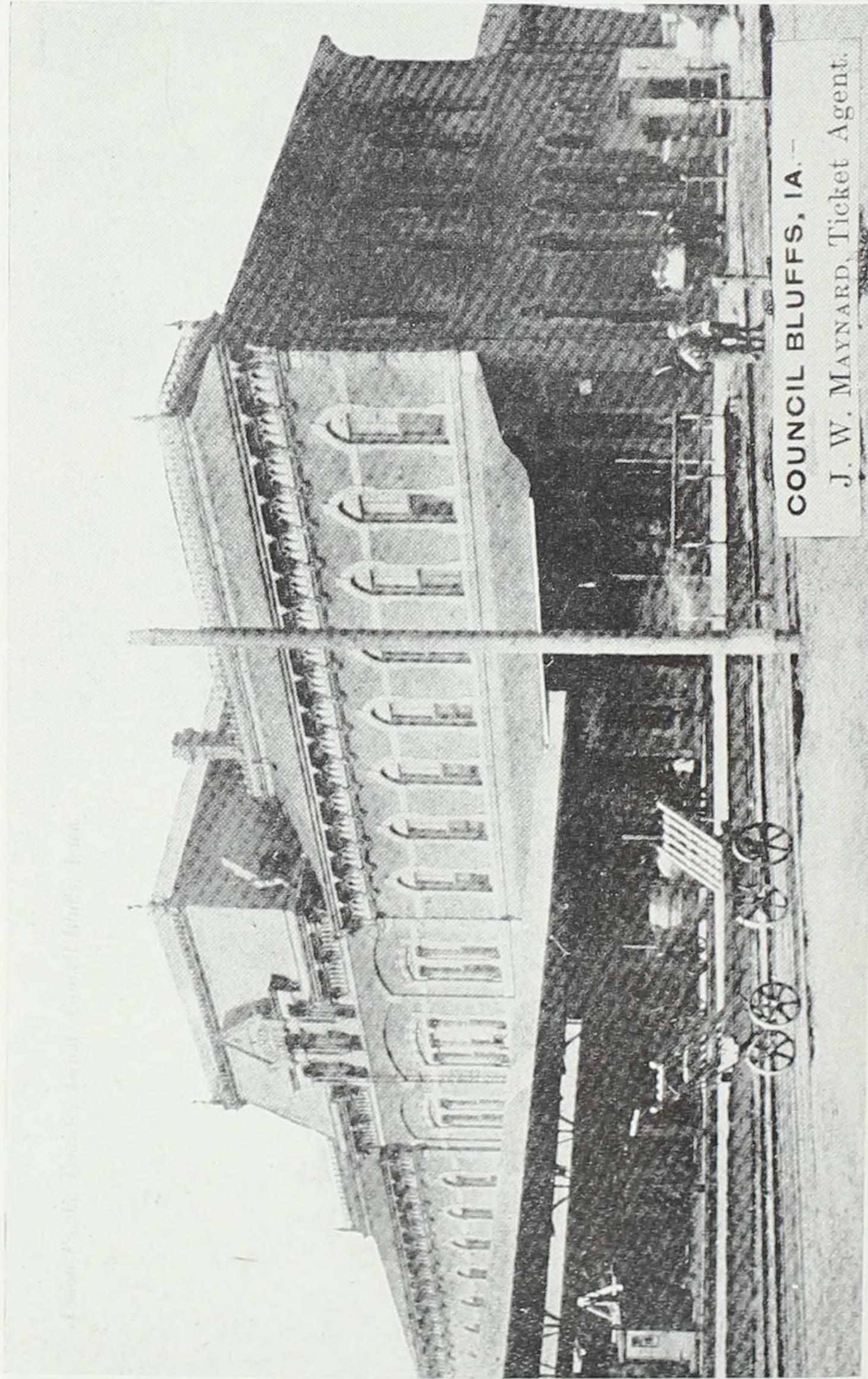
Launch *M. R. Rohrer* took bathers to Lake Manawa.



Pavilion and boat docks at Lake Manawa.



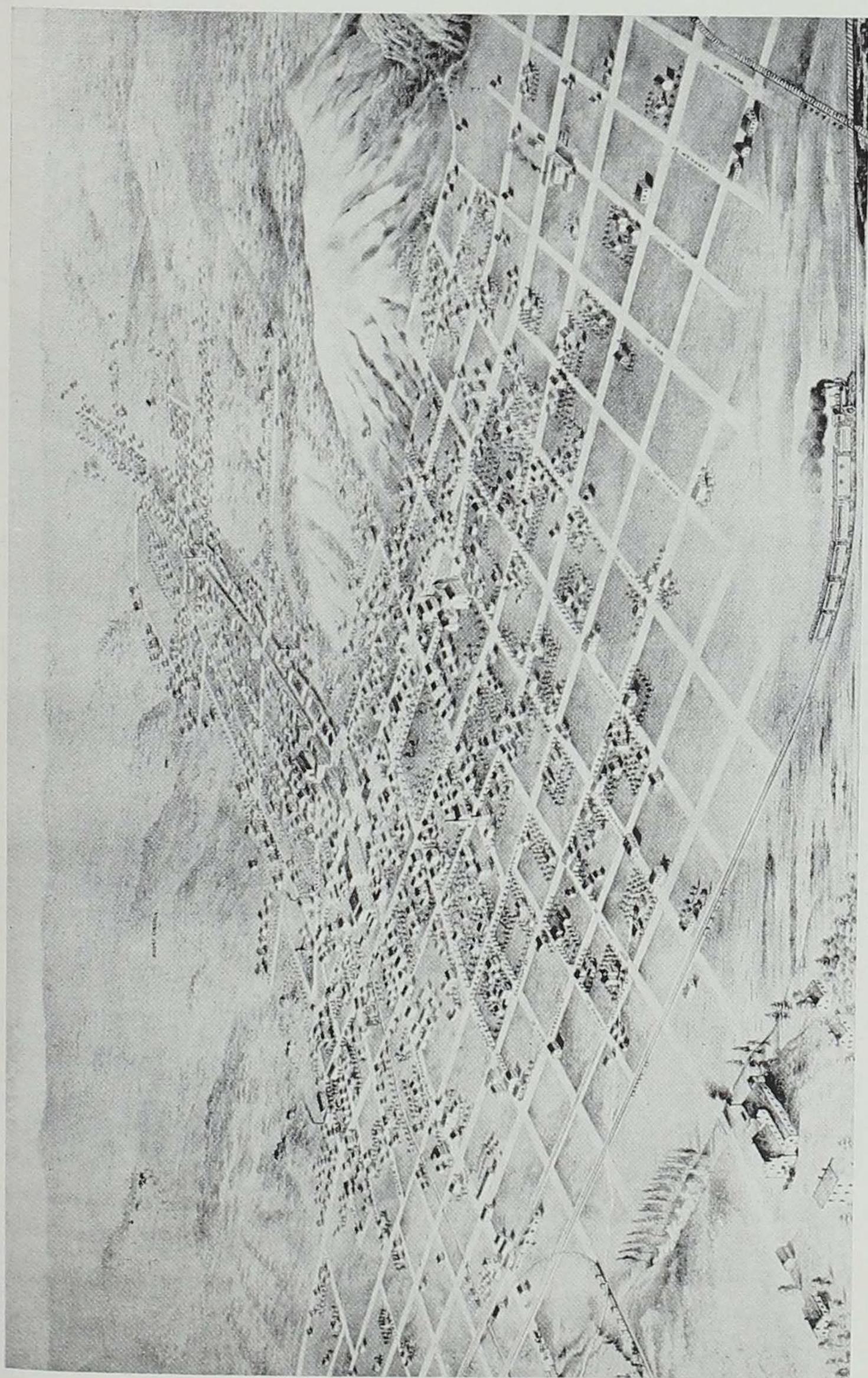
Flood of 1881 created Lake Manawa.



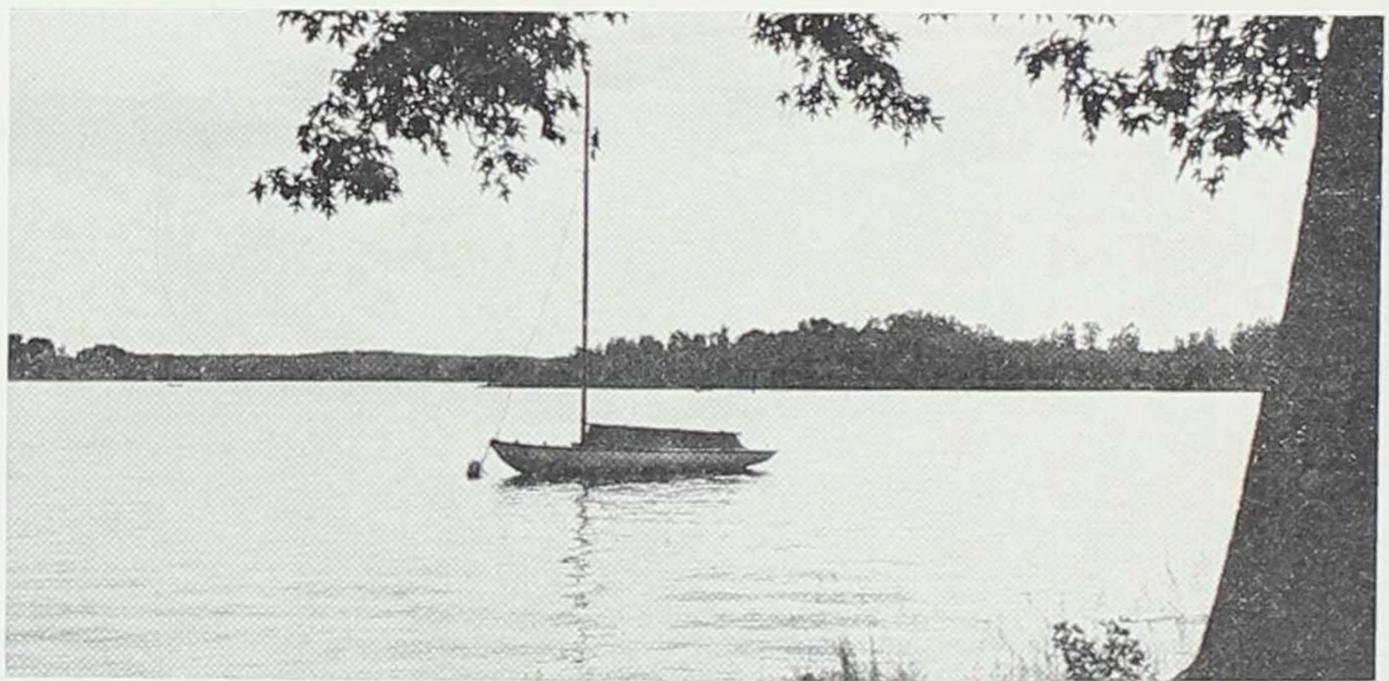
COUNCIL BLUFFS, IA.—
J. W. MAYNARD, Ticket Agent.

Courtesy Union Pacific R. R.

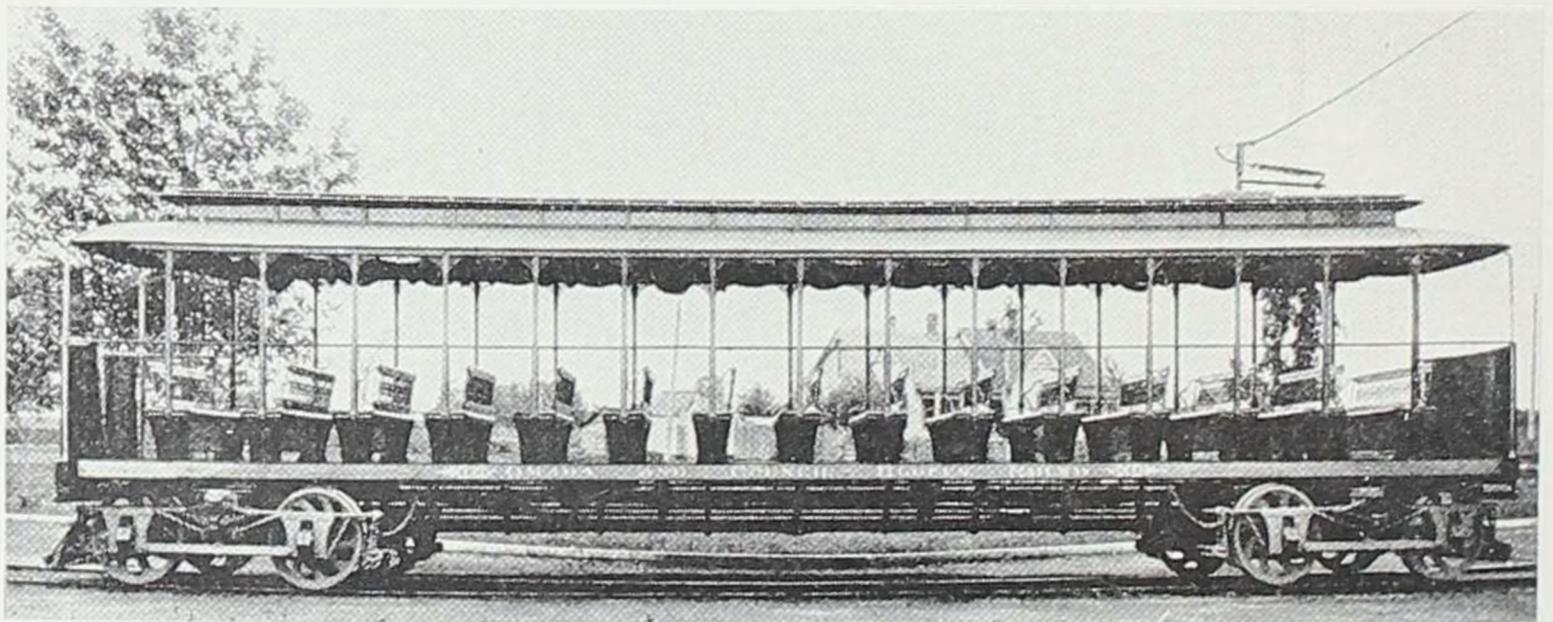
Union Pacific Transfer Depot at Council Bluffs — "Gateway to the West"



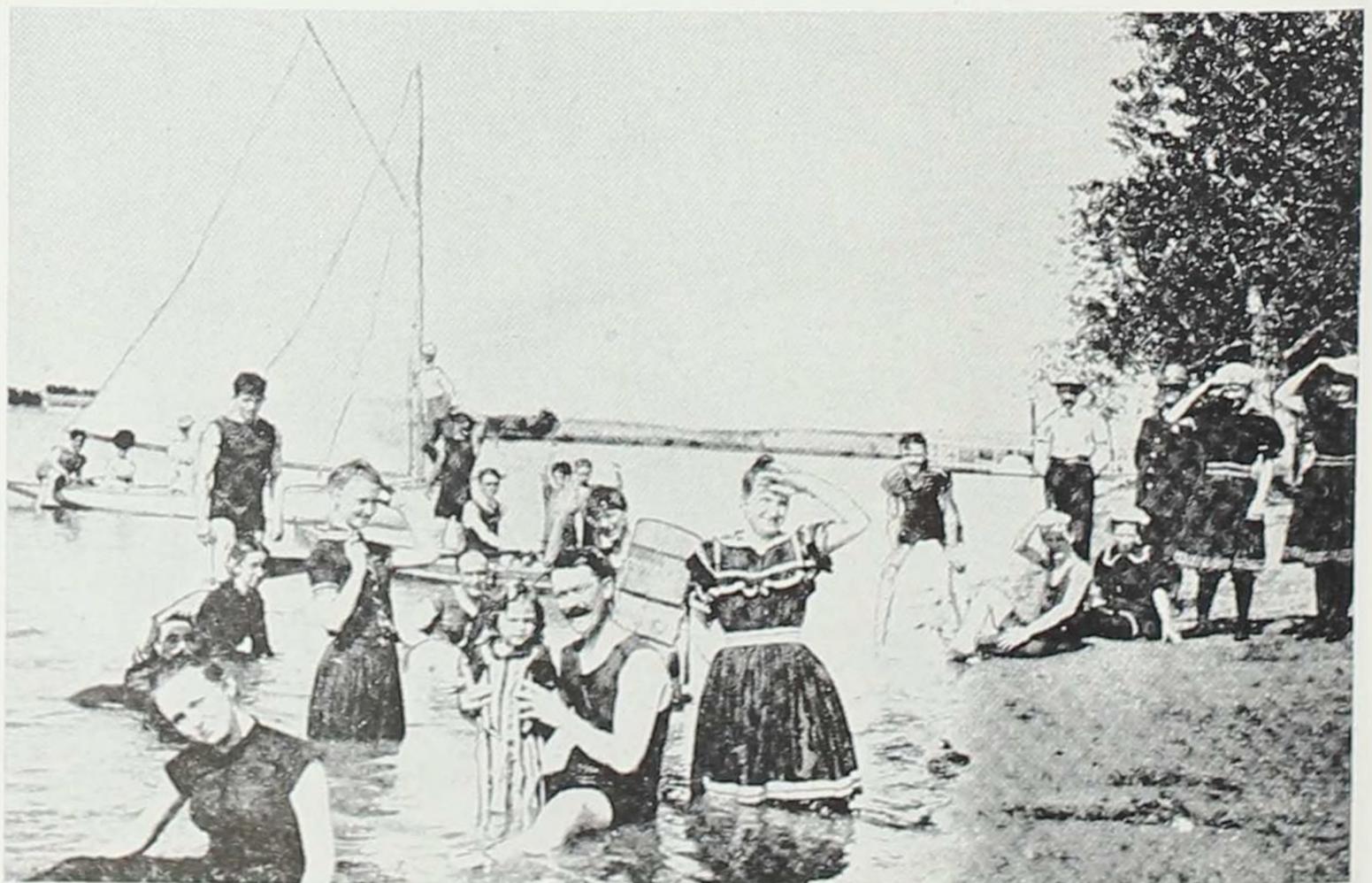
Plat of Council Bluffs as it appeared in 1868.



Lake Manawa is now a State Park.



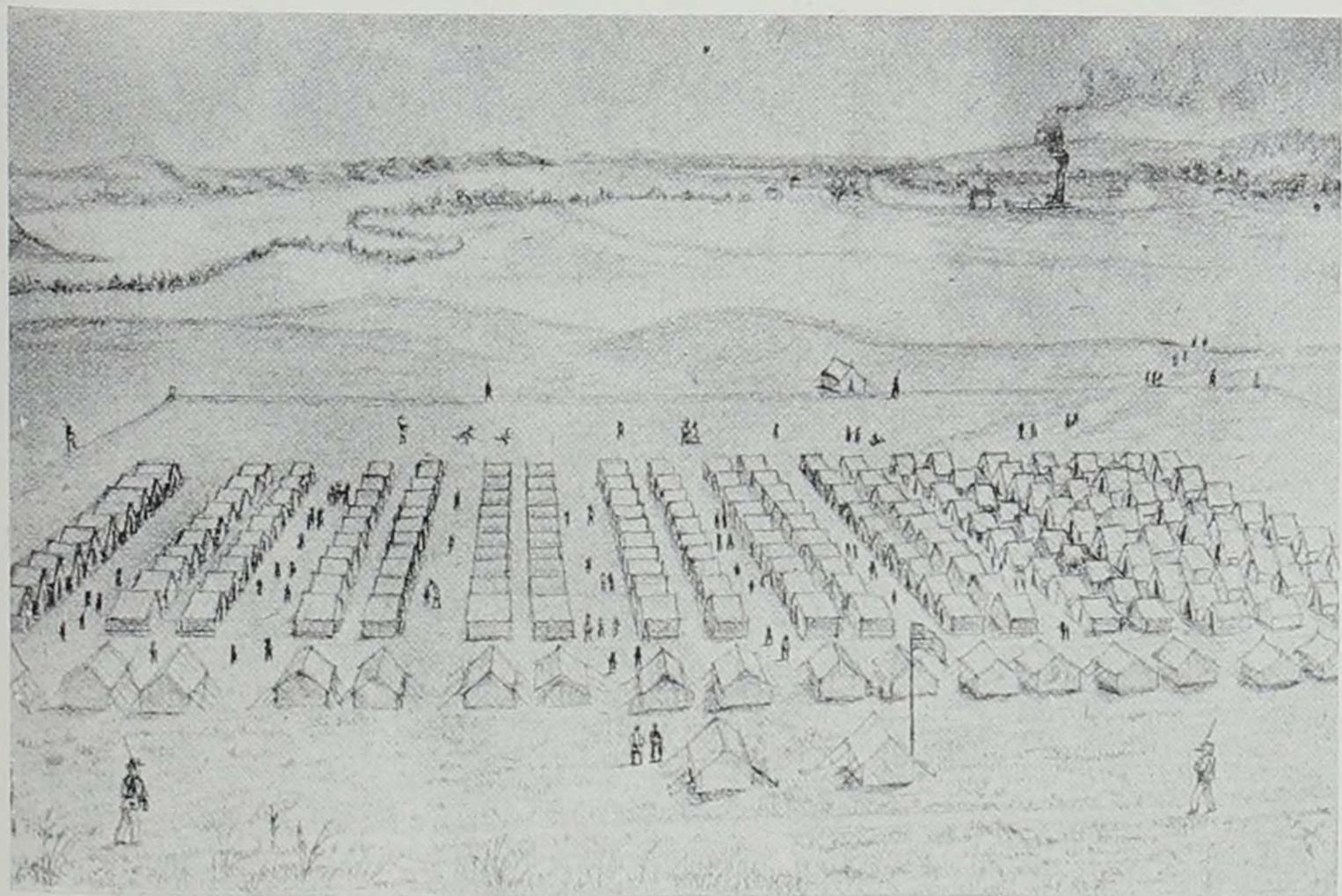
Open street cars took picnickers to Lake Manawa.



Bathing at Lake Manawa in early days.

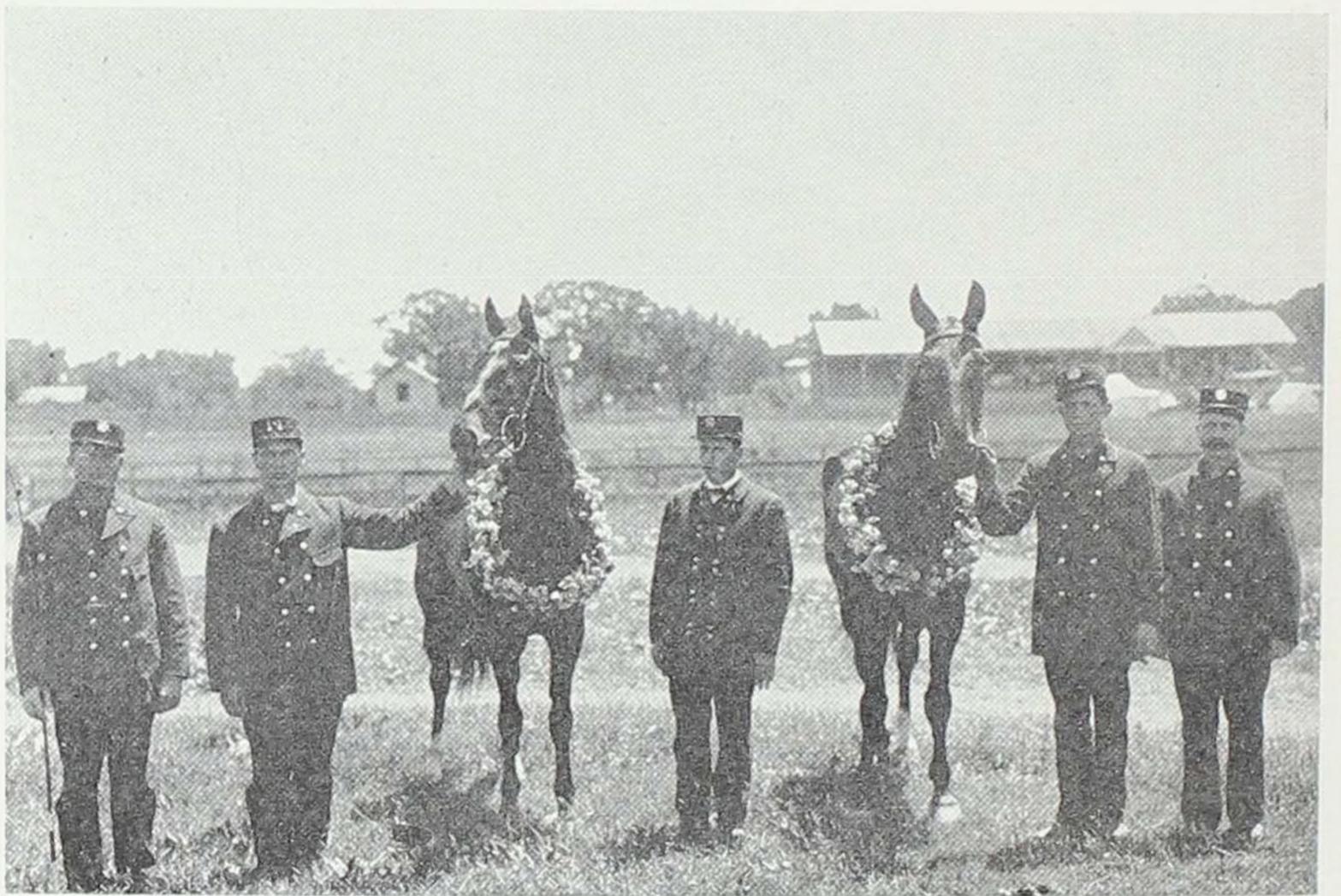


Mormon Camp Meeting in Mosquito Creek Valley
Some 200 families held annual church conferences here, 1848-1852.

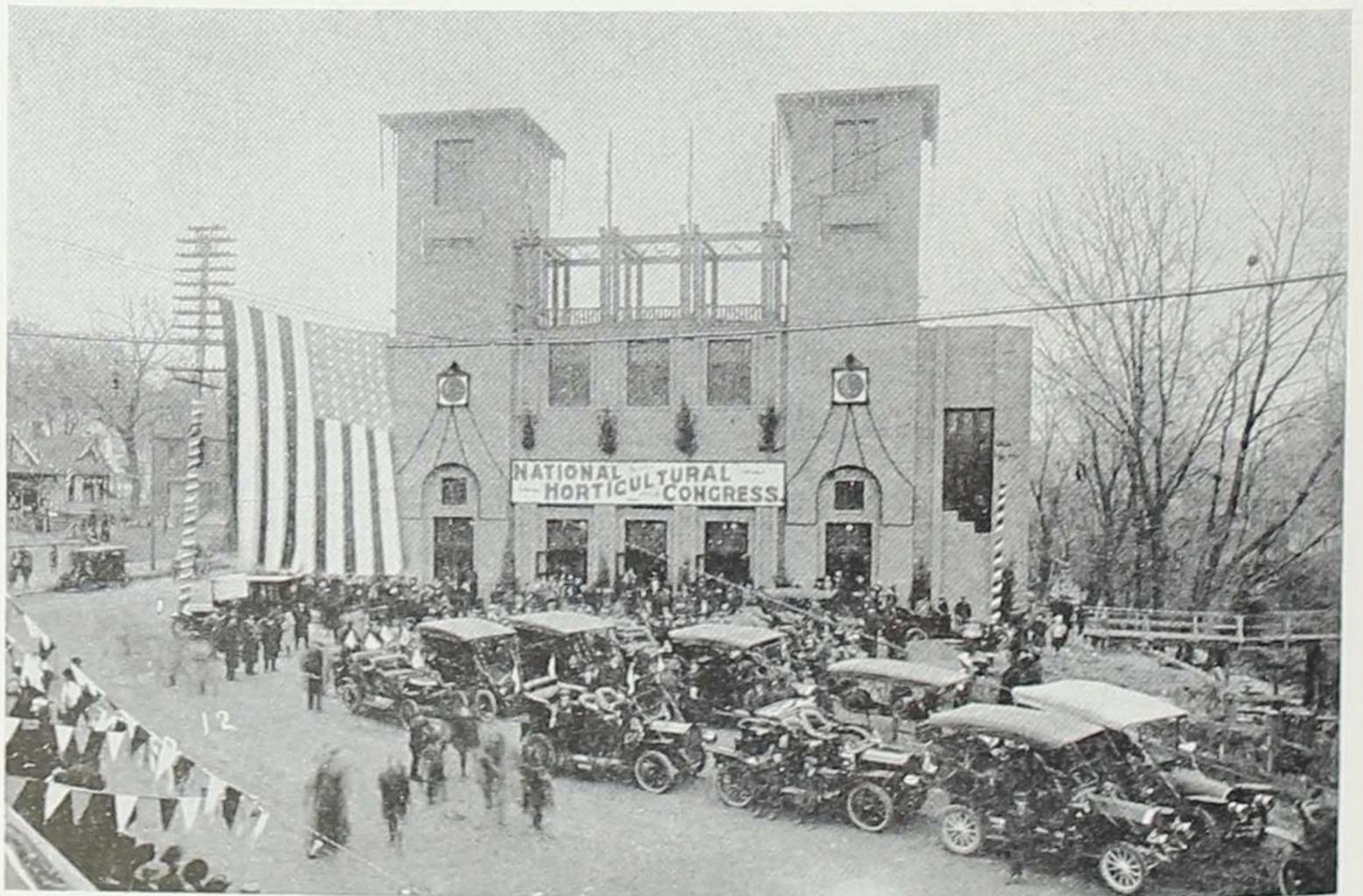


Sketches by George Simons

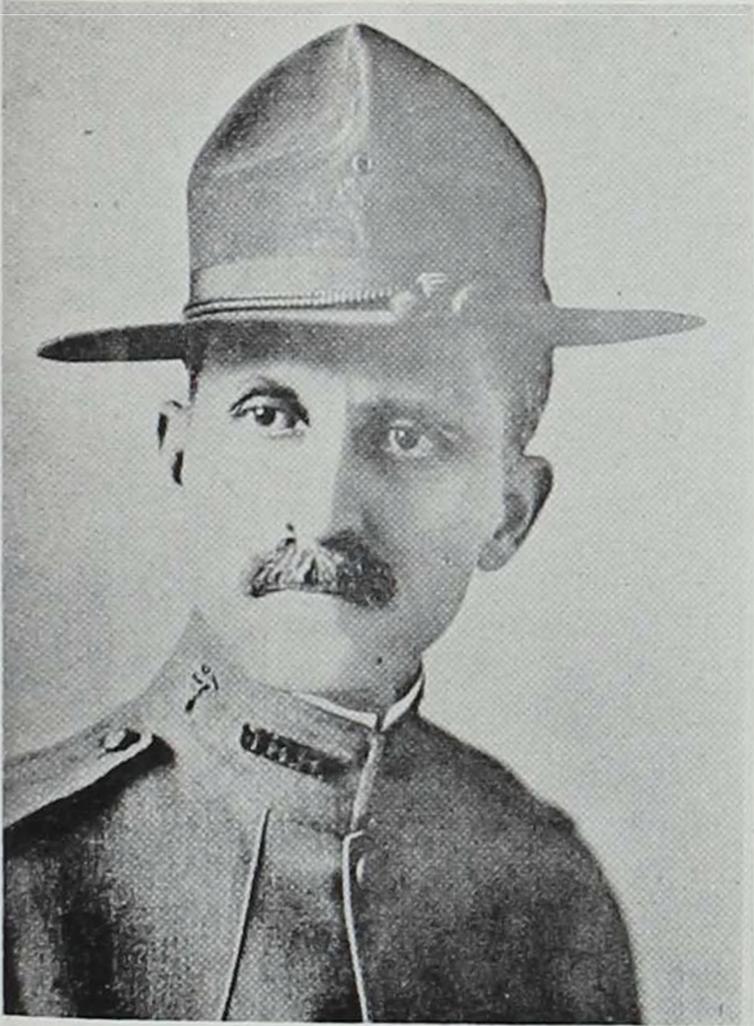
Camp Kirkwood — South of Council Bluffs
Fourth Iowa Infantry trained here during summer of 1861.



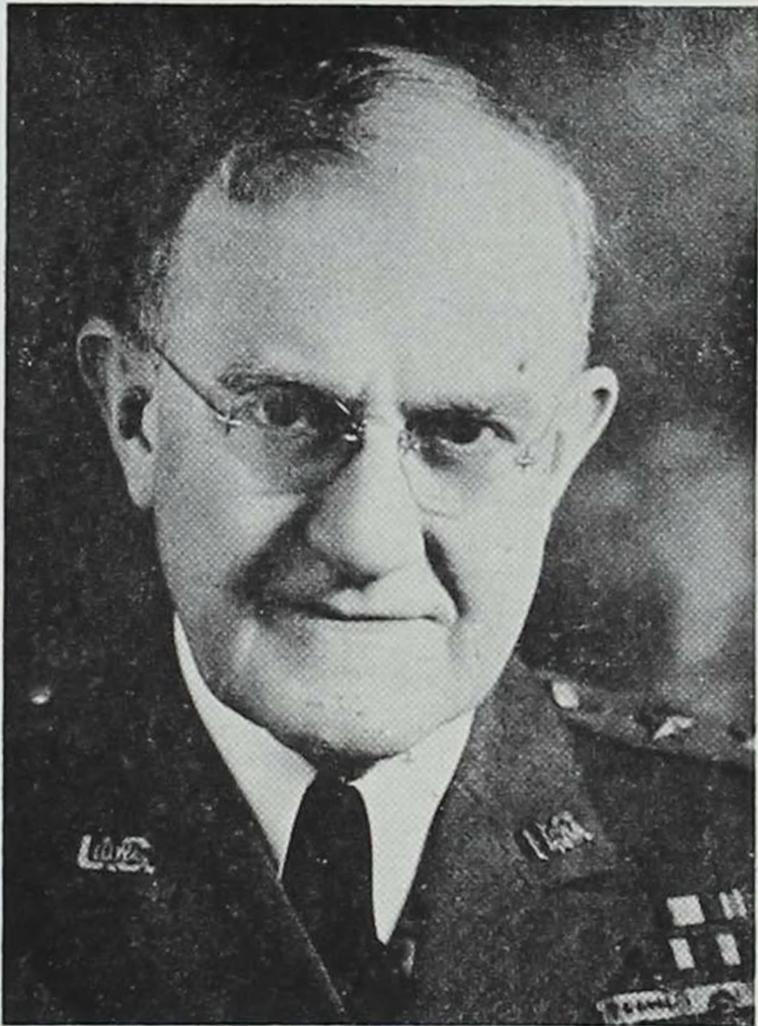
World Champion Team Jack and Jim (about 1900).
Pride of Council Bluffs Fire Department.



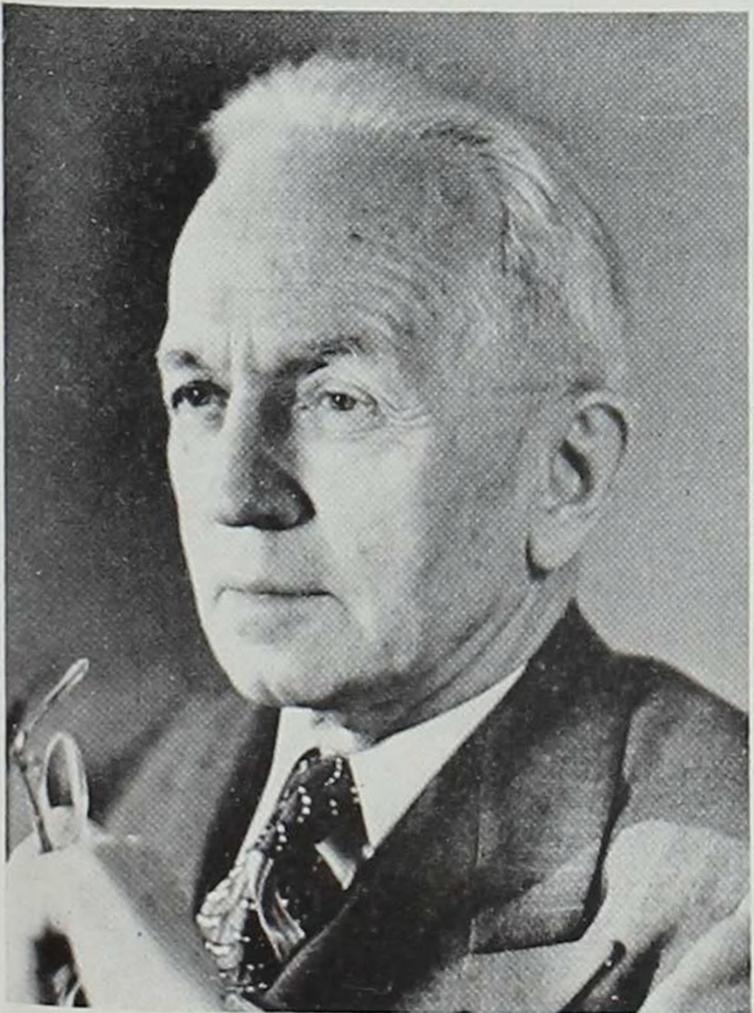
City Auditorium — Built to house horticulture exposition in 1907.
Photographed on Omaha Day, December 15, 1908.



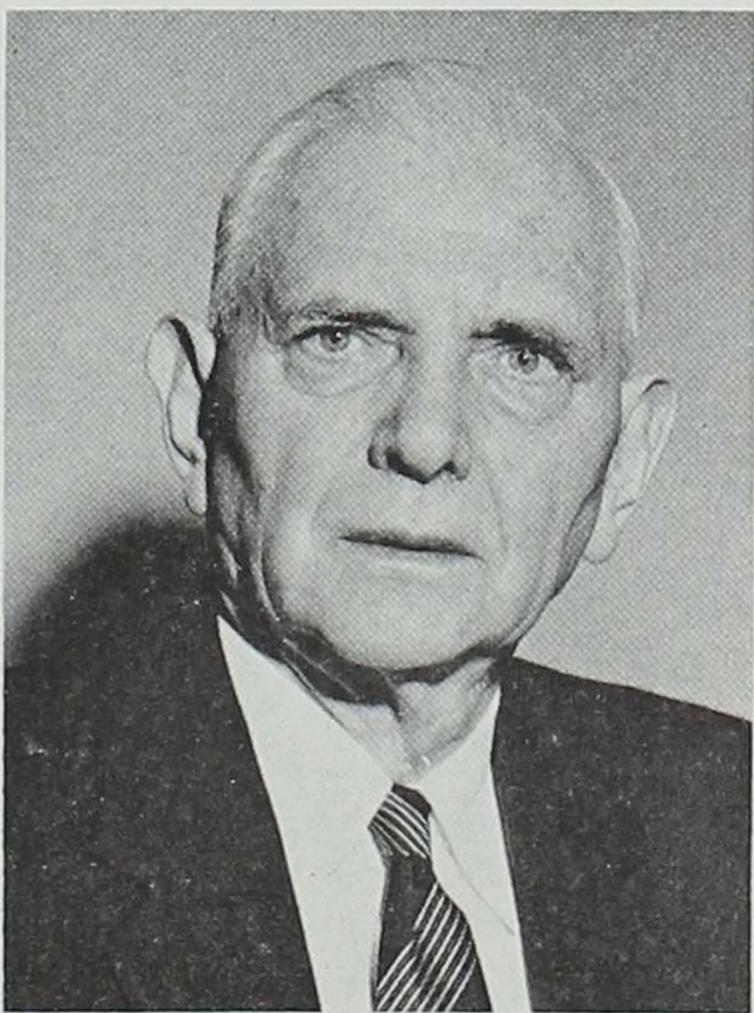
COLONEL DONALD MACRAE
Surgeon in Two Wars.



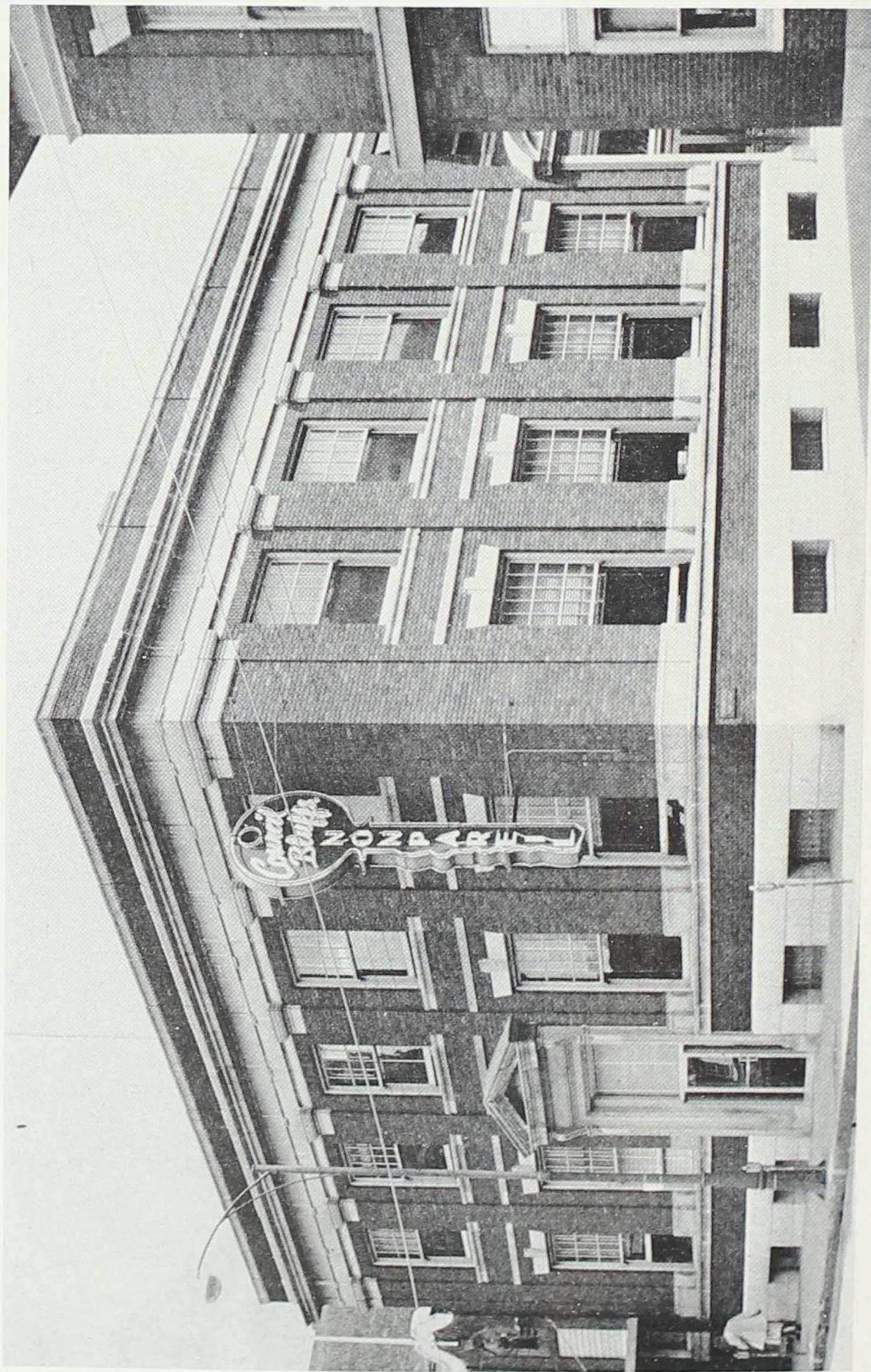
LT. GEN. M. A. TINLEY
Commanded 34th Division National Guard.



REV. J. R. PERKINS
Beloved pastor-author.

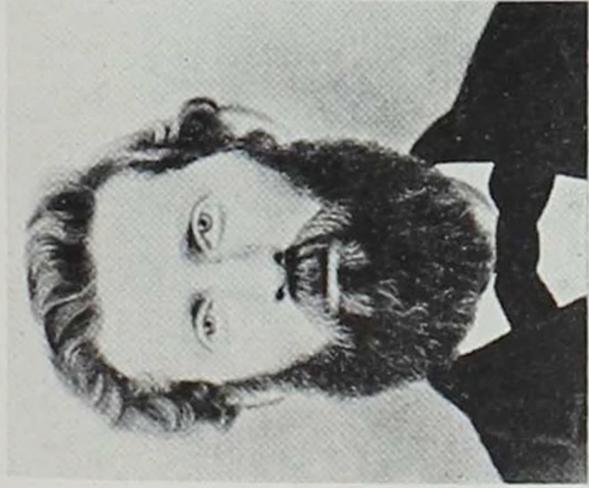


HENRY K. PETERSON
Iowa Supreme Court Justice.

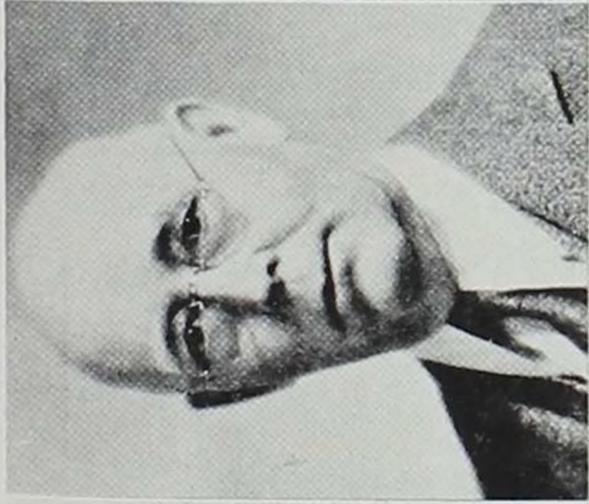


Home of the Council Bluffs Nonpareil in 1961

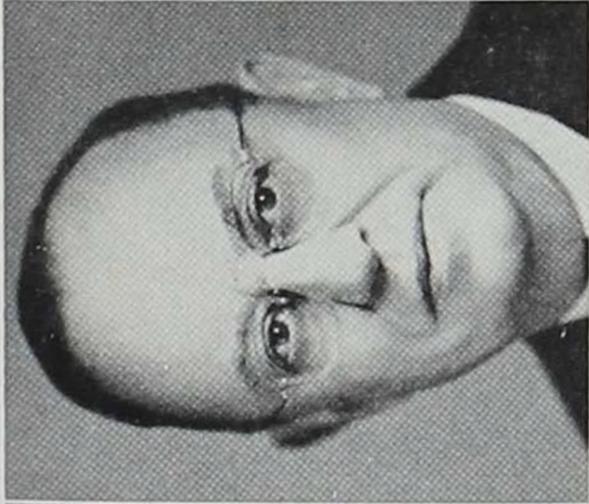
EDITORS AND EXECUTIVES OF THE COUNCIL BLIFFS NONPAREIL



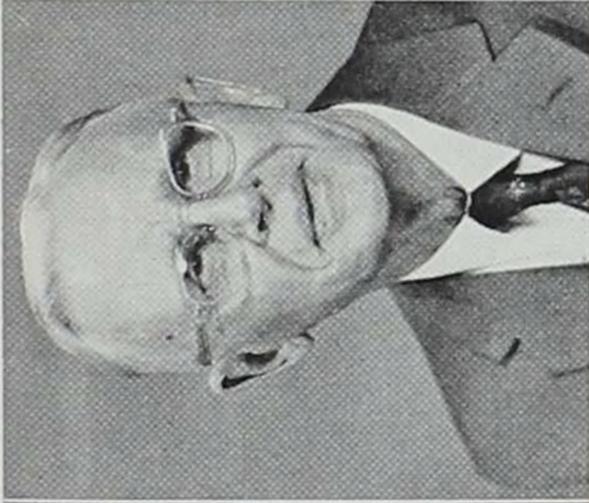
WILLIAM WIRT MAYNARD
Founder of *Nonpareil*.



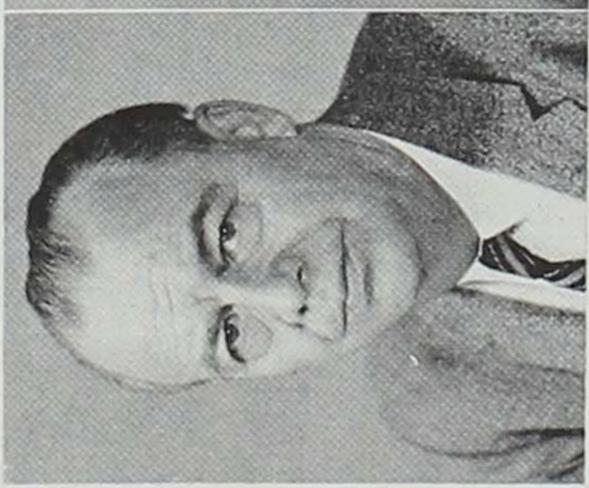
WILLIAM R. ORCHARD
"Good Roads" campaigner.



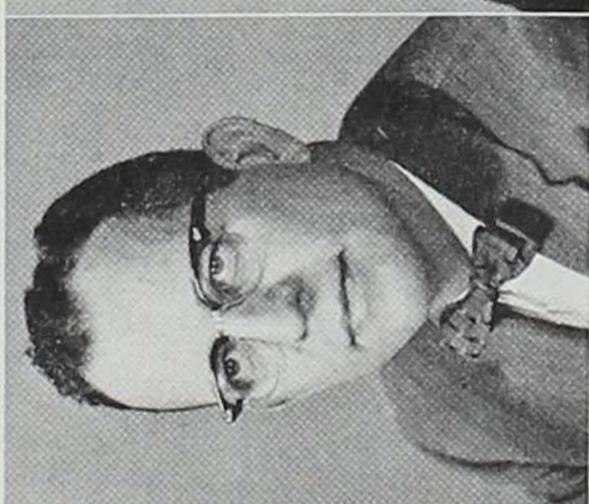
ROBERT R. O'BRIEN
Publisher 1939-1955.



EDITOR A. M. PIPER
Editorial prize-winner.



ORA L. TAYLOR
President



ROBERT H. O'BRIEN
Publisher

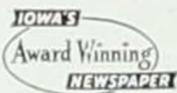
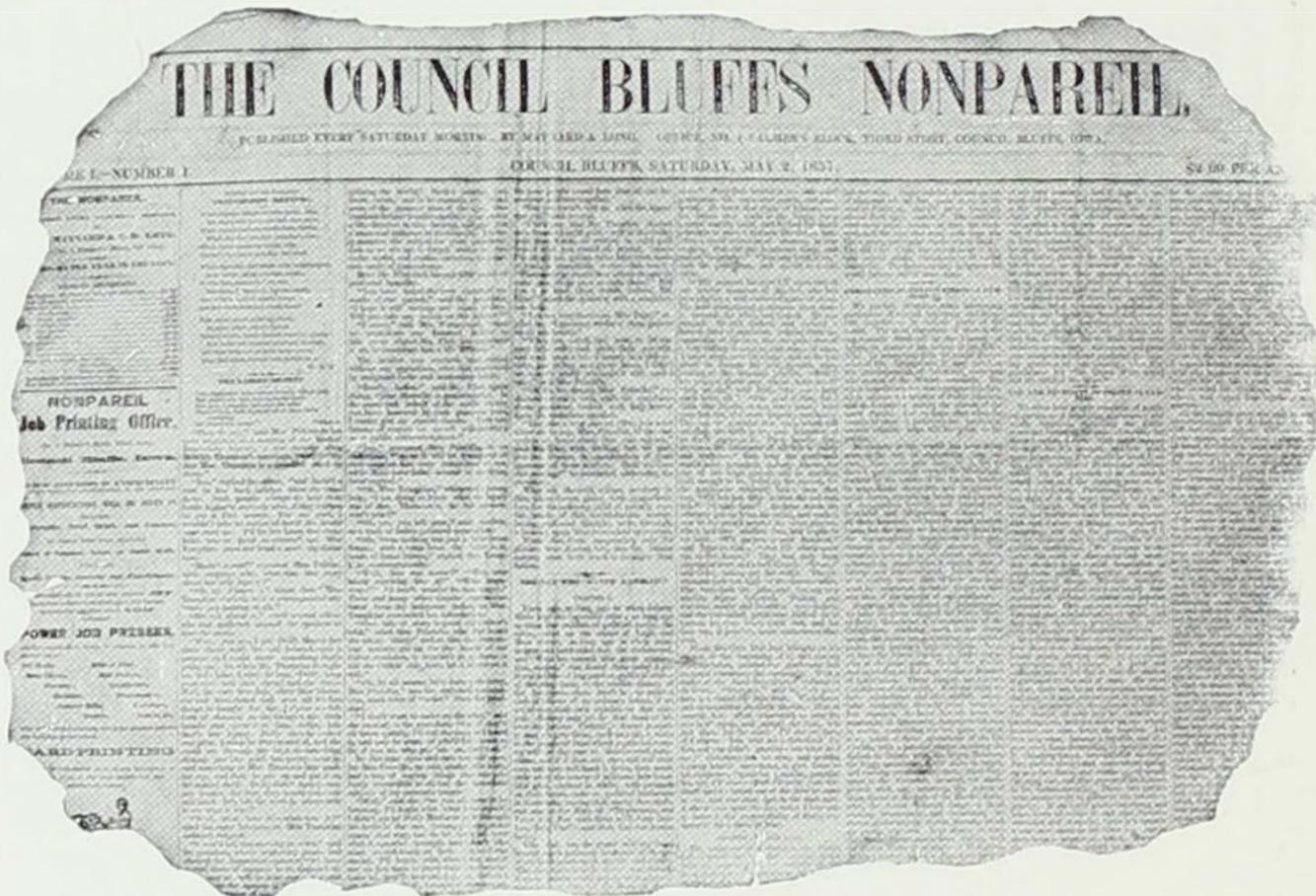


HARRY MAUCK, JR.
Managing Editor



JACK O'BRIEN
Advertising Manager

COUNCIL BLUFFS NONPAREIL — THEN AND NOW.



COUNCIL BLUFFS NONPAREIL

Phone 328-1811 Vol. 104—No. 220 COUNCIL BLUFFS, IOWA, TUESDAY EVENING, AUGUST 8, 1961 PRICE 7 CENTS

Defense Workers Pledge Longer Day

A Show Of Solidarity Behind Khrush Stand

MOSCOW (AP)—The Soviet Union Tuesday organized a show of workers' solidarity behind Premier Khrushch's firm stand on Berlin. Defense workers gathered at meetings to pledge a longer day at the plant if needed. Khrushch, who called for East-West negotiations on Germany but stuck to his demand for East German control of the access routes to Berlin, told the Soviet people Monday night that no sacrifices would be necessary to honor the nation's military power.

But defense workers throughout the nation were summoned to factory meetings immediately after the speech. Communist party activists in fiery speeches called for a show of support for Khrushch's policy and workers raised their hands to approve previously prepared resolutions on a longer work day.

The Communist party paper Pravda published a picture of one solemn-faced group with hands raised at a Moscow defense plant. The paper said the workers' meetings "approach the government with the request to permit defense plants to switch from a seven- to eight-hour working day for the purpose of further strengthening the defenses of the fatherland."

Highway Patrolman Larry Torrey said skid marks indicated that Kiser's 1960 foreign car traveling west had crossed the center line of the highway just before it was struck by a car driven by Wayne Greenfield, 35, of Bedford.

Kiser attempted to pull her car back to its proper lane but was struck before the vehicle was completely across the line, Torrey said. The small convertible was

thrust toward Berlin. He threatened in turn an accelerated buildup of the Soviet military strength.

Generally Skeptical WASHINGTON (AP)—Soviet Premier Khrushch's proposal to "negotiate in an honest way" on Berlin drew generally skeptical reaction from congressional and diplomatic sources.

Senate Democratic Leader Mike Mansfield of Montana said Khrushch appeared to be talking "in the language of both war and peace."

"It is to be devoutly hoped that, unlike the great Russian novel of that title, the balance this time is on the side of peace," Mansfield said.

Sen. Thomas H. Kuchel of California, the assistant Republican leader, said he felt the speech had a belligerent tone.

"If God forbid, war should come, Khrushch will be the aggressor. He knows it and the world knows it," Kuchel said.

Omaha Branch Bank Robbed Hold Manager, Wife Prisoner

OMAHA — Three well-dressed men robbed an Omaha suburban bank facility of an estimated \$20,000 to \$40,000 Tuesday after holding the manager and his wife prisoner through the night. They are hurting the banker to open the vault.

A spokesman for the bank said an audit was under way to determine the exact loss. The banker, John W. Wain, 55, of 4221 Spring Street, was struck on the head by one of the bandits but apparently



Lyle D. Mass

Bicycle Rider Fatally Injured

Hit By Truck On Southside Of Town

(Other photo on page 12) Lyle Dean Mass, 16, son of Mr. and Mrs. Arthur Mass of 2222 S. 15th St., became the city's sixth traffic fatality of the year Monday evening.

He was struck about 6:30 p.m. by a pickup truck as he was riding a bicycle east on Twenty-fifth Avenue, at Eighteenth Street.

Police said the driver of the truck, John Metic, 44, of 2218 S. 17th St., was driving south on Eighteenth.

Wounds and other observed vision from all four corners, police said, as Metic was unable to see the boy until he had entered the intersection.

Mass was taken to a local hospital in the Emergency Unit. He was pronounced dead about an hour later of head and internal injuries.

The death raised the Putnam County toll to 24 for the year. Services Thursday

Highest Daily Total In 8 Years

Refugees Pour Out Of Communist Germany

BERLIN (AP)—The flood of refugees from Communist East Germany Tuesday hit 2,821, the highest daily total for eight years, West Berlin officials said.

The flow continued despite reports East German police had reinforced patrols in disguised radio cars and were pushing down refugees trying to make their way through East Germany to Berlin.

The highest number of refugees registered previously for one day was 2,781 on May 28, 1953, during the unrest just before the June 17 revolt against Communists.

The actual number fleeing Tuesday was probably much higher than recorded as many people did not register immediately.

Most of them must have begun their difficult journey to the Berlin escape hatch before Soviet Premier Khrushch's television

speech Monday night on Germany. There was nothing in the speech to stem the flow.

Officials in West Berlin met Tuesday to plan financial help for commuters being squeezed by the Communists.

Beginning Wednesday persons living in Communist territory round the city who have jobs in West Berlin must register with the Communist authorities.

Thereafter they will have to pay most of their living costs — rent, utilities and official charges — in hard West marks instead of the weak East currency.

Although rated officially at one to one, the East mark is worth only a fifth of the West mark.

The Communist aim is to force the communists to give up their jobs in the West and go to work for labor short state concerns in the East.



Women And Children From East Germany... all outside Marienfelde camp for refugees in West Berlin Tuesday amid possessions taken in every which way from the Communist-controlled zone.—AP Wirephoto via radio from Berlin.

Morton Backs Loan Program

GOP Support For Long-Range Aid?

WASHINGTON (AP)—Sen. Thurston B. Morton of Kentucky, former Republican national chairman, Tuesday threw his support behind President Kennedy's 100 percent foreign aid program.

Kennedy asks Treasury borrowing authority to finance a five-year, \$2-billion loan program for development of struggling new nations.

Morton, in a prepared Senate speech, said the proposal was "identical in principle" with one advocated by former President D. Eisenhower in 1951, for which 21 Republicans now in the Senate voted at the time.

"I see no reason in principle that they should not support the same proposal when made by this administration," he said.

Alben Doubtful Sen. George D. Aiken, R-Vt., however, has predicted that 30 to 35 Senate Republicans will vote for an amendment sponsored by Sen. Harry F. Byrd, D-Va., to re-

Recipient of numerous national and state awards for editorials, news, photography. The Nonpareil has improved its readability with new type-face installation.

As rumors of fortunes made in railroad-building encouraged investors, the logic of a rail connection to St. Joseph, Missouri, down the Missouri Valley route galvanized a group of business men from the area to organize the "Council Bluffs and St. Joseph Railroad." When ground-breaking ceremonies took place in November, 1858, the "whole population" turned out to watch and cheer. That evening in Concert Hall, Governor Sam Black, of the Territory of Nebraska, predicted great importance for the community as a railroad center. A few weeks later, citizens voted to issue \$25,000 in bonds to purchase stock in the new railroad.

But the rails got only as far as Mills County when the Civil War ended all construction. After the war, under the presidency of Council Bluffs' R. L. Douglass, the road resumed building, and brought the first locomotive into the city in the fall of 1866. It must be admitted that this locomotive had been brought upriver by boat, and unloaded at St. Mary's south of town, for use in construction, but the citizens went wild when it came steaming into Council Bluffs.

It was December of 1867 before the "C. B. and St. Joe" finally opened its track all the way to St. Joseph, nine years after starting. On December 4, 1869, the Burlington and Missouri River railroad made junction with the C. B. and St. Joseph sixteen miles south of Council Bluffs, bringing its trains over the rails into town. Later consolidation

created the Chicago, Burlington and Quincy railroad.

Certainty of a major role in the building of the Union Pacific railroad had kept interest at a high pitch ever since Lincoln's announcement of the selection of Council Bluffs as eastern terminus. Even the start of construction on the Omaha side of the river on July 10, 1865, did not crush local optimism, for wasn't their most famous resident, General Grenville M. Dodge, chief engineer of construction? Not until after the junction had been made four years later with the Central Pacific at Promontory Point, Utah, did the community begin to ask itself when the railroad would establish its terminus on the Iowa side.

Council Bluffs councilmen had decided in the winter of 1867-68 to purchase and give right-of-way from the transfer to the river if the Union Pacific would build its bridge across the river at that point, and erect passenger-freight depots within the town limits. The voters approved a \$205,000 bond issue as a donation and as funds to purchase the right-of-way.

But Omaha claimed that Lincoln's designation meant the nearest land west of the Missouri River; they had no intention of losing the Union Pacific's yards, shops or headquarters. So money was raised for a gift of ground for a transfer depot, and a huge union depot (known as the Cowshed) was erected later as further inducement.

When, in 1870, certain Council Bluffs citizens refused to endorse a plan for joint railroad financing for the stalled Union Pacific bridge, on the grounds that the bridge should be the final leg of the Union Pacific line into Iowa, General Dodge described Union Pacific officials as "disgusted and disappointed." Council Bluffs' terminal facilities became less probable than ever.

The moment when, as one historian has phrased it, "Council Bluffs ceased . . . to be a mere frontier town" came when "amid scenes of wildest jubilation" the first passenger train of the Cedar Rapids and Missouri River railroad [now the North Western] puffed over new-laid rails to the depot on February 8, 1867. Cannon boomed in salute, flags fluttered through the town, and a parade of wagons, artillery pieces and carriages occupied by dignitaries honored the new transportation link.

Mayor Frank Street spoke eloquently of the historic joining of East and West. California's Leland Stanford was an honored guest. True, there was a lapse of two months before regular runs began, but unusually heavy snows handicapped the pioneers. The first "through" train from Chicago arrived on June 5.

Months, if not years, were to be saved in the construction of the Union Pacific when, shortly after the North Western's penetration into Council Bluffs, a freight-car ferry was put in service

across the river to move construction materials in their original boxcars on to the UP rails in Omaha, replacing the laborious transfer by overland teams and wagons.

The Great Lakes region was linked to Council Bluffs when the Chicago, Rock Island and Pacific pushed through from Davenport on June 9, 1869. This was the successor to the Mississippi and Missouri railroad for which Dodge had made the original survey under Peter A. Dey.

Cheering residents got an "eyeful" when the Rock Island's sensational "silver" (reportedly nickel-plated) locomotive, purchased in Paris where it had been the toast of the 1867 exposition, steamed in from the east. A huge crowd, undaunted by rain, formed a gala parade back to Broadway to witness laying of the cornerstone for the Ogden House. Named for the late William B. Ogden of Chicago, a North Western railroad financier, the hotel was to become famous for its luxurious appointments. In celebration of the double event, there was a gay ball that night at the Pacific House, attended by railroad officials and prominent residents.

Up to 1872, when the Union Pacific bridge was opened, the three railroads entering Council Bluffs had their terminal facilities in train sheds on the river bottom some blocks from the river's edge. Tracks led to the river bank. Thousands of travelers arriving from eastern points had to detrain,

buy tickets for the Union Pacific leg of the journey, recheck their baggage, and ride a switch train to where the ferryboat, *H. C. Nutt*, waited to take freight and passengers across the river to the Union Pacific depot near the foot of Dodge Street in Omaha. When bitter weather froze the river ice, piles were driven through, and rails laid on temporary trestles across the ice. Whole trains moved in this fashion. Spring thaws always took out the piling, but it would be rebuilt.

The picture changed after Engineer James Blaine brought the first engine across the new Union Pacific bridge from Omaha "tail first" on March 14, 1872. Ferry boats were put out of business when the Union Pacific began operation of a "dummy" train for passengers and a "ferry train" for vehicles and livestock on an hourly schedule from Omaha to a station at Ninth and Broadway. Awning-covered flat cars made up the ferry train. To handle increased patronage after the bridge opening, a modest freight and passenger station was built.

But Council Bluffs was not ready to abandon its designation as Union Pacific's eastern terminus. Through the efforts of Judge A. V. Larimer and Col. W. F. Sapp, court action was brought to test Lincoln's executive order of March 7, 1864. Although both Omaha and the railroad fought it to the United States Supreme Court, Lincoln's instruction that the Union Pacific should operate in

a continuous line from Council Bluffs west was upheld in an 1875 decision.

As soon as the decision was announced, it was hailed with . . . intense joy. . . . A platform was erected at the intersection of Bancroft and Broadway and an immense meeting was held. Cannon were fired, congratulatory speeches were made, and resolutions passed of most grateful character.

Visionaries predicted unlimited growth in the wake of the legal victory.

Acknowledging defeat, the railroad made restitution by opening in 1879 a handsome transfer and terminal depot-hotel that was the talk of the railroad world west of Chicago. Almost a palace for its day, the massive brick structure boasted twenty-four-inch-thick walls, a three-story center depot section with a twenty-foot-high ceiling; a grand ballroom or banquet room, two large parlors, and thirty-six luxurious sleeping rooms furnished in massive black walnut suites. From end to end, the upstairs hall measured 207 feet.

A "first class" dining room occupied the north wing, serving a Sunday meal at 75¢ which proved popular with town folk as well as travelers. Also housed in the terminal were five express company offices, a barber shop, a barroom (whose bartenders were described as "high class" and served nothing but "mixed" drinks), waiting rooms, baggage rooms, news stand and lunch counter.

Through the center of the building was the fa-

mous corridor through which all passengers from incoming trains had to pass, inspiring the designation "where the west begins" at its threshold.

Another 50-room frame building west of the terminal was known as Emigrant House, where "foreigners" who came in on the "emigrant trains" were quartered until they could make connections west. A bakery, laundry, land office, and cold storage facilities shared space with the colorful horde which proved irresistible to sightseers.

Council Bluffs did, indeed, see a building boom connected with the erection of the terminal; business expansion and residential construction moved consistently in that direction. Ultimately, however, the transfer lost its usefulness when the incoming eastern railroads at last arranged to share the Union Pacific bridge to Omaha's terminal. Eventually the structure was remodelled into a mail terminal, a function it still serves. At one time it was the third largest railway mail handling point in the United States.

Joining the rapidly-growing network of rail facilities as time went on were the Wabash in 1879 and the Milwaukee in 1882. The Illinois Central ran its first train over a branch from Fort Dodge in January, 1900. Last to arrive was the "Red Stack," alias the Chicago and Great Western, in 1904.

A Town Takes on City Ways

From the end of the Civil War until the turn of the century, Council Bluffs and its principal newspaper thrust their roots deeper to balance the upward growth of a booming population. The 1870-1880 decade saw the greatest proportionate population growth, from 10,000 to 18,000 residents. An era of industrial expansion and aggressive business was matched by private utilities and public services, lending a varnish of sophistication to the pioneer.

Ample banking facilities became available — “Baldwin and Dodge Company” under the management of Nathan P. Dodge was incorporated as the Council Bluffs Savings Bank in 1870, a year after the Dodge brothers had founded still another, the Pacific National Bank. The First National had been founded in 1865 and the Citizens bank in 1862, merging in 1899 under the former’s name. Later came the State Savings Bank in 1888 and in 1909, the City National Bank. Taking advantage of the upturn after the 1893 panic, the Council Bluffs Mutual Building and Loan association (now the First Federal) was established in 1895.

Fire protection, which had developed from the

first bucket brigades scooping water from Indian Creek, through the era of fire cisterns located at strategic points, reached a force numbering 200 volunteers at the Ogden Hotel fire in 1874. Five years later they had their first one-horse iron cart. By 1883, the city had established a professional fire department, made possible by new-laid mains bringing water from the river. Water service has been municipally owned since 1906.

One of the few gas manufacturing plants in the country was built in 1870, burning coal imported from England. Electric power took over street illumination from the gas works in 1884. Seven 175-foot-high "electric towers" at strategic intersections cast a glow from their carbon arcs over large areas. Maintenance men ascended the towers each day by means of hand-operated "monkey" elevators to readjust the carbon arcs. Not until 1917 were these towers removed, after one located near First and Broadway toppled over. By 1899 there were 30 miles of underground mains and 35 miles of electric wire, with 125 arc lights augmenting street illumination.

The city had telephone service in 1879, within three years of its invention by Bell. Fifty-six telephones were installed within a month. Names of subscribers and their numbers were published periodically in the *Nonpareil*, until the first telephone directory came out in 1882.

In city transportation, the year 1868 was signifi-

cant — the first mule cars appeared. A single-track line (with occasional turn-outs) was laid from the Methodist church west, then south to the Rock Island depot. There was a spur to the Union Pacific transfer, thence down First avenue to the river connecting with the ferry. Originally, fares were 10¢ to the business district and 25¢ to the transfer from the church, but were soon reduced. John T. Baldwin, builder of the Ogden Hotel, bought an interest and ended up controlling the transit company with Caleb Baldwin and George F. Wright. They ruled that "all roads lead to the Ogden House" and passengers were taken there unless they protested sufficiently.

Paving was nil. "The mud was so bad that it was not uncommon for a horse to get stuck, or for a car to leave the rails and lie in the street until it could be righted." The mule car route to the river was replaced after 1872 by the Union Pacific's "dummy" trains, running from Omaha to the station at Ninth and Broadway. Passengers who had expected to be taken to a Council Bluffs hotel for the 25¢ train fare, found another nickel necessary for horse-car transportation from Ninth to the Ogden. The indignant uproar that ensued brought about a joint fare, but no enthusiasm existed locally on behalf of the arrangement. All too often, the mule cars would "happen" to miss the scheduled connection.

Principal business streets were paved with gran-

ite blocks in 1884. Four years later, in 1888, the old "mule" cars gave way to electric "trolley" cars, making Council Bluffs one of the earliest cities to install electric trolleys following their introduction in Scranton, Pennsylvania. The splendid modern cars cost \$4,000 apiece, and they carried inter-city passengers over a new \$750,000 toll bridge built by Omaha and Council Bluffs investors.

Community responsibility for public schooling had been established by election in 1859. Through the years, a steady program of building culminated in a fine brick high school structure, dedicated in 1870 at ceremonies attended by Governor Samuel Merrill and State Superintendent of Public Instruction Abraham S. Kissell.

It wasn't long before both students and public began complaining about the location, on a high elevation between Fifth avenue and High School avenue. "Many students have been forced to quit school from too much high climbing," it was reported, and one merchant's ad in a high school annual recommended use of parachutes to descend the hill.

Four students survived the ordeal, however, to become the first graduating class of 1874. The six young women who graduated in 1875 were referred to as the "Dolly Varden" class.

The town was jubilant to learn in 1870 that Iowa's School for the Deaf would be moved to

Council Bluffs from Iowa City. At the same time, Catholic parochial schools were being founded in 1869 and 1871. Continuing the educational trend, a move to establish a city library won tax support in 1881, although the permanent building to which Andrew Carnegie contributed substantially waited until 1905.

An 1876 City Directory, printed in *The Nonpareil's* job shop, listed seventeen hotels, ten boarding houses, three stockyards and three packing plants, nucleus of a stockyards industry which Omaha welcomed after the flood of 1881 at Council Bluffs. It also listed three flour mills, four banks, nine public and church schools, twelve churches, three music halls and one opera house, twenty-six physicians, twenty-eight law firms, one brewery and thirty saloons.

What seems to have been an early version of a shopping center within the city limits was the section called "Streetsville," centered around the present Twenty-fourth and Broadway area. "Indian Lake," a marshy widening of the creek channel, cut this section off from the business district. "Streetsville" took its name from Judge Frank Street, who filed a plat on Street's Addition in 1866.

Big names off the theatrical "road" came to perform at the Dohany theater after its opening in 1868. The theater proper occupied the second story of a building on Bryant Street (behind the

present Peoples Store location), with stables housed on the ground floor. Theater patrons "parked" their horse-drawn carriages with the stable boys. "And notwithstanding the odor of the livery stable below, it continued for many years to be the most popular place of amusement in the city," says an early account. Ole Bull, Henry Ward Beecher, Blind Boone, Victoria Woodhull, Louise and Fanny Kellogg, Rosa Patty, Robert Browning, John McCulloch, John Drew and Robert B. Mantell were only a few of the "greats" who appeared there. After the structure was declared unsafe in 1894, a second "Dohany" was built at Sixth and Broadway, where a theater still stands.

Dissatisfaction with the city's special charter led a group of citizens to petition for a special election in 1870, hoping to organize the city under general state incorporation laws. Chief objection to charter rule lay in the fact that city and county taxes were paid in separate places, and that city law called for prompt foreclosure action compared to a three-year lag in county foreclosures. During the legal investigation connected with the action, it was discovered that all city councils to date had been illegally elected, making it necessary to obtain special legalizing action by the state.

Complications developed after the voters approved shelving the charter on October 3, 1881. The city council refused to canvass the vote.

George Keeline instituted a writ of mandamus suit to force the city to operate under the public incorporation laws, and the court upheld the action, ordering new city elections for two-year terms to be held on March 7, 1882.

An old controversy was finally resolved in 1883, when the town's original grant of land, or "patent," showed up. Thirty years had elapsed since Cornelius Voorhis as mayor had applied for it. Legal delays based on Catholic claims to the old blockhouse had kept it buried in the Bureau of Indian Affairs in Washington for years.

That Missouri River rampage of 1881, worst of its many floods, brought hardship and loss to all property-owners on the flats, but left a gift in its wake. Suddenly there was a 400-acre body of water south of the town, created by a capricious change in the river channel. When it became obvious the lake was there to stay, it was christened Lake Manawa, Indian for "peace and comfort." Its cool waters became a magnet drawing thousands of summer visitors. The Council Bluffs Rowing Association was formed, built a clubhouse and purchased racing shells in 1887.

Later on, an amusement "midway," a resort hotel, excursion launches, bathing beaches, and picnic grounds brought swarms of pleasure-bent vacationers in summer, and ice skaters in winter. A permanent community of cottagers developed. Now a state park, the lake has been saved from

drying up by a channel linking up with Mosquito Creek, and water sports are more popular than ever.

From 1880 until the turn of the century, sportsmen paced their trotters in the Union Driving Park, which boasted one of the finest mile tracks in the country. Visitors could stay in the new 80-room Grand Hotel, opened in 1891 as "an answer to persistent joking and slighting remarks about the town's accommodations."

Of note was a political record of sorts, set in August of 1880. A marathon Republican convention, held to select a nominee for the eighth Congressional district, balloted 285 times during three days and two nights. The deadlock was finally broken by drafting Colonel W. P. Hepburn of Page County, who had withdrawn from the race after the first few ballots.

Just two years before the town founded its first salaried fire-fighting force, enthusiastic volunteer firemen entertained the State Firemen's Association in fine style June 7-10, 1881. Competition was fierce among teams competing for prizes; thousands watched. Elaborate grounds had been prepared in the northwest section of town with buildings, grandstand, and a track 300 yards long and 60 feet wide, graded and rolled.

Forty-six fire companies participated in the parade on June 8, watched by 30,000 people. Governor John H. Gear was a speaker at the public

opening. Each day brought hose races and trials of fire engines and appliances. There were evening fireworks and a grand ball. Rescue Company and Bluffs City Company won prizes. Civic pride was later to bask in performance records by two famous teams of fire horses — Jack and Jim, who won the world's speed-run record at Clinton in 1906, and Lou and Herb, who set another record in 1914 at Maquoketa.

Between 1870 and 1880 industrial growth expanded through the fortunate combination of rail accessibility and location on a main route to the West. At one time Council Bluffs claimed to be the second-largest shipper of farm machinery west of Chicago. As the twentieth century approached, grape vineyards and fruit orchards began to share commercial dominance.

But during the 1880's, unfavorable factors held back community progress. "The town was afflicted with fossils who resisted improvement fearing taxation," a disgusted *Nonpareil* editor, J. J. Steadman, reminisced later. Even the obvious improvement affected by linking Council Bluffs-Omaha by trolley car and bridge in 1889 brought fear that benefits would accrue solely to their strapping Nebraska neighbor.

Such negativism had no resources to fight the financial depression gripping the region after crop failures set the stage. Iowa had adopted prohibition; sectarian and political disputes divided the

people; worst of all, ill-timed rail schedules discouraged travel and business. "To the investor, western Iowa might as well have been in Africa," wrote E. F. Test, who had assumed control of the *Nonpareil* in 1891, only to run head-on into hard times. Newspaper distribution was hamstrung by those unrealistic railroad schedules, and dissatisfied stockholders threatened receivership action. Test took "heroic" measures. Employees were admonished to abstain from personal factional politics, although the newspaper itself would continue Republican. "Treat the Republicans as brethren and the Democrats as gentlemen," he instructed.

In addition, the *Nonpareil* formulated a "legend" to buck up business: "Patronize home industries, home institutions and home dealers." Publicized aggressively by Editor E. F. Watts, its spark induced businessmen to organize the Merchants' and Manufacturers' Association in 1894.

But another measure pursued by Test boomeranged disastrously. The *Nonpareil* launched a campaign to separate Republicanism from prohibition, advocating instead high license fees and local option. Several other prominent Iowa papers joined the movement, but prohibitionists burst into righteous wrath. "The editor of The *Nonpareil* was portrayed as a 'six footer' writing editorials, flanked on one side by a beer keg and on the other by a jug of whisky," General Test wrote later.

The battle swelled *Nonpareil* circulation from 3,463 in January, 1892, to 6,109 in March, but so shaky was the foundation that five months later the *Nonpareil* was bankrupt.

Daily publication continued in receivership under William Arnd through the Panic of 1893. Then, in 1894, a group of local investors reorganized as the New *Nonpareil* Company, and a superlative newspaper man named Victor Bender was hired at \$40 a week to manage it. In four years' time he accomplished a minor miracle of modernization. Handset type was replaced with automatic Mergenthaler type-setting machines. An Optimus two-revolution job press that could print 10,000 eight-page papers an hour was installed to print the augmented news gained through membership in the newly-organized Associated Press.

In the fall of 1895 a Monday morning edition was added, making seven-day-a-week publication. By 1899 up to 52 persons were employed, and the company owned its own building on Broadway at Scott Street. Many features were added to spruce up the paper's content, including comics in the Sunday section; headlines were more uniform and makeup more attractive. In 1898 they "scooped" the opposition by publishing the first color supplement in the area, featuring Omaha's Trans-Mississippi and International Exposition.

By 1899, when the *Nonpareil* issued a special "Prosperity" color supplement on July 30, the

paper boasted more circulation than either Omaha newspaper. Council Bluffs' population was 26,000, served by "six brick hotels, twenty school buildings, two hospitals, twenty miles of double track electric street railway, eighteen churches and 745 acres in public parks."

Council Bluffs had also proudly waved goodbye to its entire company of the Dodge Light Guard as they moved off on the Rock Island to Des Moines. There they had become Company L of the Iowa Fifty-first Regiment, headed for the Spanish-American war. Dr. Matthew A. Tinley and Dr. Donald Macrae, Jr., began the military careers which were to be enhanced by much more important roles in World War I. Mustered out in November, 1899, they came home to a tumultuous welcome. Mothers and friends of Company L had "done their bit" by forming the Women's Sanitary Relief Commission, which in a year raised over \$1,000 to send to First Lieutenant Surgeon Macrae for his field hospital relief fund.

Those Twentieth Century Years

And so the calendar turned into the Twentieth Century. Audacity and confidence had been chastened by fluctuating fortune; a generation of conservative Victorians had pursued business profits with diffident regard for the community's total health. But even though Council Bluffs had lost out to Omaha in the race for primary importance, the *Nonpareil* and Victor Bender were optimistically cultivating the fertile ground of the new century.

Bender made 1901 a banner year by issuing the first picture section as a 16-page supplement to the August 21 issue. He followed up by printing the largest issue to date on December 15 — thirty-two pages! Readers were praising Editor Howard L. Tilton's "lay sermons" in the Sunday editions and got their first look at the Seen and Heard column that spring. In 1961 this collection of pithy paragraphs combining both news and ads is still a daily feature.

Encouraged by circulation reaching 8,500 in 1904, Bender introduced the *Nonpareil's* first evening edition on May 1, 1906. He aimed at pleasing his rural subscribers with morning delivery and urban readers with end-of-day news.

Civic accomplishments added up impressively in the *Nonpareil's* golden anniversary edition of September 2, 1906 — 100 daily trains to serve more than 29,000 citizens, twenty miles of paved streets, fifty miles of water mains, thirty-eight miles of electric railway track, sixty manufacturing firms, grain elevator capacity unequalled in the river valley region, sixteen public schools, twenty-eight churches, two Catholic hospitals and the new \$250,000 Edmundson hospital almost completed, a new \$70,000 library, five banking institutions, great wealth in truck gardens, and hot house flower cultivation under 500,000 square feet of glass.

That decade brought two news items of notable contrast. Collapse of an over-crowded boat dock at Lake Manawa on July 4, 1906, brought death to six young people in the watery shambles. Because a locally-promoted "National Horticultural Congress" attracted such a huge response, businessmen raised \$65,000 and built an auditorium to house it, all within sixty days in 1907. Four such annual exhibitions inspired regional orchardists to augment their plantings, and southwestern Iowa became noted for its wealth in fruit.

Victor Bender bought the *Nonpareil* in 1909, but the financial struggle brought on by his 1906 expansion made him receptive to a tempting offer from D. W. Norris and W. P. Hughes of Marshalltown. The new owners promptly dropped the

morning paper, and restored financial equilibrium.

Former managing editor for Publisher Norris at the Marshalltown *Times-Republican*, Mr. Hughes moved to Council Bluffs to manage the *Nonpareil*. These men laid down rules of integrity in both editorial and advertising departments. Norris stipulated that there must be fair dealing with all men, loyalty to the home community and high moral tone in newswriting. For years no liquor advertising was accepted, no matter what the loss in revenue. Hughes began the newspaper's emphasis on local and southwestern Iowa news coverage, which has achieved maximum development by the present staff.

As the paper's editorial spokesman, W. R. Orchard was coaxed away from the *Glidden Graphic* in 1911. Before long, his insistent editorials were urging Iowans to "get out of the mud" plaguing the state road system. Orchard won his battle for paved highways despite tax-payers' opposition. The title, "father of good roads in Iowa," followed him until his death in 1937.

Council Bluffs laid its most famous citizen to rest with military honors in 1916 — the greatest railroad builder of them all, Gen. Grenville M. Dodge. All too soon, the successors to his old 1856 "Guards" were going off to another war across the Atlantic. This time, news of 1917-1918 described the distinguished field service by Colonel Donald Macrae, Jr.'s famous Unit K motorized

hospital corps, the career of Colonel M. A. Tinley in the famous Rainbow Division, and the prowess of Council Bluffs' Company B of the 109th Engineers.

At home, patriots supported the Liberty Bond drives, but a strongly German segment was less enthused. Reluctant buyers were "persuaded" to take their quotas at sessions of a "kangaroo court" conducted by a "sheriff" who pointedly spelled out the duties of citizenship. Attorney Emmet Tinley alone aided in impressing 500 recalcitrants into line.

Into the 1920 post-war community stepped the volatile personality of a new *Nonpareil* business manager named Robert R. O'Brien. In dedication to progressive newspapering and enthusiastic support of his adopted city, Council Bluffs has seldom met his equal.

Fate aided the newcomer's efforts to correct the *Nonpareil's* shortcomings in equipment and space in 1922, when fire ate through into the newspaper's quarters from an adjoining building. New construction gave the paper the first made-to-order home in its history, at 115-117 Pearl street. A 64-page "New Home" edition on May 9, 1926, boasted of 100 plant employees and 75 carriers servicing the city's 36,000 population. Further progress in 1927 instituted automatic teletype news transmission in place of the expert telegrapher whose 35-word-per-minute transcription had

set the limit on each day's incoming world news budget.

Headlines of the "twenties" ran the gamut, from the hair-raising gun battle with box-car thieves who "holed up" on the Lena Snyder farm northeast of town in 1921, to the widening of the vehicular bridge across the Missouri in 1923. The MonaMotor Oil Twins, Ned Tollinger and Ned Wolfe, made Council Bluffs familiar to thousands of households as the home of Radio Station KOIL, pioneer of 1925.

That December, fire destroyed \$1,250,000 worth of major business property, including the city's finest hotel, the Grand. Fifteen months later, heroic fund-raising efforts led by Dr. Donald Macrae, Jr., culminated in the gala opening of a new eight-story hotel called "The Chieftain" in recognition of past Indian history. Iowa's gifted artist, Grant Wood, created pioneer and rural scenes on the walls of two of its private dining rooms.

The decade also saw the beginning of a thirty-seven-year residence by a gentle-spoken, multi-talented clergyman who was to put his intellectual stamp upon the community — the Rev. J. R. Perkins of the First Congregational church. When he died in 1959 at the age of 79, his writings included the famous biography of Grenville Dodge, *Trails, Rails and War*, and two best-seller novels depicting early Christian times. His Sunday column, called "Accent on Life," livened the *Non-*

pareil for ten years. As a speaker, his intelligent ideas were couched in exquisite phraseology.

From 1921 to 1935, the city's sports addicts took over each fall, as the Council Bluffs Amateur Baseball Association and Athletic Association played host to the hotly-contested Southwest Iowa Semi-Pro Baseball Tournament.

Problems, problems characterized the Troublesome Thirties. "How to do business without cash" during and after the 1933 bank holiday brought an ingenious solution from Bob O'Brien. *Nonpareil* "scrip" or Thrift Money was issued to employees as part of salary. They used it in turn for purchases from merchants, who could exchange it for *Nonpareil* advertising. Nearly \$15,000 in scrip was issued before the emergency subsided.

O'Brien's guiding genius came into its own when he headed a group of key employees in the purchase of the Norris interest in the paper in August, 1939. Associated in the purchase were Ora L. Taylor, John O'Brien, LeRoy A. Wallace, Harry Mauck, Jr., and George Fouts.

News headlines of the "thirties" told of picketing violence south of town during the farmers' "milk strike" of 1932. There was a tense twenty-four hours while an armed mob of Plymouth County farmers threatened to storm the county jail where pickets were imprisoned. Citizens' contributions paid for dredging Lake Manawa after silt and drouth had left it a reedy marsh. Indian

Creek (the "Lousy" of Mormon times) was tamed at last by PWA construction of a concrete channel through the heart of town. And Lewis and Clark's role in naming Council Bluffs was recognized in an impressive monument at "Rainbow Point" north of town, sponsored by the Colonial Dames in 1936.

On the site of the venerable Merriam Block opposite the southeast corner of Bayliss Park, rose a splendid new city hall into which the community's cramped government services moved thankfully in 1940.

All too soon, further construction was halted by the material demands of World War II. Council Bluffs sent 3,237 into the armed forces; 193 did not return. The county achieved a bond purchase record of \$52,082,788. During the African campaign, the city knew months of suspense over the fate of its National Guardsmen, many of whom were taken prisoner in General Rommel's deadly "pincers movement." Other Council Bluffs men died — or existed in Japanese prison camps — in the disaster of Corregidor and the Pacific Island conquests. Wherever they served, Council Bluffs' proud military heritage accompanied them.

At war's end, the lid of civic expansion seemed to blow off. One formidable obstacle disappeared after Omaha's Ak-Sar-Ben organization bought the inter-city bridge and abolished tolls in 1947. Traffic interchange zoomed. Broadway, by this

time one of the most heavily-travelled thoroughfares in the state, speeded her traffic west on new concrete surfacing. A few years later, smooth asphalt coated the business section for still greater improvement.

Progress at the *Nonpareil* brought launching of a new AM-FM radio station called KSWI to supplement its services. In 1949 the paper pioneered west of the Mississippi in utilizing plastic plates for half-tone cuts, made on an electronic machine of radical new design.

By 1950, the *Nonpareil's* circulation had reached 19,500, blanketing the majority of homes of the city's 45,429 population. Editorial department changes which had seen John M. Henry, Clark H. Galloway and L. A. Wallace occupying the managing editor's chair, brought a new occupant of twenty years' varied experience — Harry Mauck, Jr.

That same year, the city took a long look at its hackneyed ward-alderman government. In a campaign spear-headed by the Junior and Senior Chambers of Commerce, voters approved the city manager plan, drawing upon dedicated, non-political professional and business men for the city council. A new era was beginning in the city's second hundred years.

But first, Fate was to make Council Bluffs fight for its life before the onslaught of a flood-raging Missouri River. Sodden levees were "shaking like

jelly" in April of 1952, as the angry torrent battered its banks. With nearly 6,000 families evacuated from the flatlands into the homes of hill residents, with thousands of volunteers toiling to exhaustion on the river banks, the city achieved a new maturity through crisis. Miraculously, the levees held. And so did the feeling of unity among residents of once-rival sections, who forgot old jealousies in the pride of working together toward a better community.

Subsequently, completion of upriver dams controlled the river's seasonal flow. The threat of spring floods melted away. Areas once liable to inundation safely mushroomed housing developments. Happily, the city's new \$1,750,000 water purification plant on the river bank had come through the flood stage undamaged. Before long, a \$25,000,000 generating plant built by the Iowa Power and Light company was pouring 140,000 kilowatts per hour into the Iowa power grid from its location on a river bend south of town.

And finally, Broadway lost one of its traffic-strangling obstacles. Those railroad crossings, which once had meant life itself to a pioneer community, lost their power to block motorists when Governor Leo Hoegh snipped a ribbon that opened a soaring seven-block-long viaduct on August 17, 1955.

That was the year the *Nonpareil's* Bob O'Brien lost his last great battle — to cancer. In the inevi-

table reorganization, his successor as president of the New Nonpareil company was a thirty-six-year veteran of its financial management — Ora L. Taylor. Robert H. O'Brien, the eldest son, was drafted from management of the radio station to become publisher; the second son, Jack O'Brien, advertising manager, and Harry Mauck, Jr., continued as managing editor. Other employees have become stockholders: Frank M. Lane, city editor; Burke Gillespie, wire editor; Charles McDonald, circulation manager; Glen A. Gohlinghorst, classified advertising manager; Jack Kennedy, chief photographer; Robert Fischer, mechanical superintendent, and Norman Pflugshaupt, cashier.

Continued progressive management has brought circulation to nearly 24,000. The present inadequate press will be replaced soon with a newly-purchased five-unit Hoe press featuring color decks, capable of 80-page capacity and a median speed of 30,000 per hour. Installation awaits plans for enlarging the newspaper building.

Under the "saturation" policy of local news coverage, the *Nonpareil* now averages over thirty sustaining features of all types weekly. More than 500 local and area pictures appear monthly.

National recognition of such lively newspapering has come from the American Press Institute in New York, where Managing Editor Mauck has conducted seminar sessions on local news features for twelve out of the thirteen years since 1948.

Editor A. M. Piper's 1959 editorial, "Shall the State Be Master or Servant of the People?" won a top national award from the Freedoms Foundation of Valley Forge.

Another first place citation came in 1960 from the National Editorial Association in its Freedom of Information division. The *Nonpareil's* winning entry exposed Iowa's financial loss in interest by "dead storage" practices in banking state funds. Other prizes received include the AP sweepstakes photographic award four years in a row; a University of Wisconsin award for quality of news coverage; recognition for community service in fields of agricultural conservation, music and fine arts, religion, cancer education and community improvement.

Civic leaders regard Council Bluffs' 22% population growth since 1950 as a springboard for a "future unlimited." Its 19-square-mile area will be bisected in coming years by both north-south and east-west arteries of the Interstate Highway system. Two new bridges will speed traffic, in addition to the present two highway and two railroad bridges. Dock facilities handling grain and other merchandise are available for river barge shipping, which is pushing toward a million tons yearly for the area.

Aimed toward attracting new industry is the \$360,000 Industrial Foundation area now being developed at the city's southern edge. The com-

THOSE TWENTIETH CENTURY YEARS 447

munity has pursued an ambitious school-building program since it found itself with aging facilities in 1950. Eighteen new or replacement elementary units or additions have been built and equipped at a cost of \$6,300,000, including two junior high schools occupied in September, 1961.

A whole story could be written around the frustrations the city endured until postoffice and Federal services could occupy their new Federal building in 1959.

Since 1953, twenty-nine new additions containing 1,662 residential sites have been developed, and private and public construction projects which were scheduled to be started in 1961 in city and vicinity amount to \$7,500,000.

Plans are imminent for a sewage-treatment plant to comply with Federal river-pollution control. Augmented storm and sanitary sewer lines, street surfacing, constant amplification of off-street parking facilities, enlargement of water mains, telephone equipment, increased gas and power services, are keeping up with the population explosion.

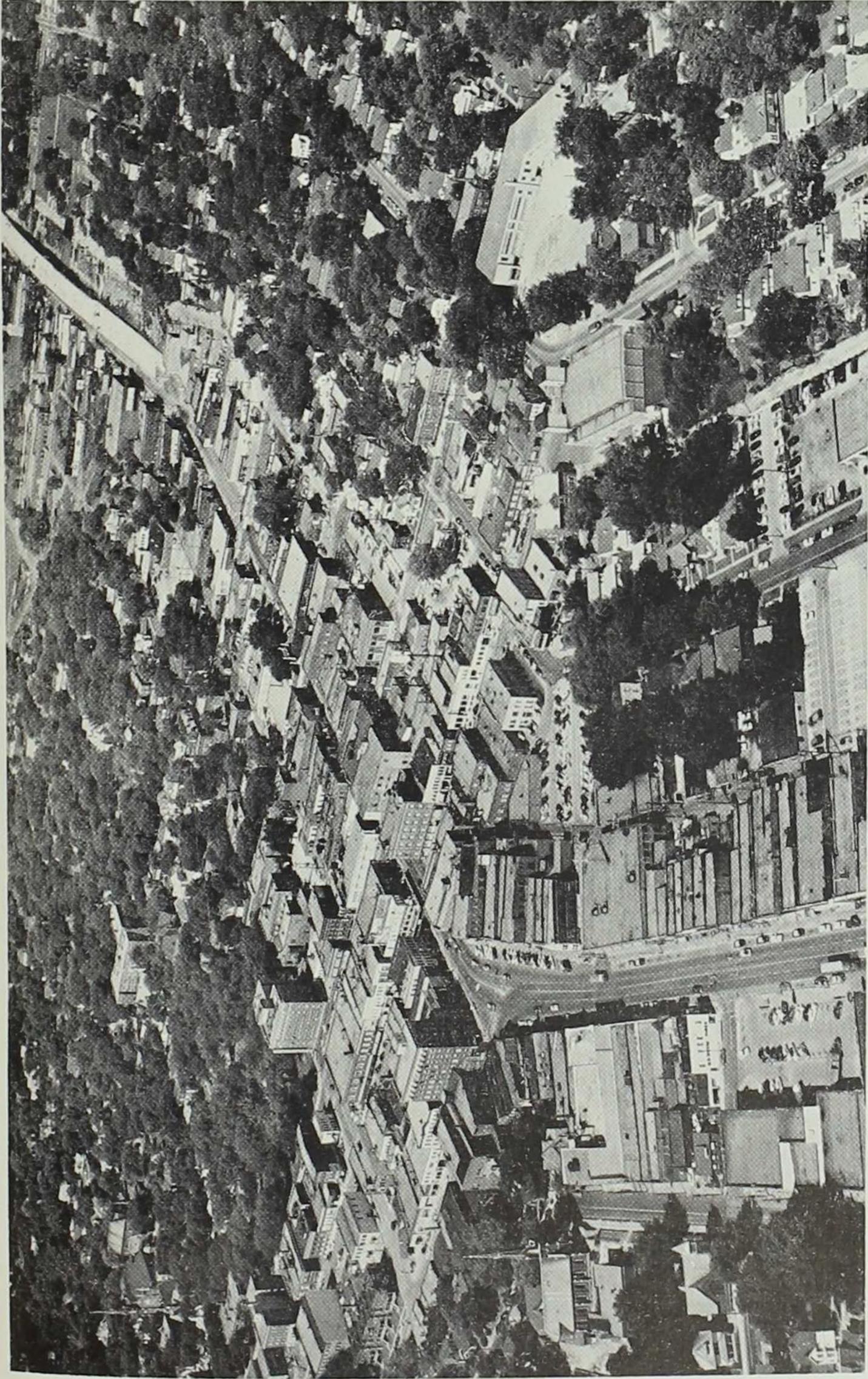
Anticipating a figure of 80,000 by 1980, Council Bluffs is preparing. "The golden link in the corn belt" plans to replace "pioneer" with "progress" as its second century rolls on.

Among Council Bluffs' more distinguished sons and daughters are numbered Nathan M. Pusey,

president of Harvard University; the late Lee DeForest, "father of radio," who built the first three-electrode tube, audion amplifier and oscillation feed-back circuit which made possible radio broadcasting, radio-therapy and radio surgery. Bob Bender, son of the *Nonpareil's* Victor Bender, who started in Council Bluffs under his father in 1906, became general news manager of the United Press, one of the world's three largest news-gathering organizations. The late Anna Steese Richardson who interpreted women's role after enfranchisement as director of Good Citizens' bureau of the *Woman's Home Companion*, started her literary career as a reporter on the *Nonpareil* in 1896 at \$5.00 a week.

Son of a pioneer Council Bluffs dentist, Dr. Charles E. Woodbury's accomplishments in the field of gold foil techniques earned him a portrait in the Dental Hall of Fame at the University of Southern California's School of Dentistry, after his death in 1952.

A Council Bluffs naval academy graduate, Julian Meyers, ended up in the 1930's as chief of naval operations and a rear admiral. George H. Carter, one-time city editor of the *Nonpareil*, served as "public printer" in Washington under President Harding, later as a member of the national printing commission.



Aerial view of Council Bluffs business district taken near completion of Broadway Viaduct in 1955.

PIONEER COUNCIL BLUFFS AS PAINTED BY GEORGE SIMONS



Council Bluffs in about 1856



Later View of a Fast Growing Community