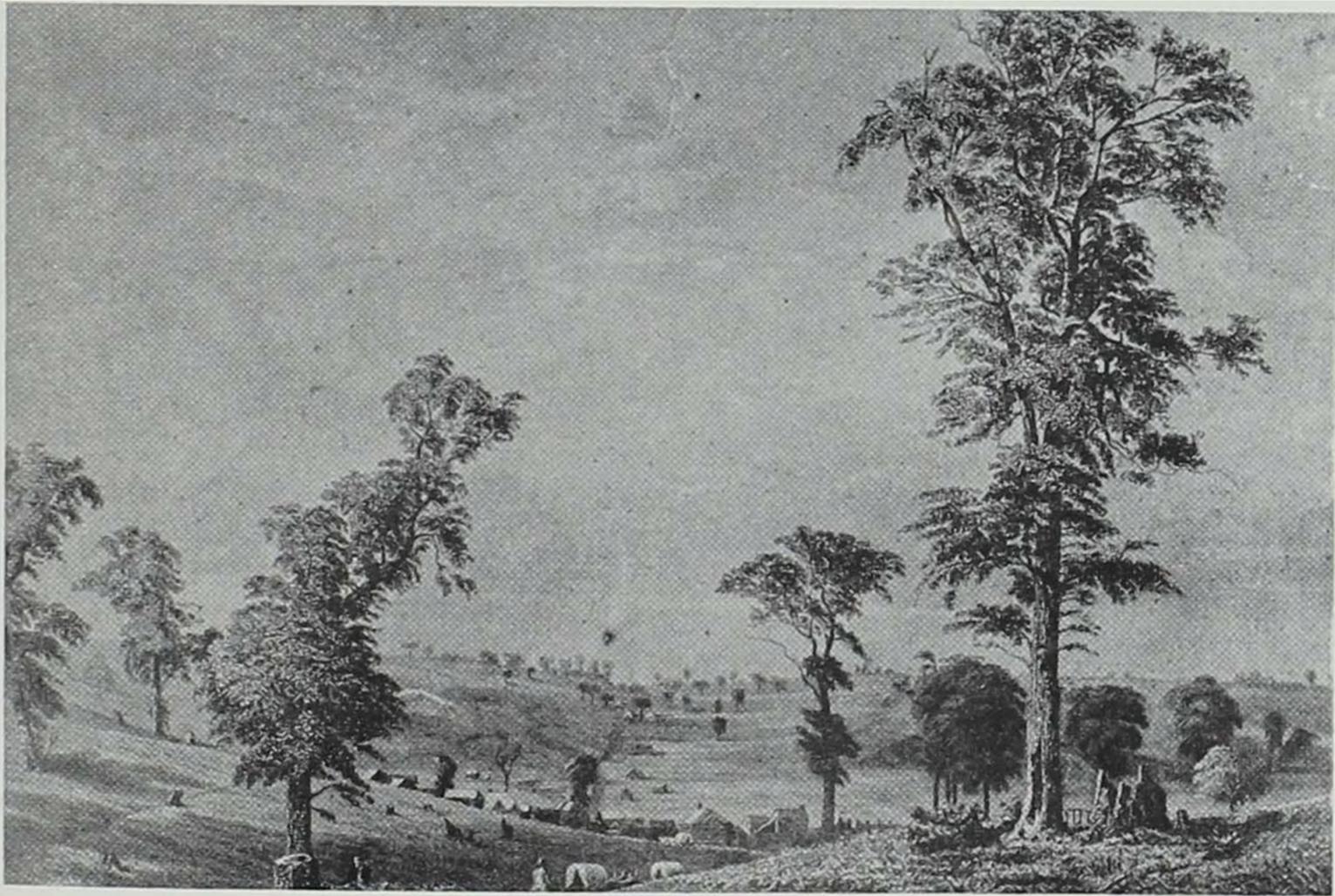


Railroad Fever

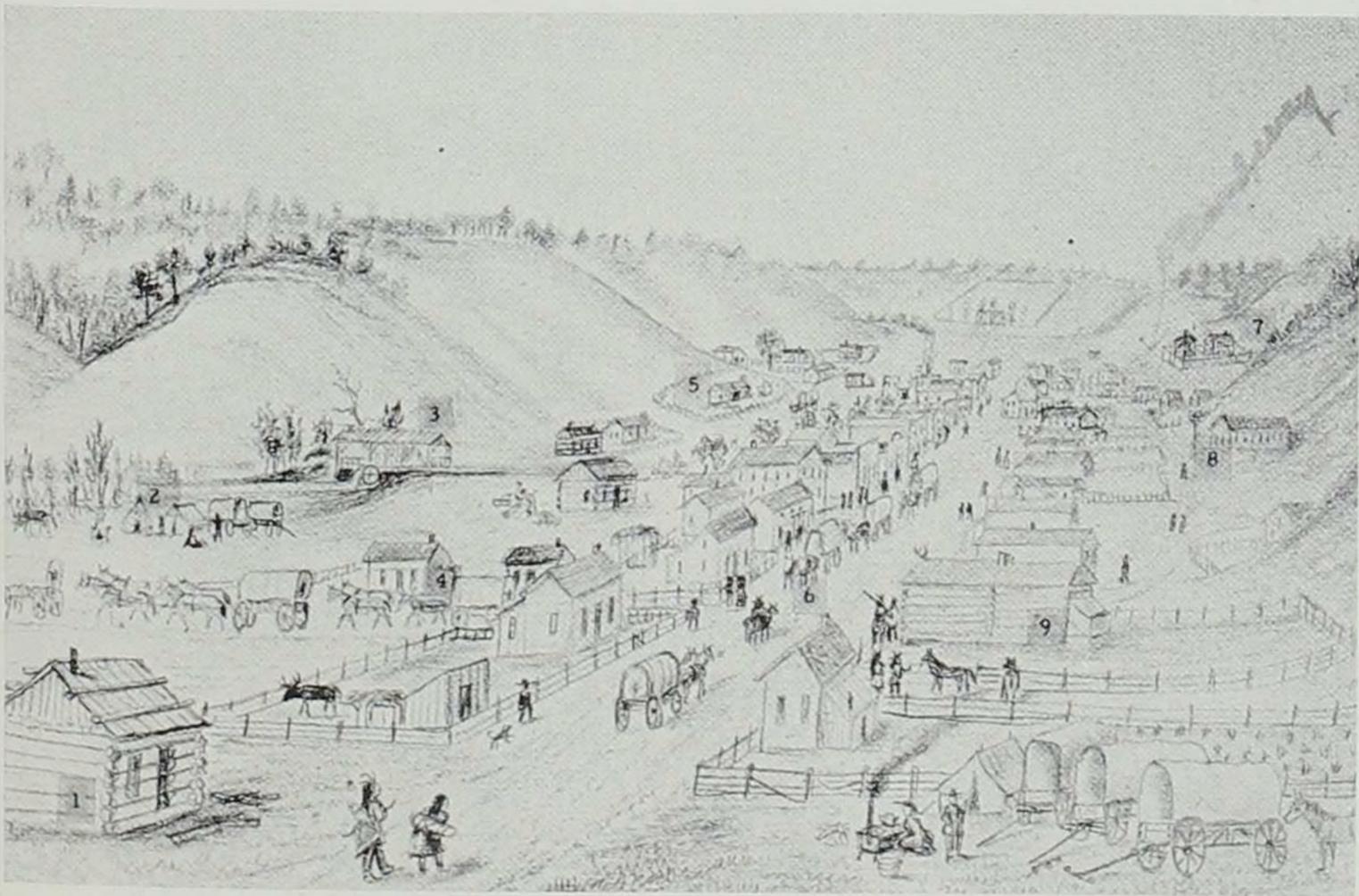
Community blood-pressure alternately rose and fell after 1850, as "railroad fever" responded to the excitement of news turning favorable or adverse. In 1857, with the closest railroad connection at Iowa City, wagon and stage coach were the only means of travel cross-country. The Western Stage Company, 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.

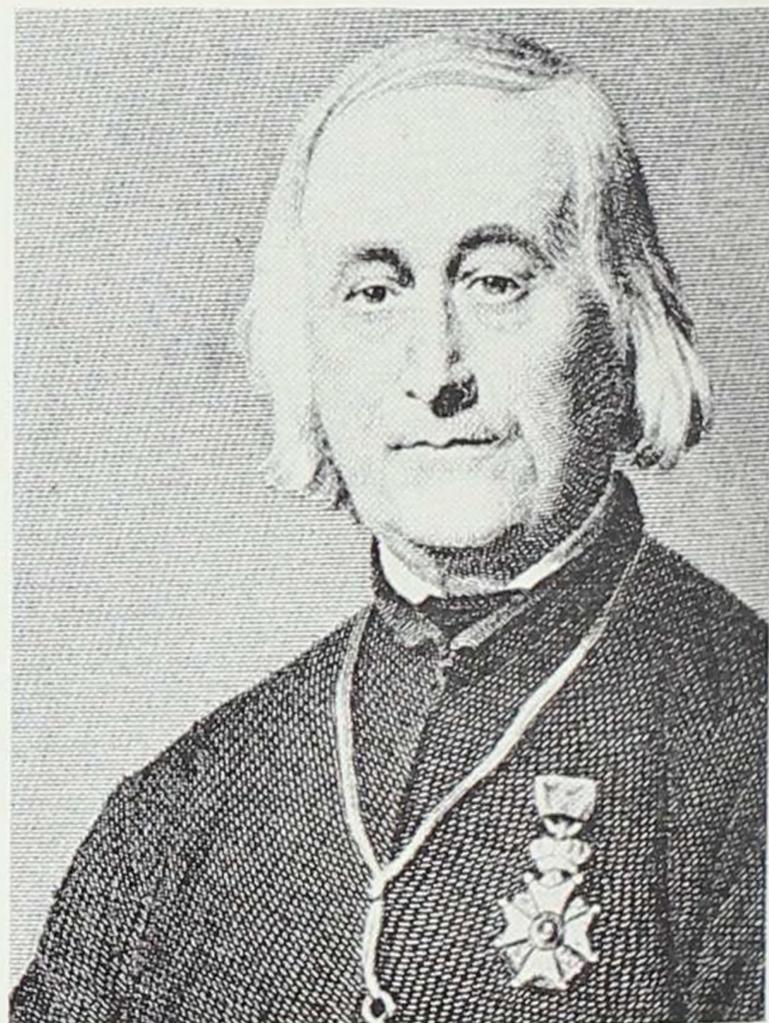


George Simons sketch of Kaneshville (now Council Bluffs) 1849 to 1851
Looking north from corner of Main Street and First Avenue

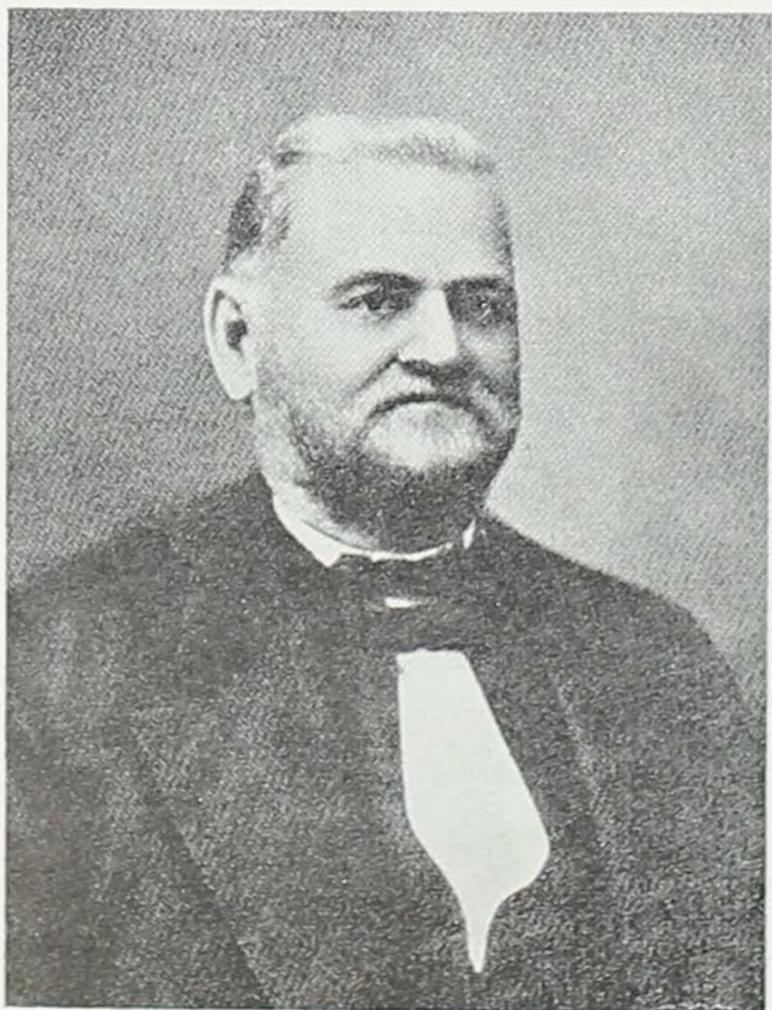
AMONG THE EARLIEST ARRIVALS



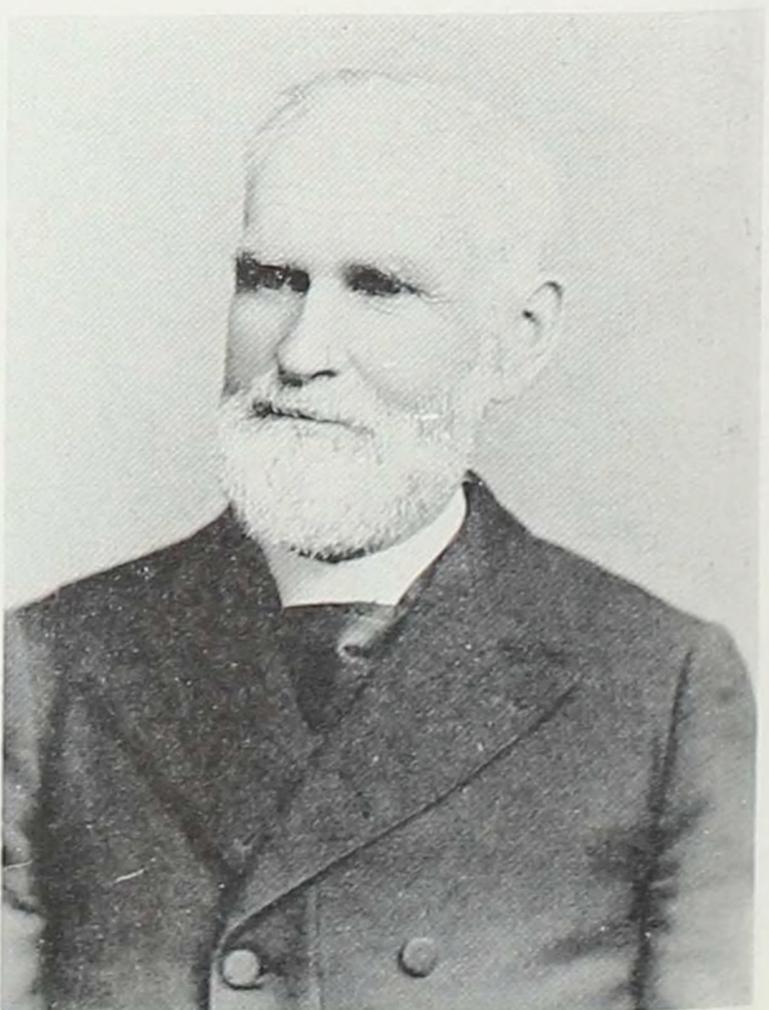
FRANCOIS GUITTAR, Trader
Came up Missouri in 1824



PIERRE-JEAN DE SMET
Jesuit Missionary to Potawatomi

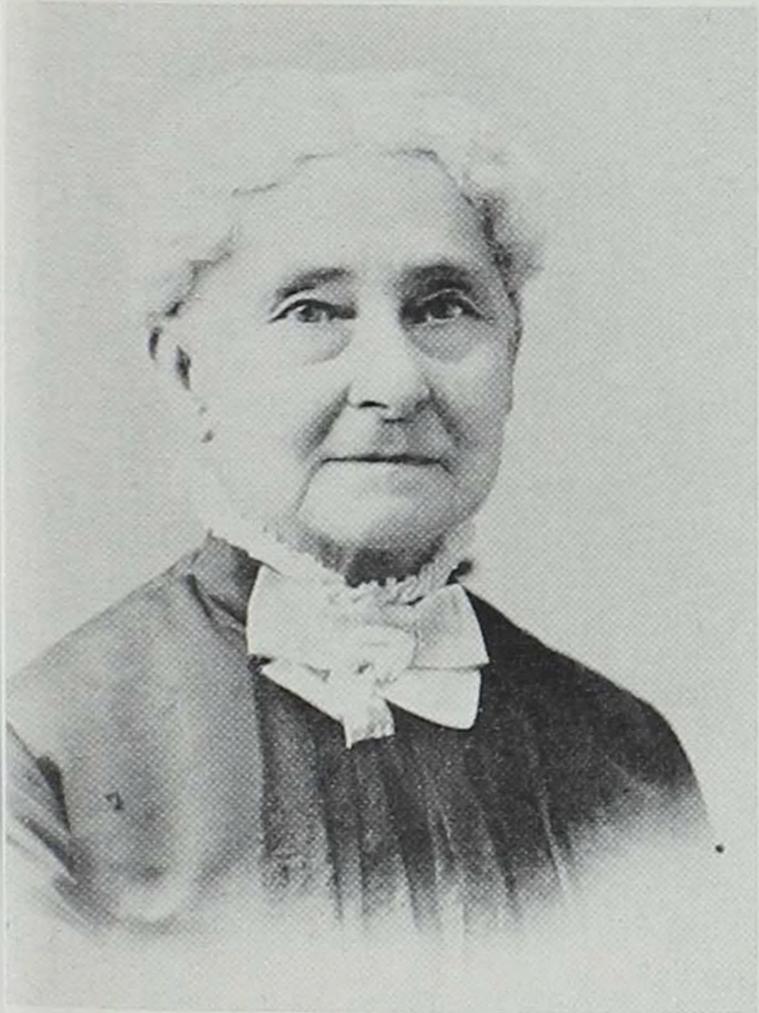


ORSON HYDE, Mormon Bishop
Controlled Kanesville, 1846-1852

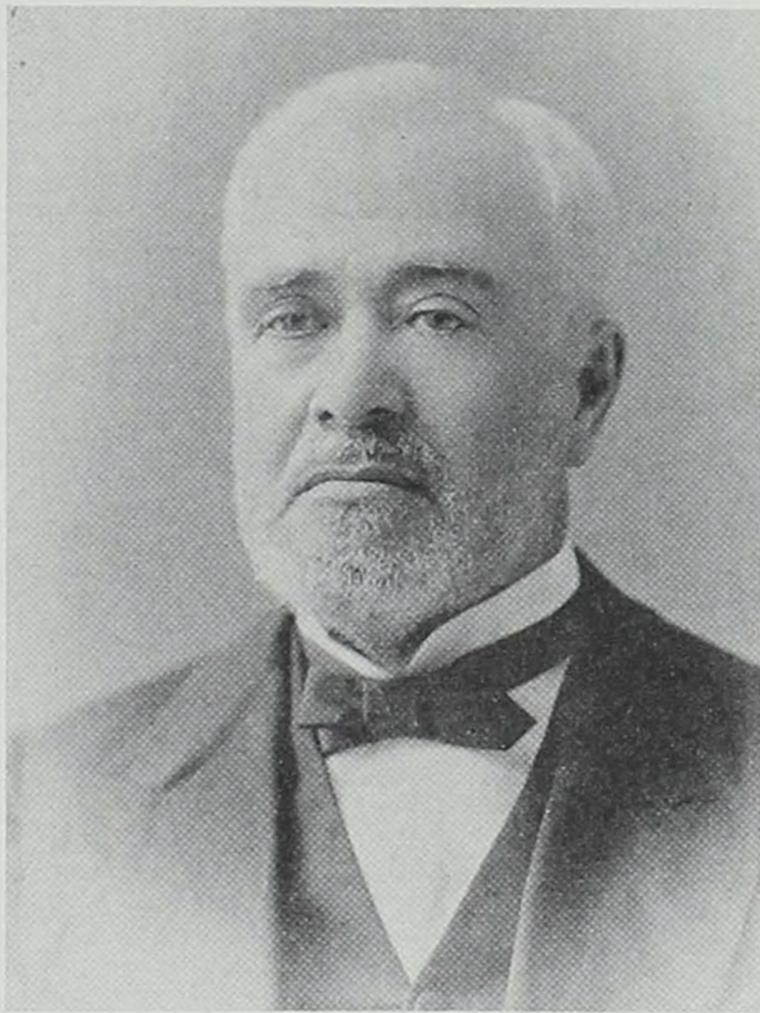


G. G. RICE
First Protestant Minister, 1851

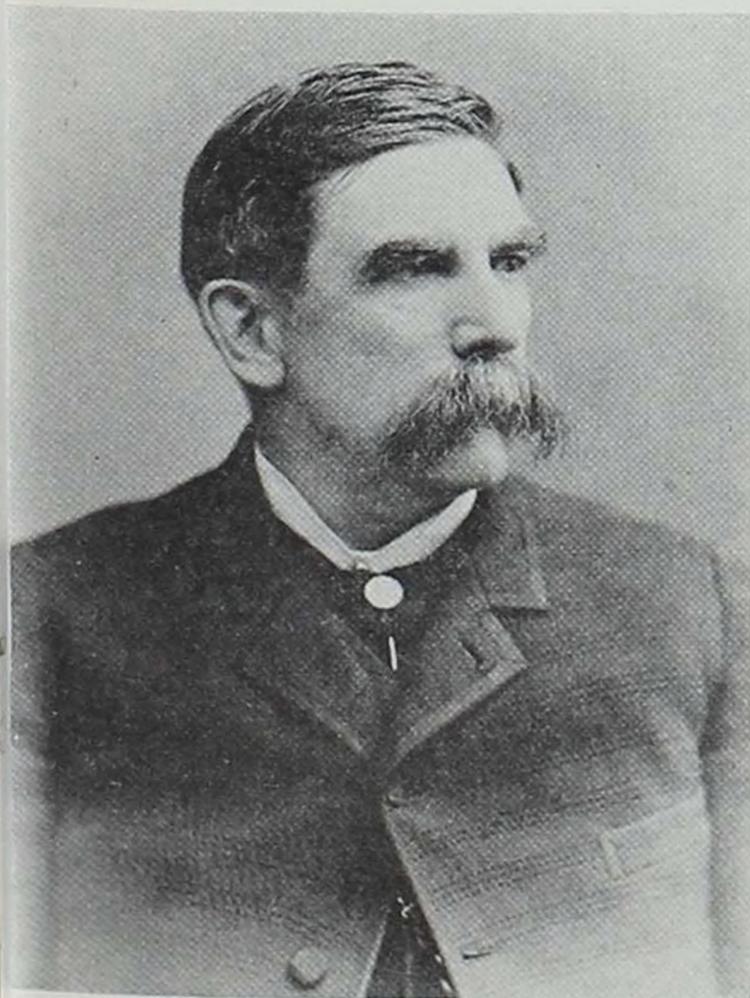
INFLUENTIAL SETTLERS



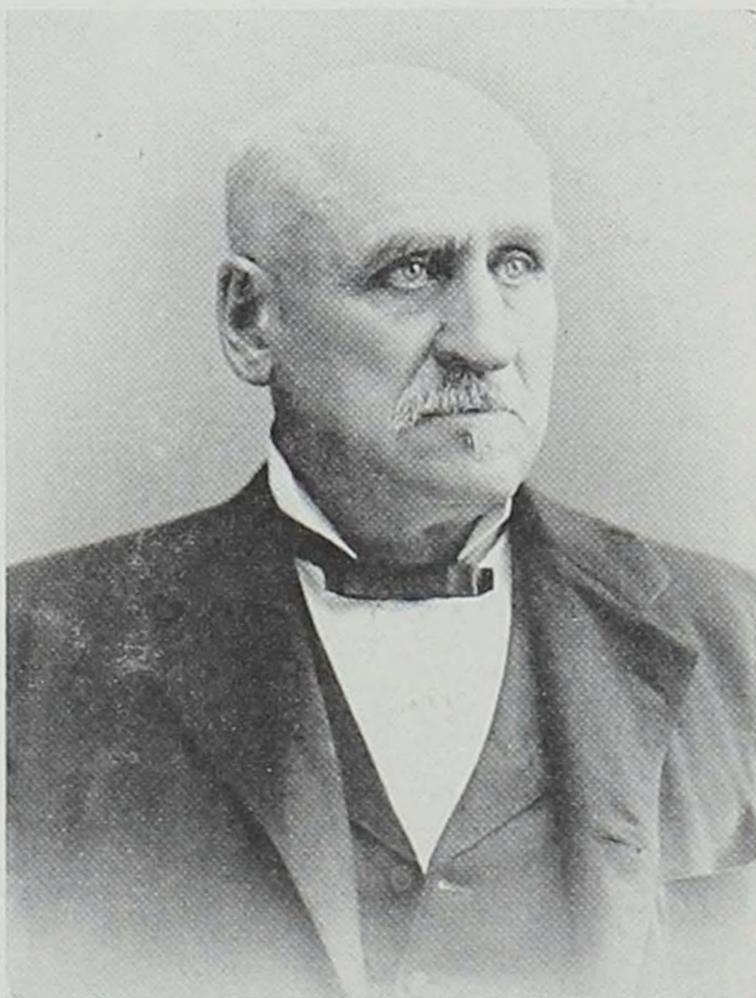
AMELIA BLOOMER
Popularized Bloomer Style



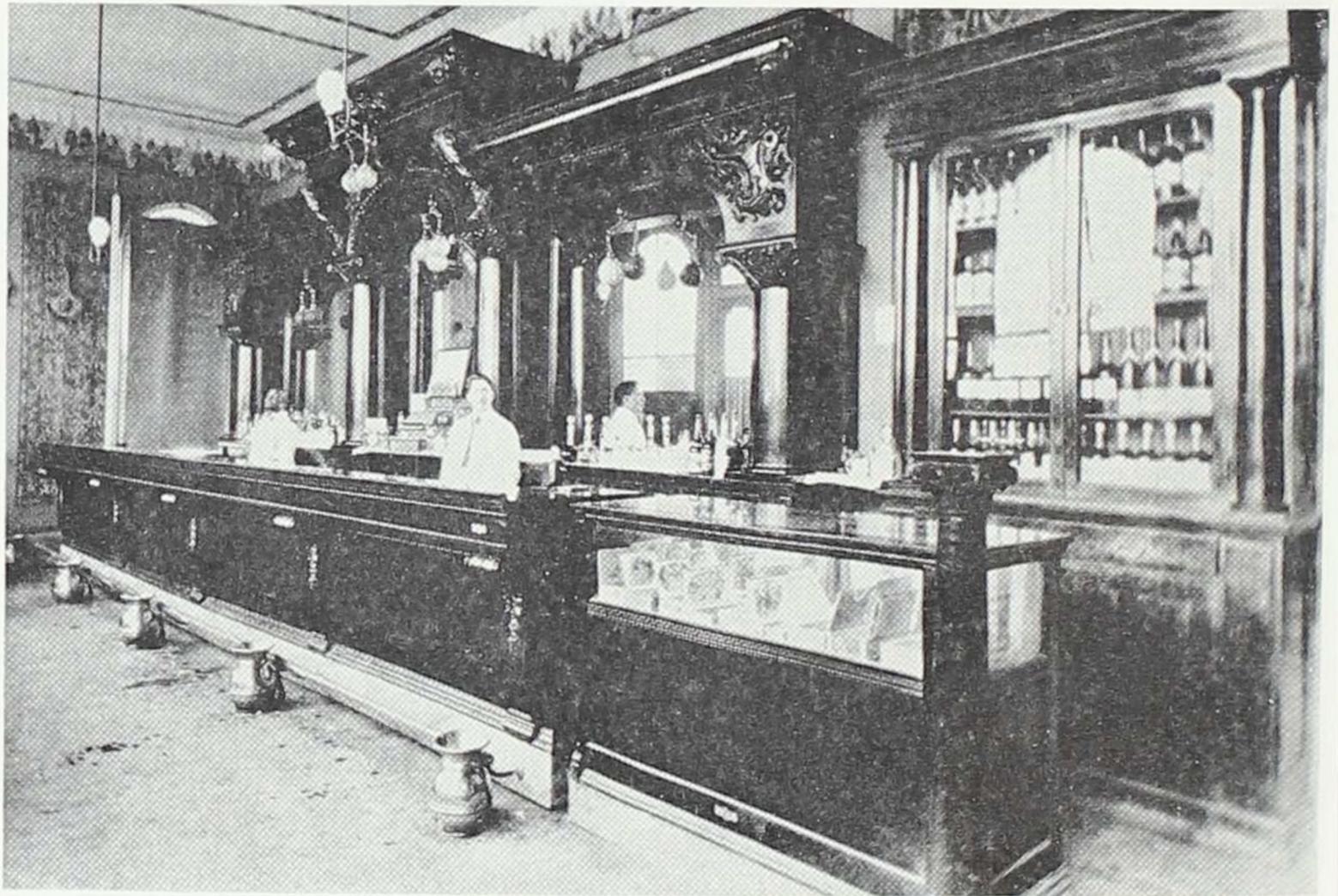
DEXTER C. BLOOMER
Prominent Businessman



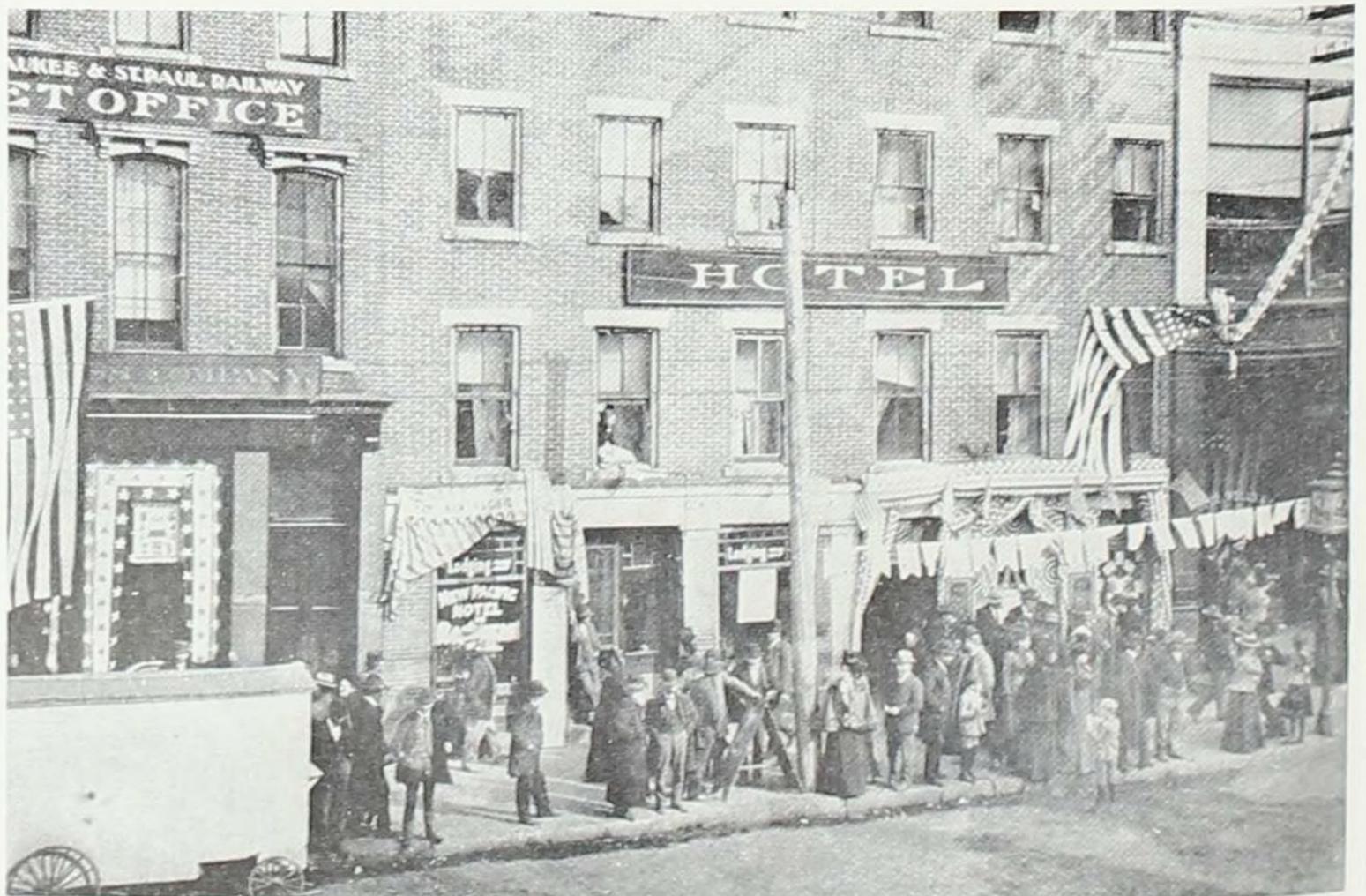
GRENVILLE M. DODGE
War, Railroads, Banking



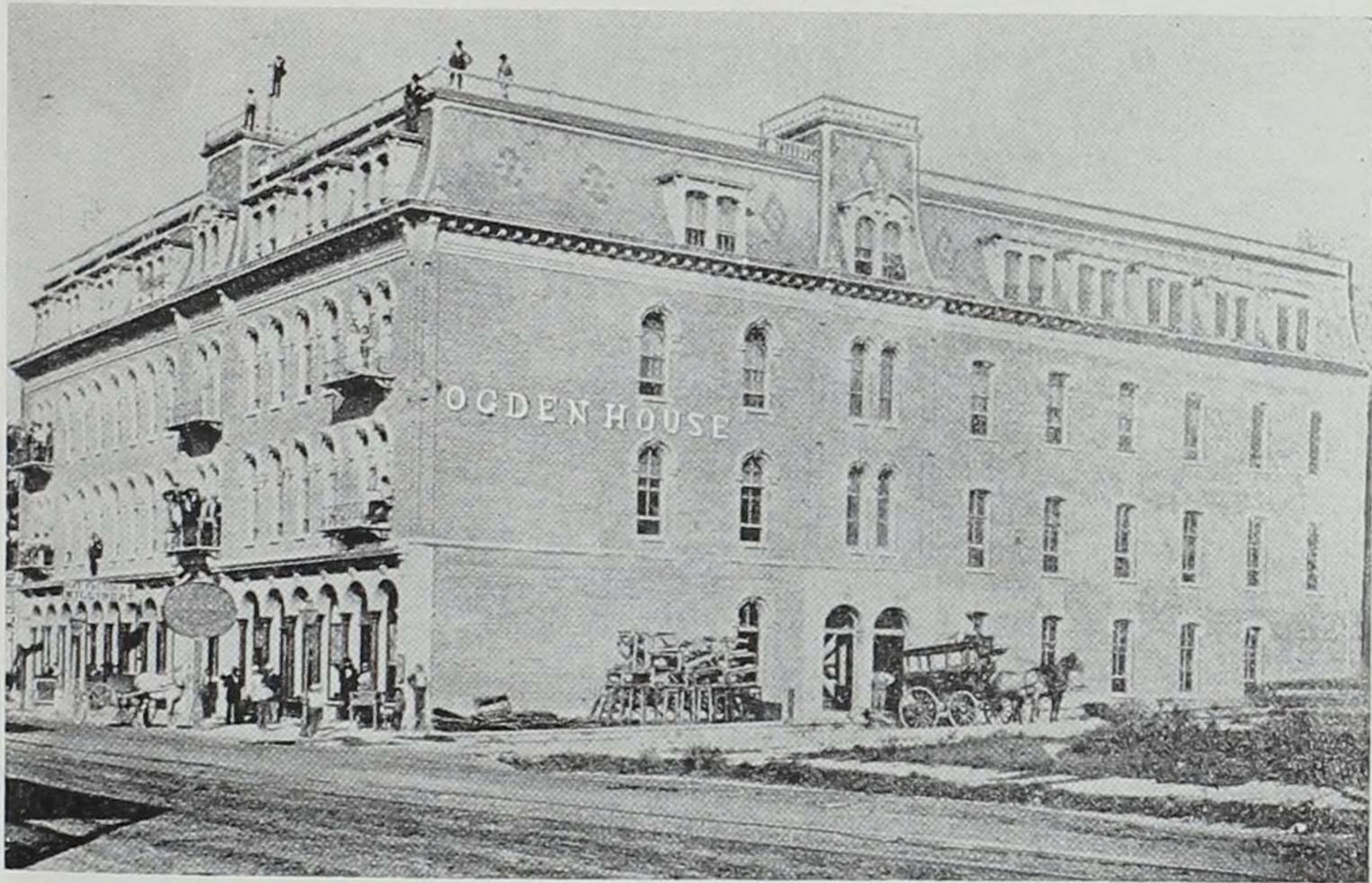
A. V. LARIMER
Sparked U. P. Test Case



Pacific House Bar
Built by Ed Rogers in 1853



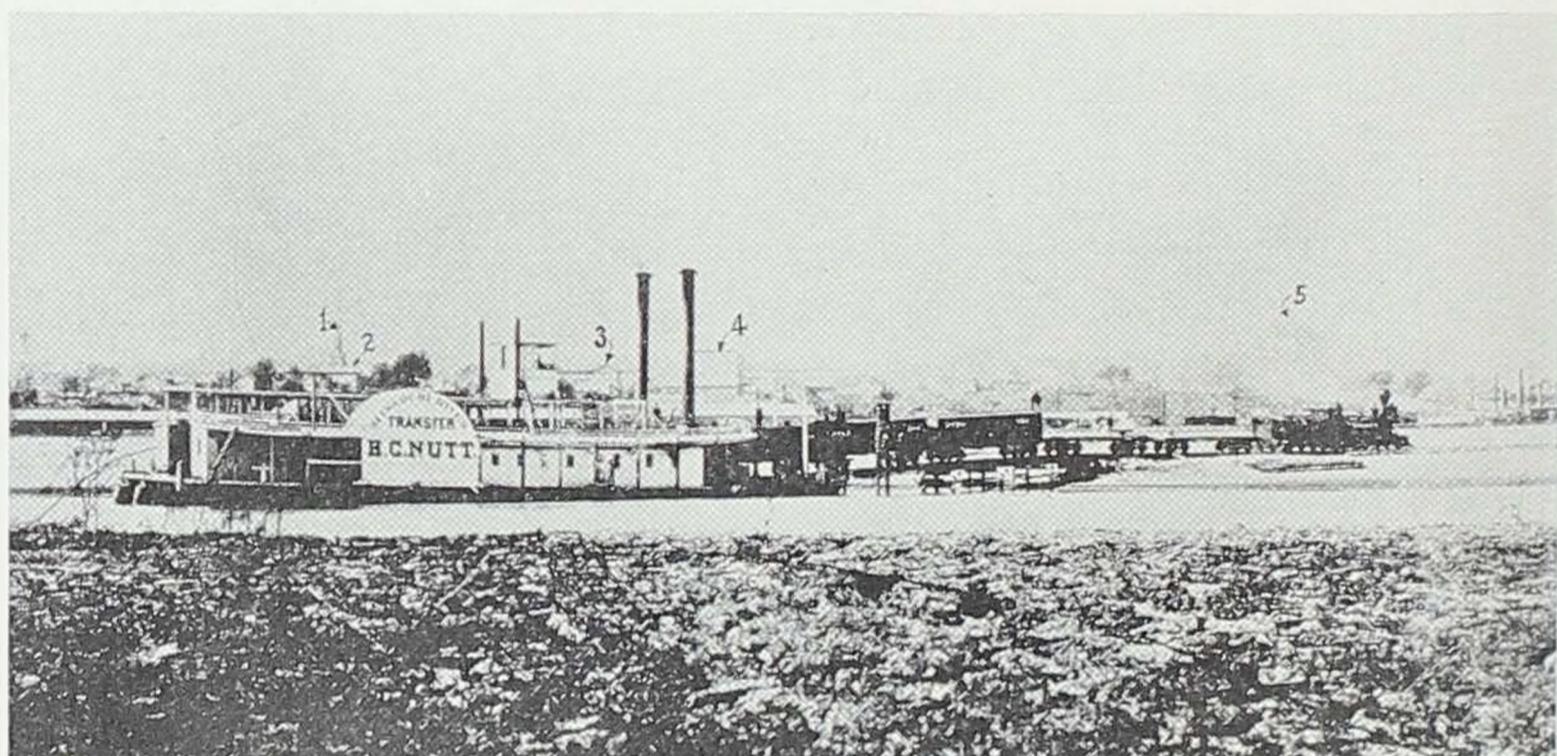
New Pacific Hotel
An 1885 photograph showing addition to the original.



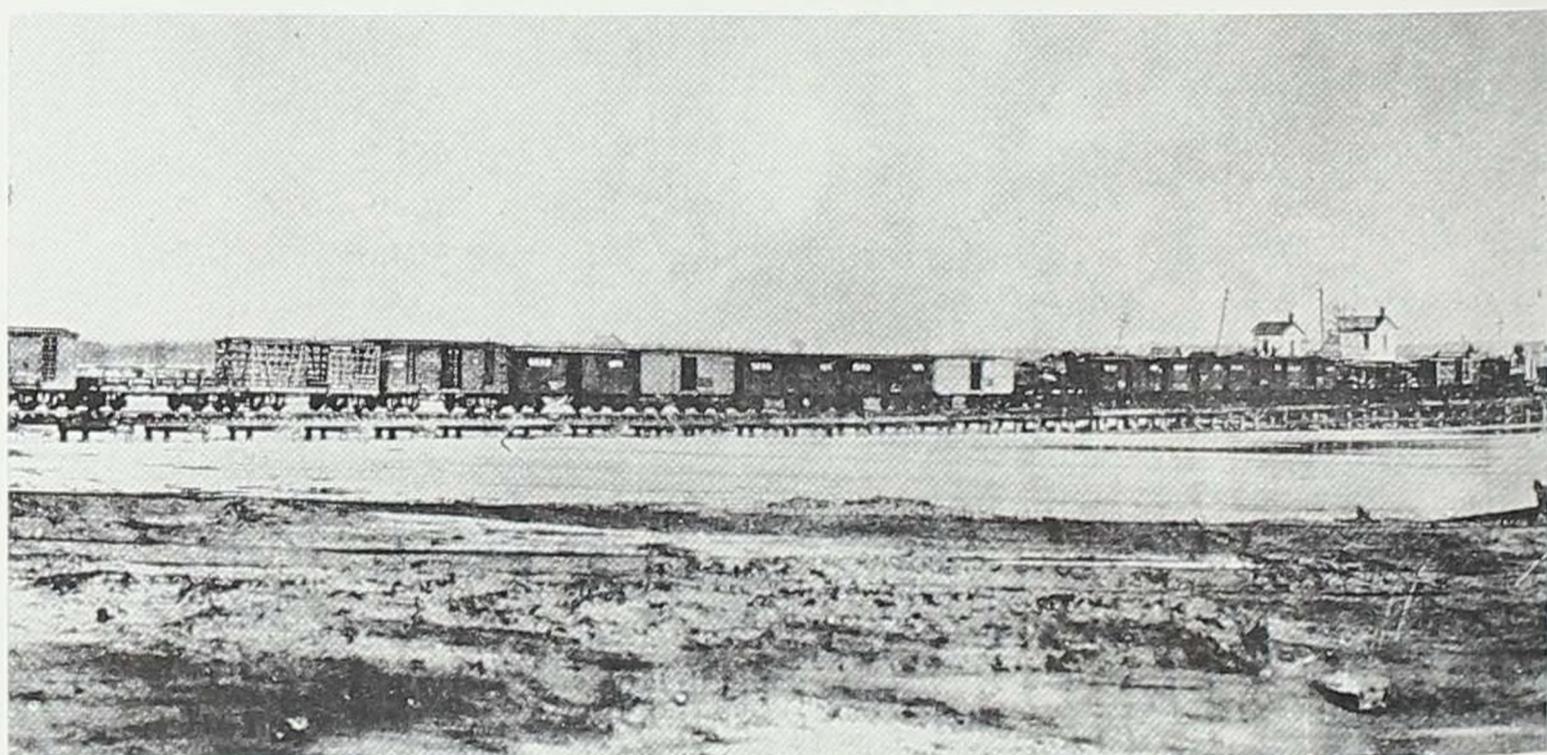
Ogden House
Imposing hotel opened in 1869.



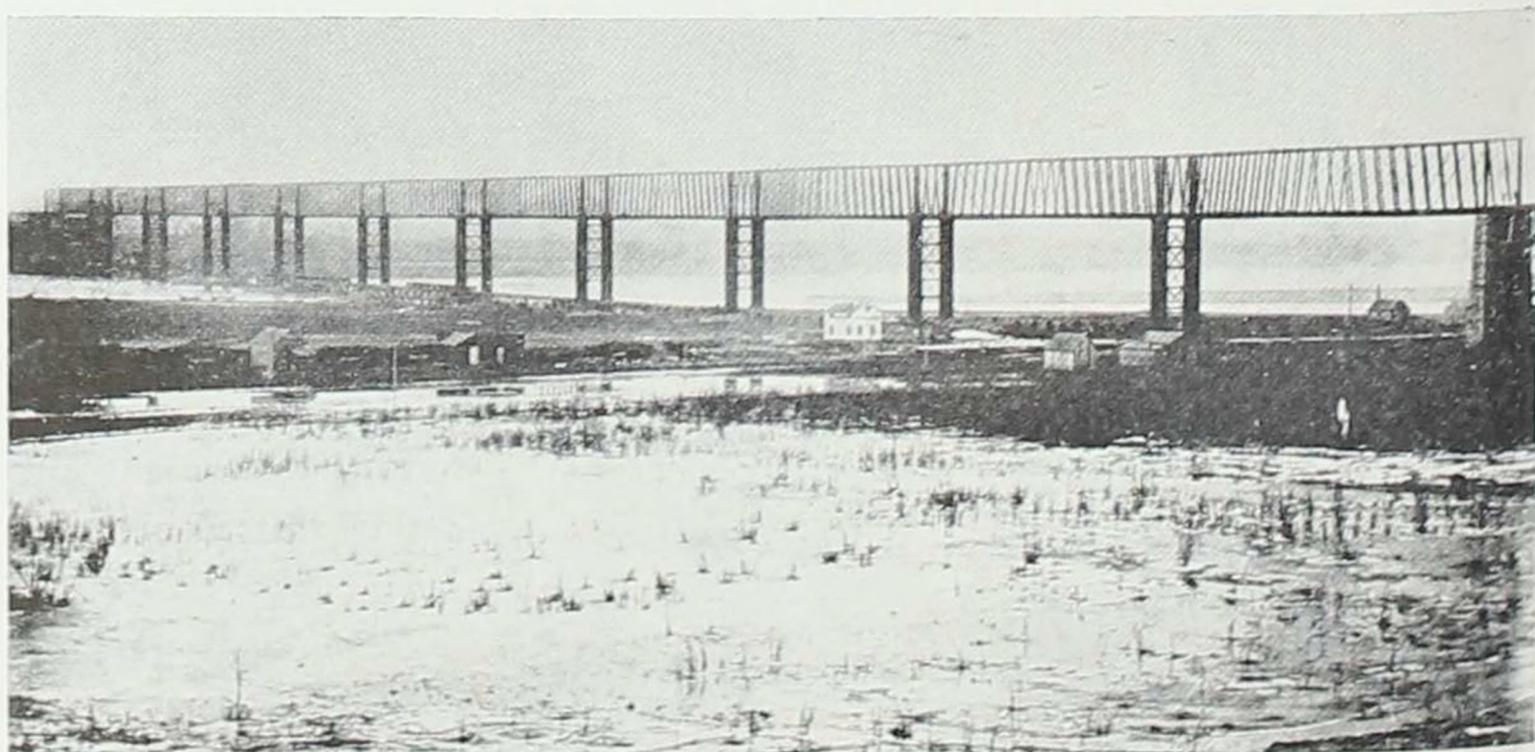
Dohany Theater
Cultural center opened in 1868 over livery stable.



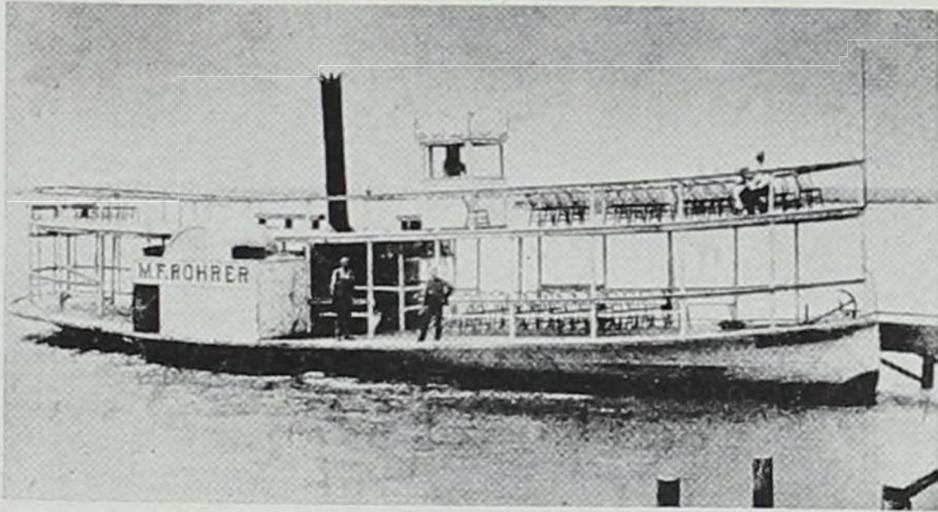
Steam car ferry *H. C. Nutt*
Carried passengers and freight between Council Bluffs and Omaha. 1871 photo.



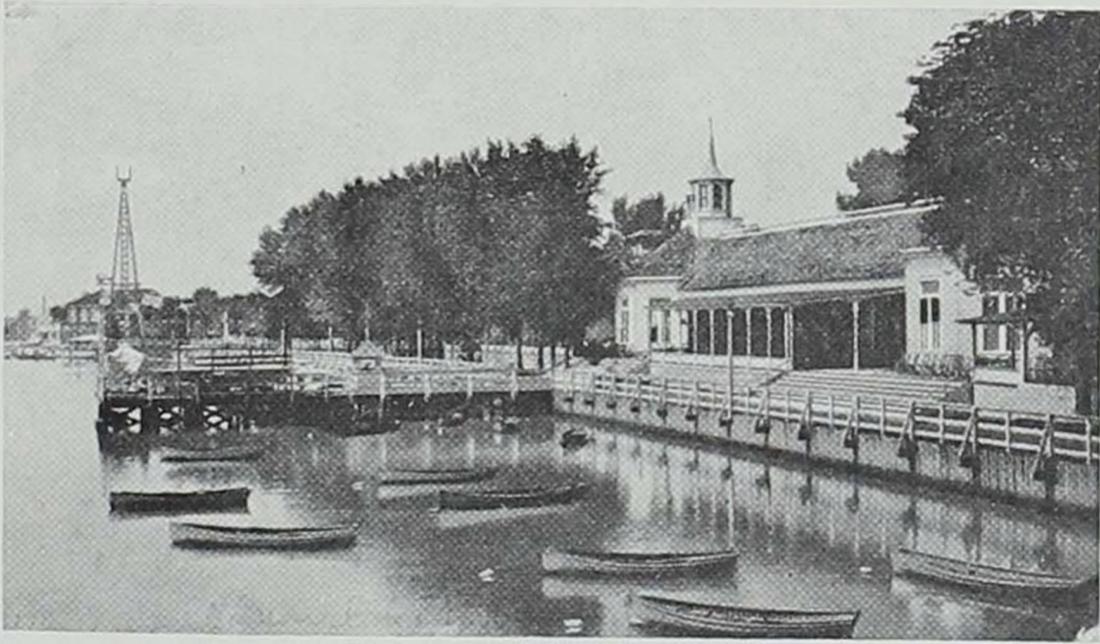
Trestles built across ice, supported by piling.
This improvised bridge carried trains across Missouri from 1868-1872.



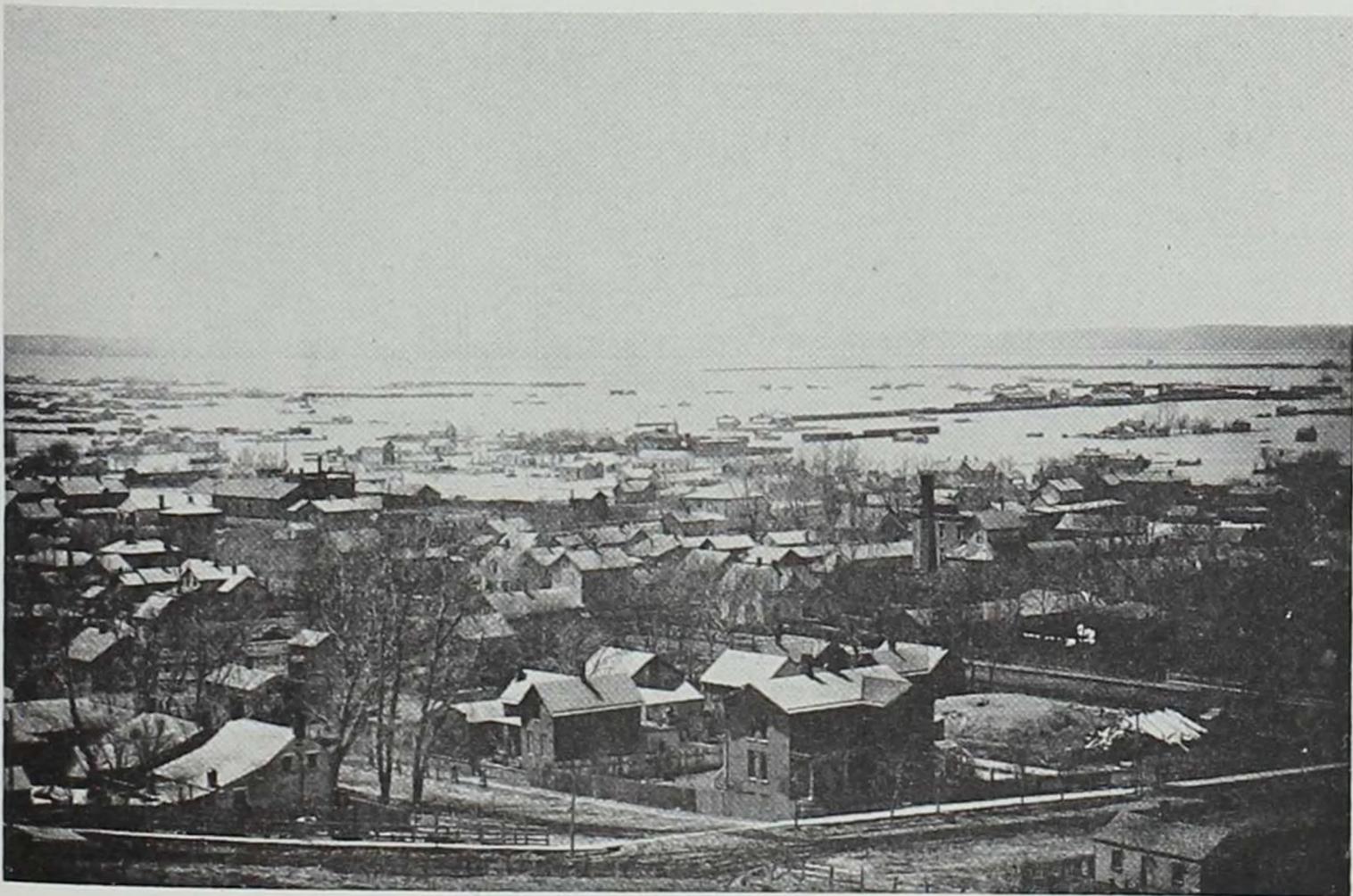
Photos courtesy Union Pacific R. R.
Original Union Pacific Railroad Bridge.



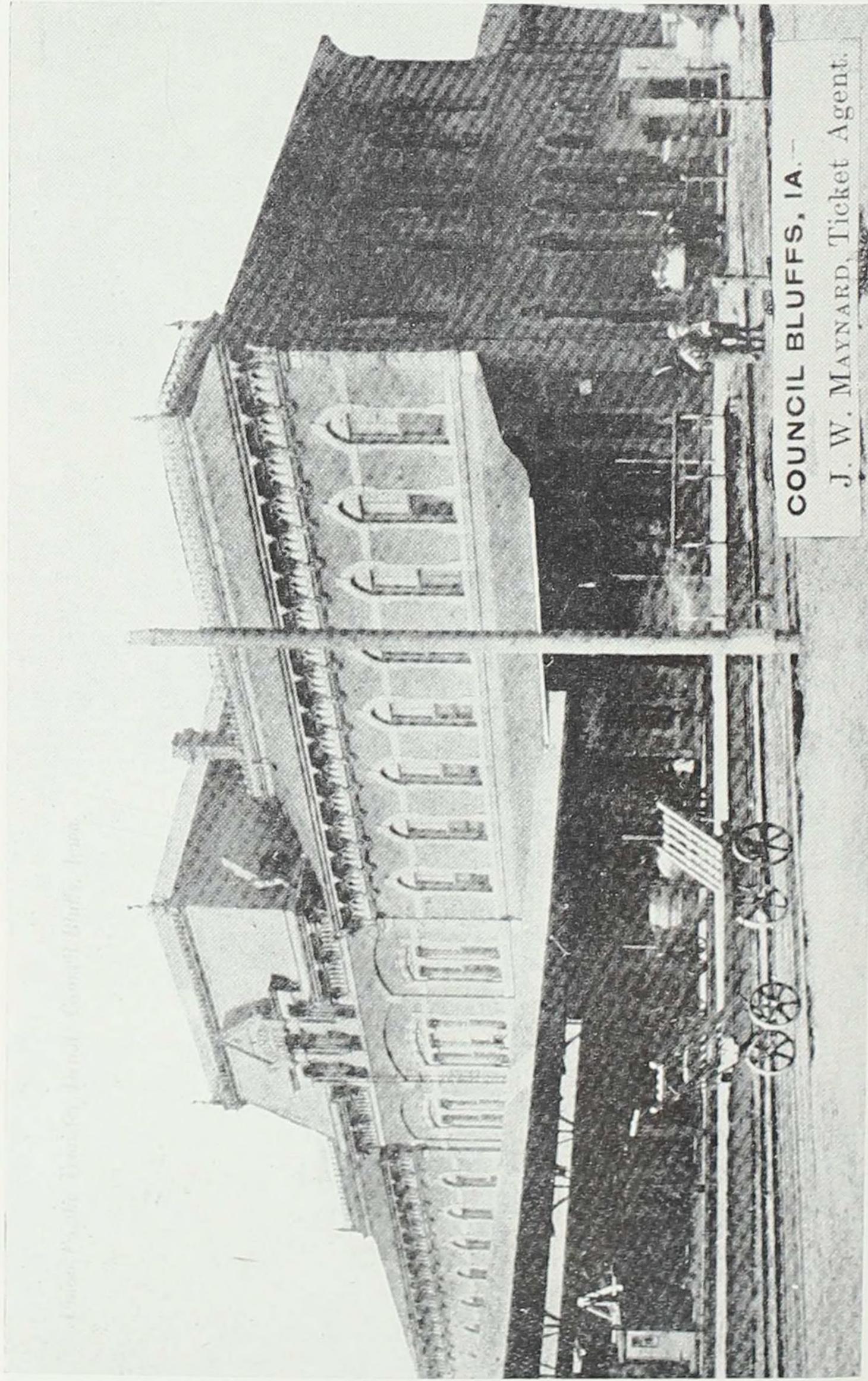
Launch *M. R. Rohrer* took bathers to Lake Manawa.



Pavilion and boat docks at Lake Manawa.



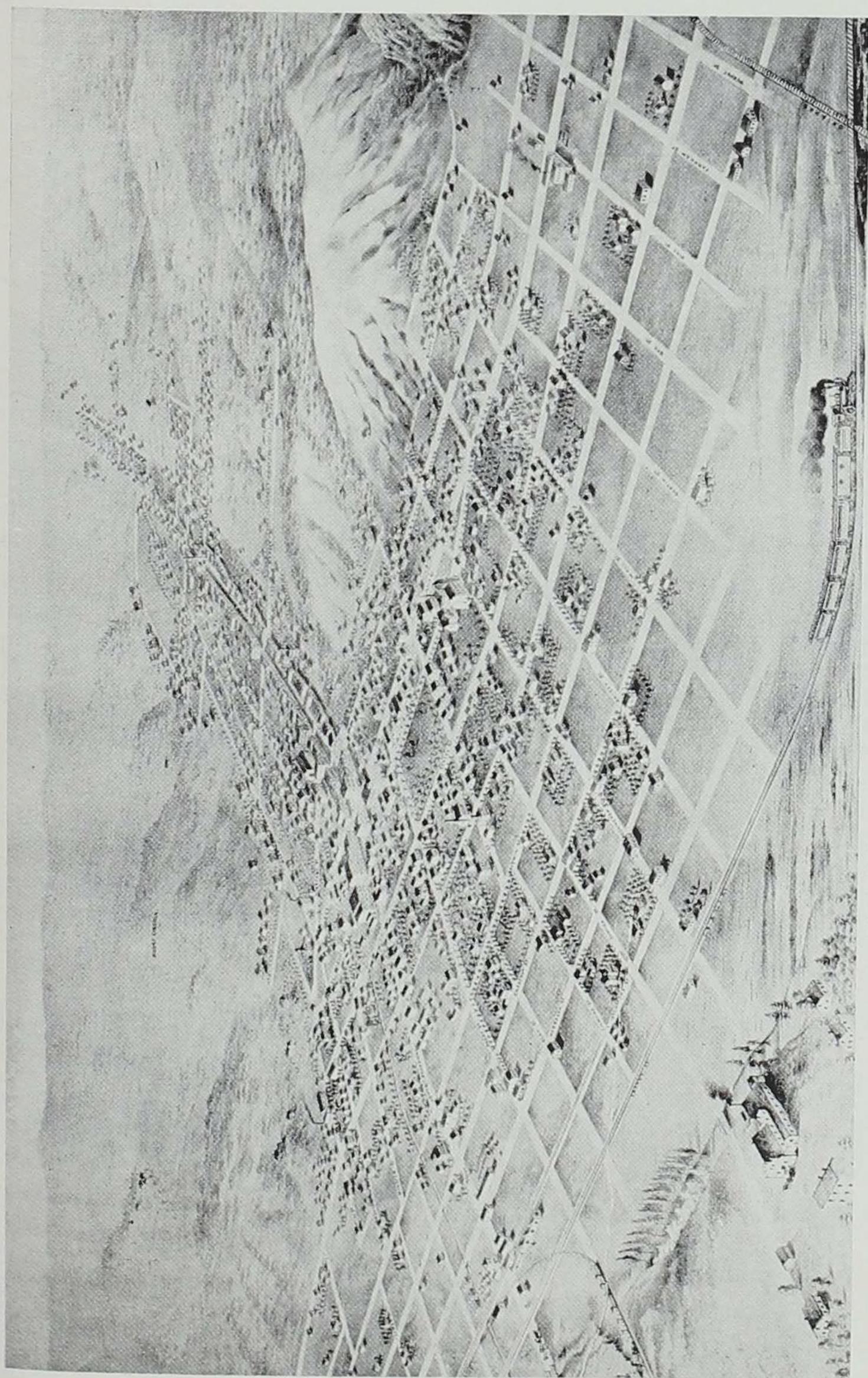
Flood of 1881 created Lake Manawa.



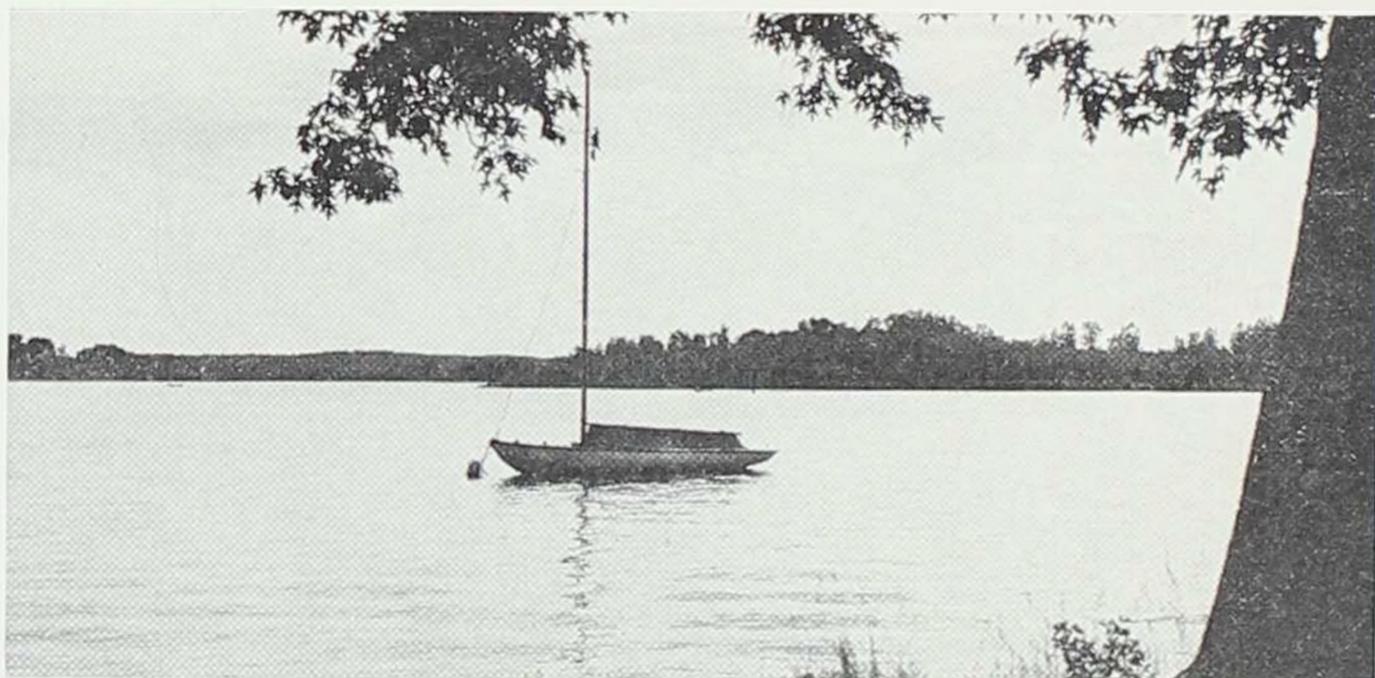
COUNCIL BLUFFS, IA.—
J. W. MAYNARD, Ticket Agent.

Courtesy Union Pacific R. R.

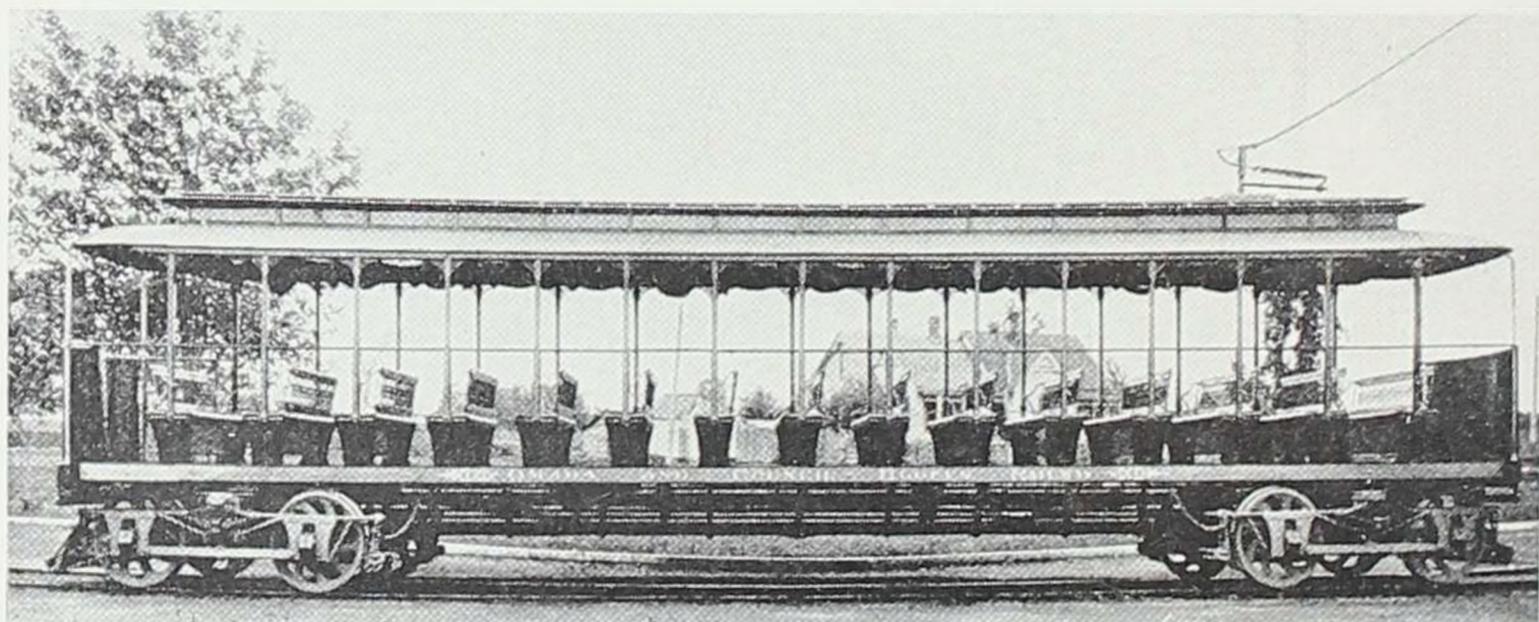
Union Pacific Transfer Depot at Council Bluffs — "Gateway to the West"



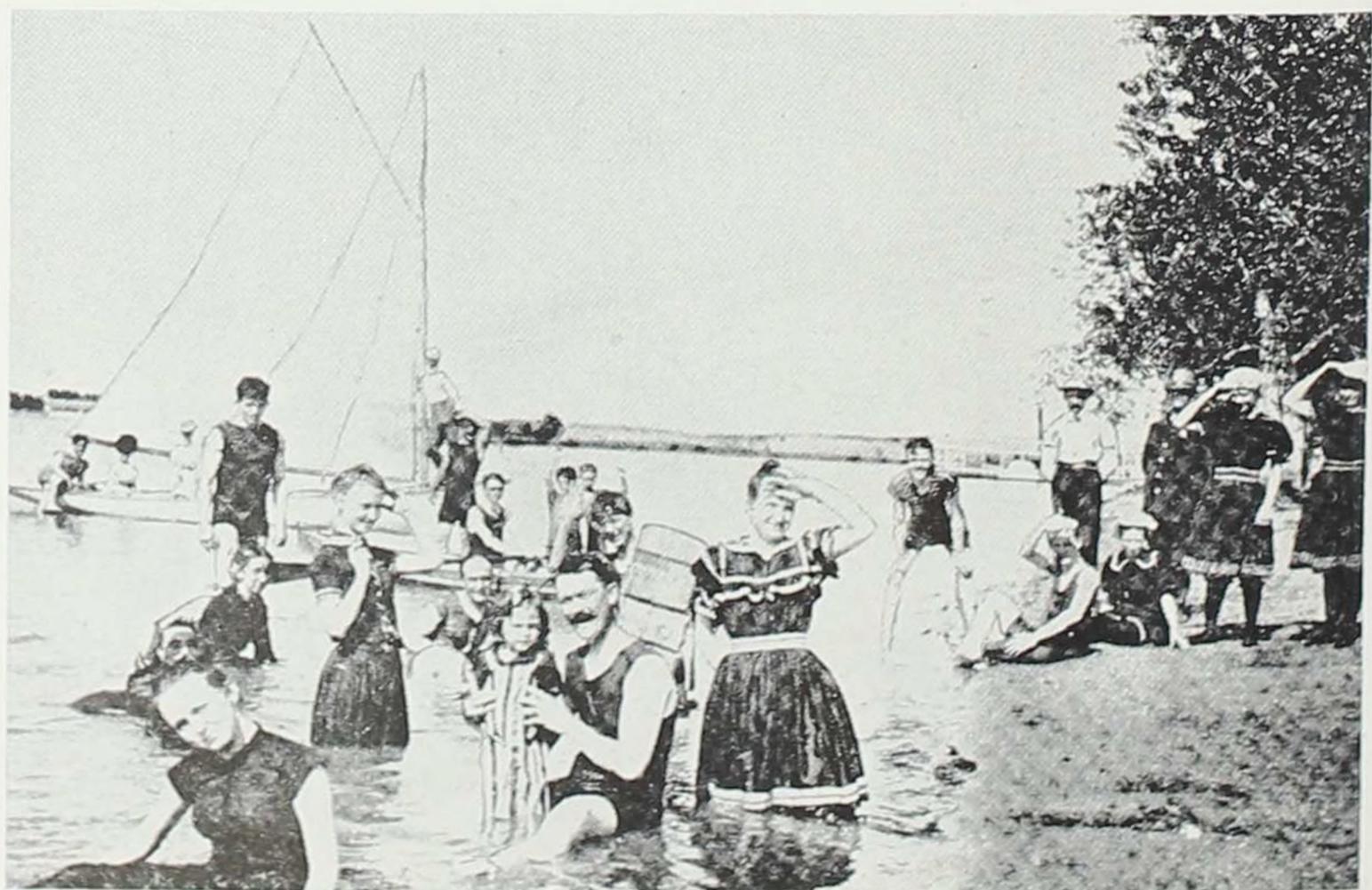
Plat of Council Bluffs as it appeared in 1868.



Lake Manawa is now a State Park.



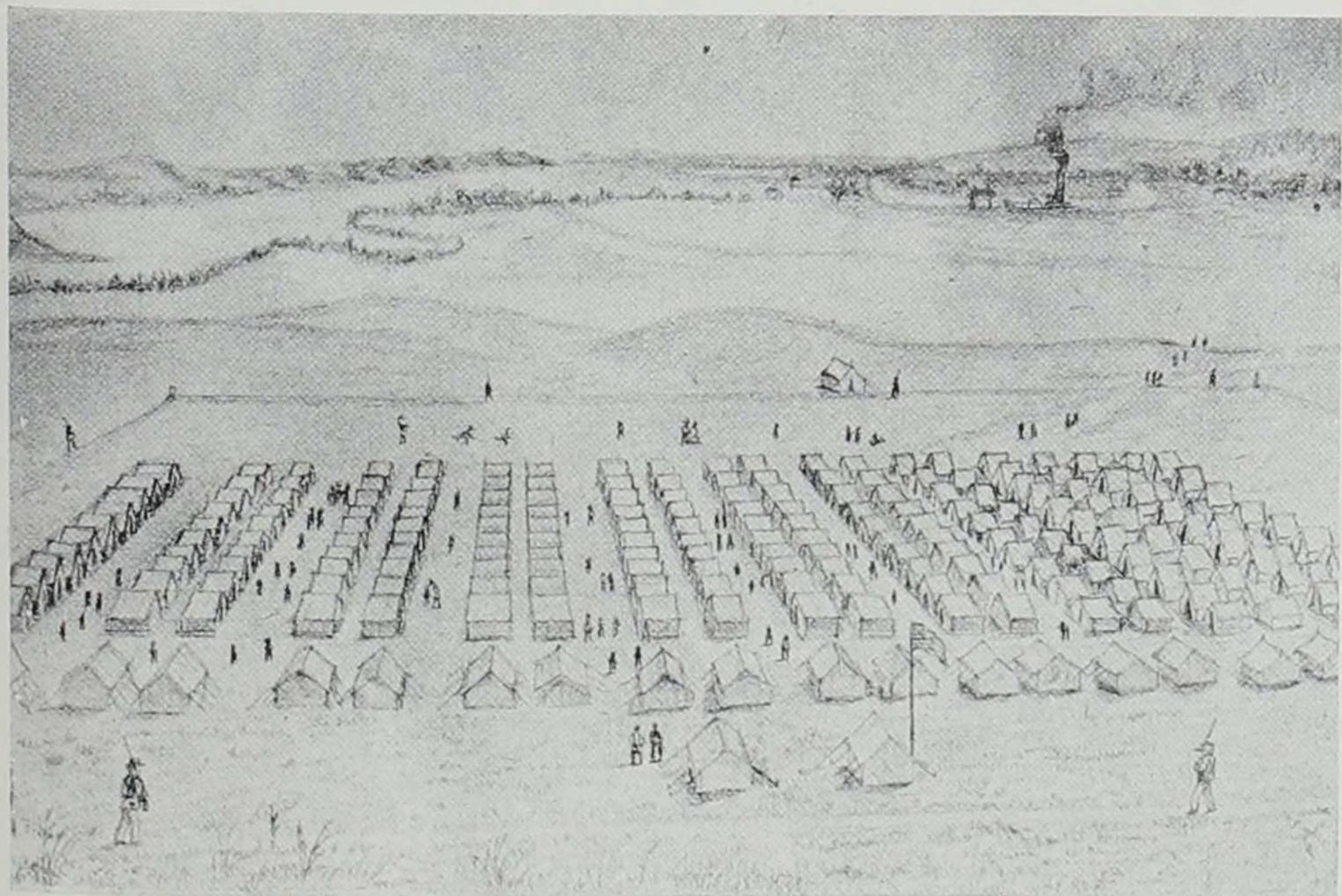
Open street cars took picnickers to Lake Manawa.



Bathing at Lake Manawa in early days.

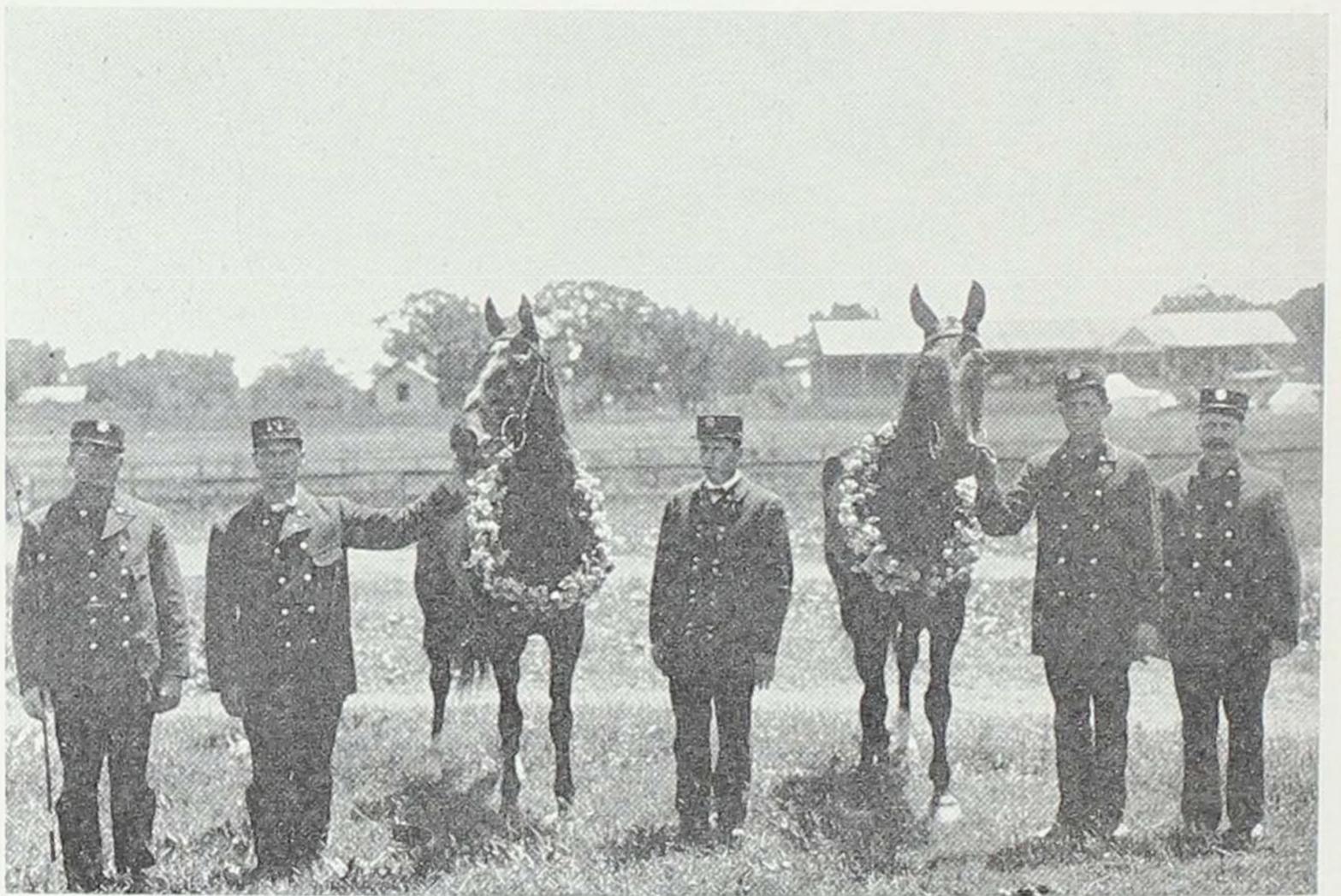


Mormon Camp Meeting in Mosquito Creek Valley
Some 200 families held annual church conferences here, 1848-1852.

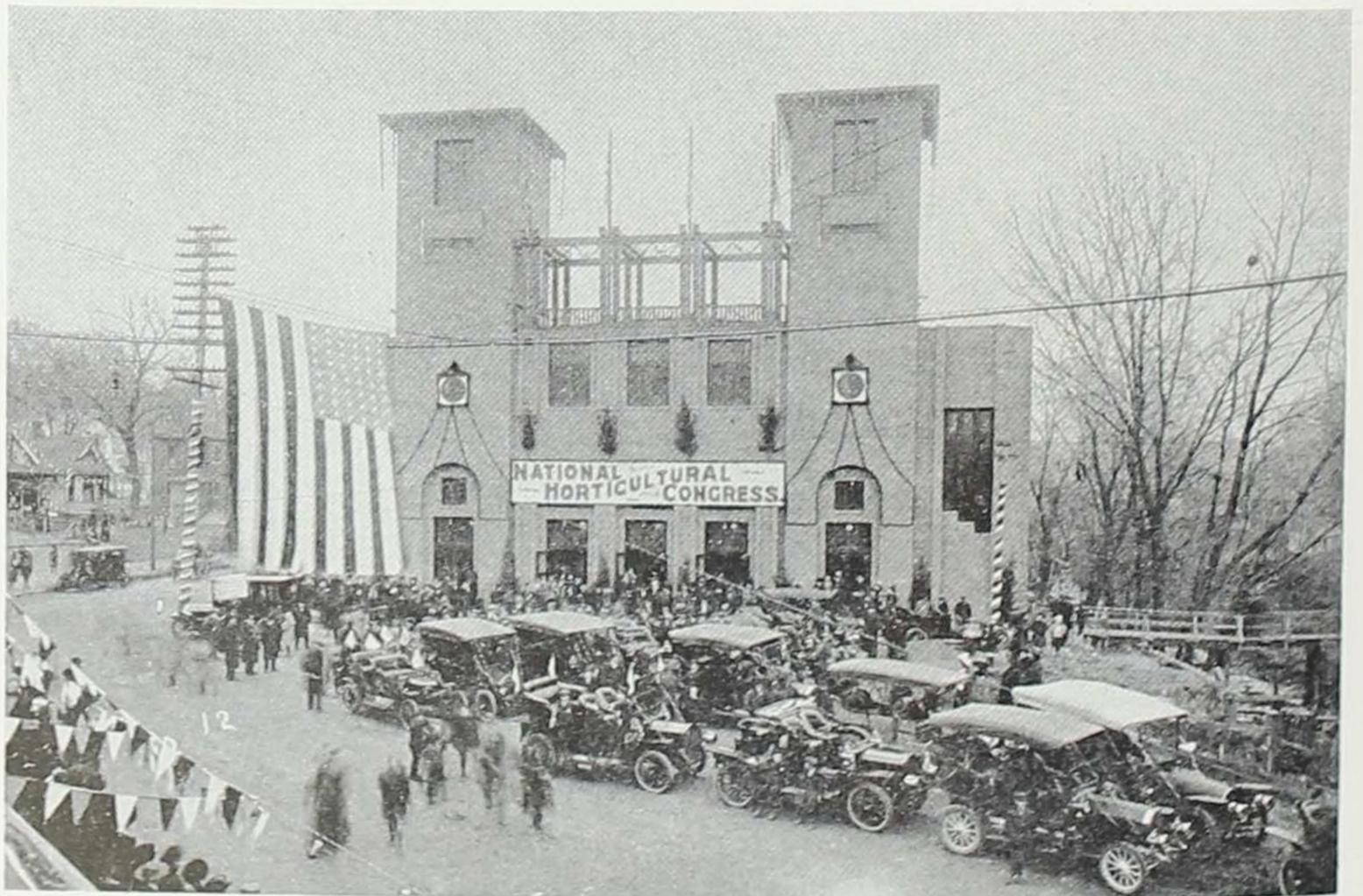


Sketches by George Simons

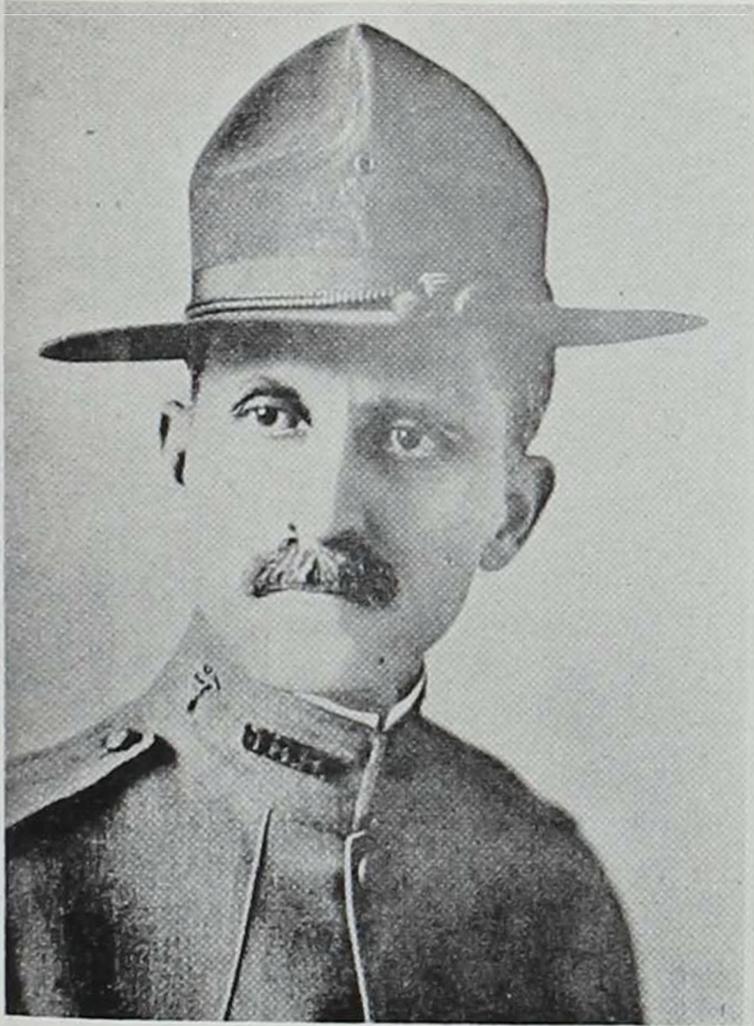
Camp Kirkwood — South of Council Bluffs
Fourth Iowa Infantry trained here during summer of 1861.



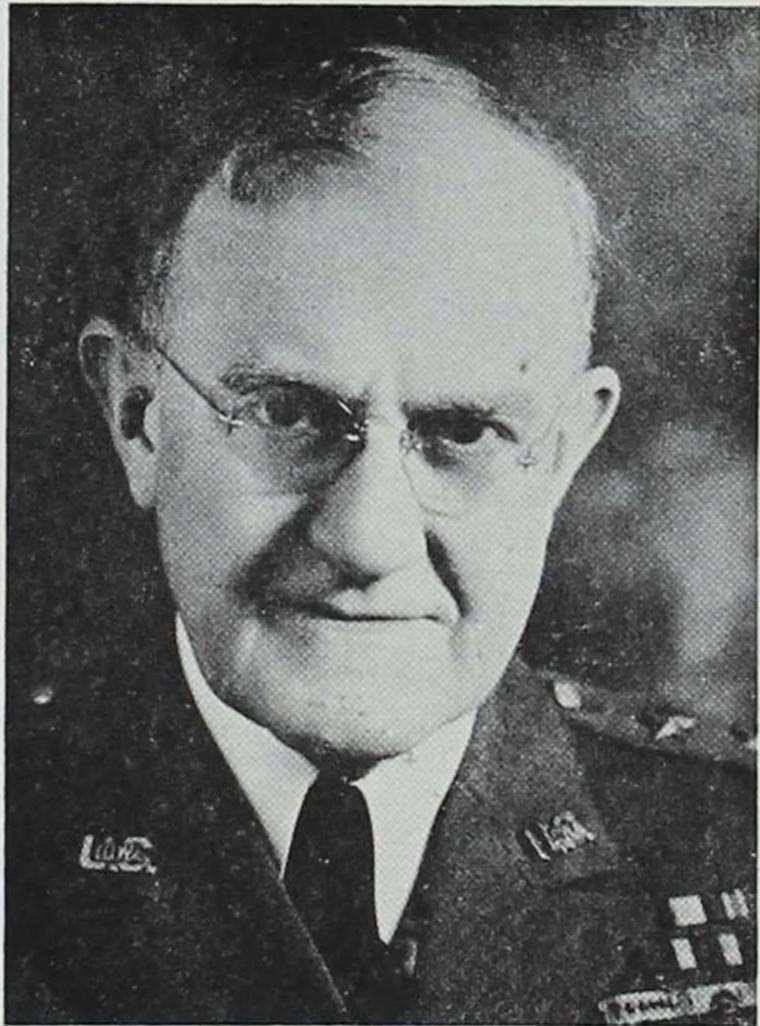
World Champion Team Jack and Jim (about 1900).
Pride of Council Bluffs Fire Department.



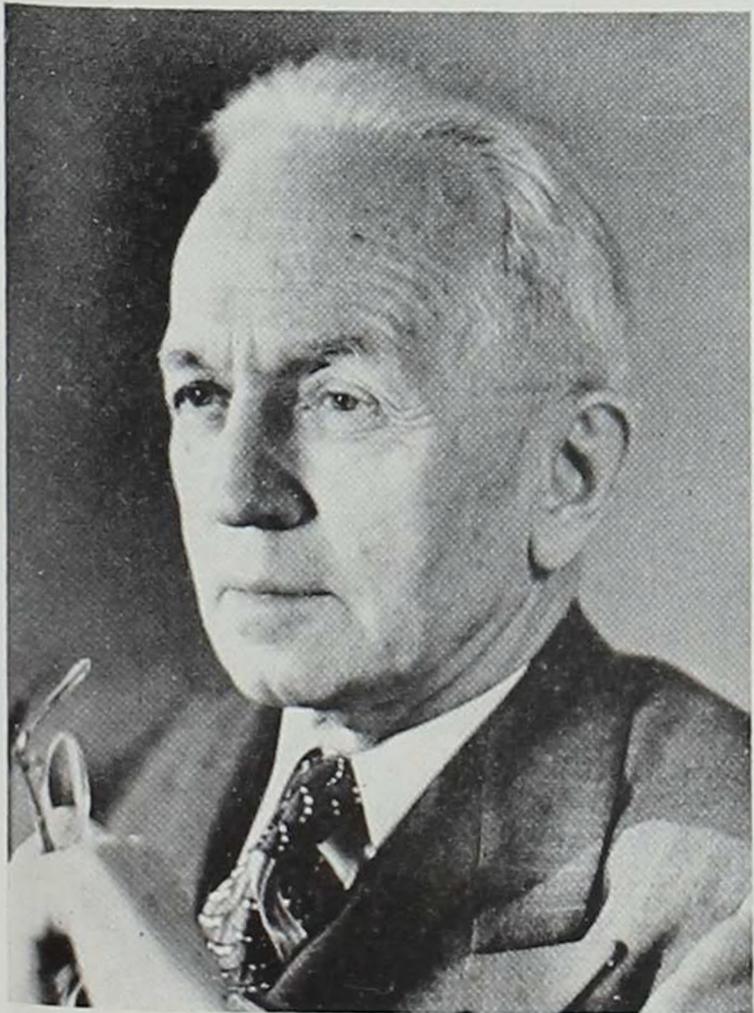
City Auditorium — Built to house horticulture exposition in 1907.
Photographed on Omaha Day, December 15, 1908.



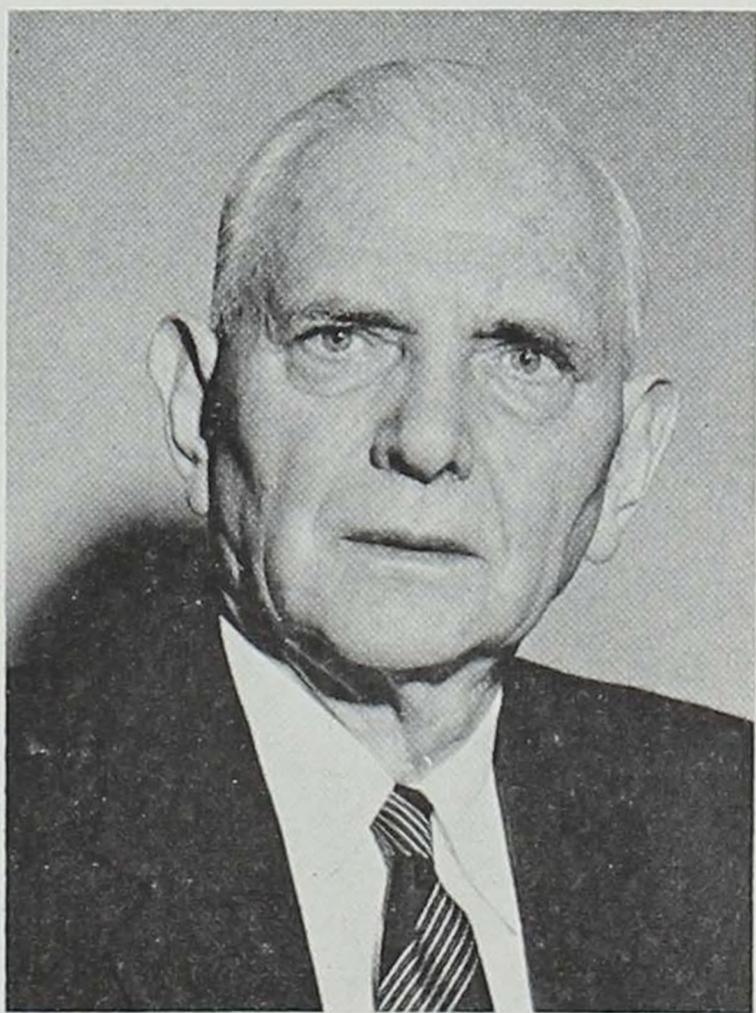
COLONEL DONALD MACRAE
Surgeon in Two Wars.



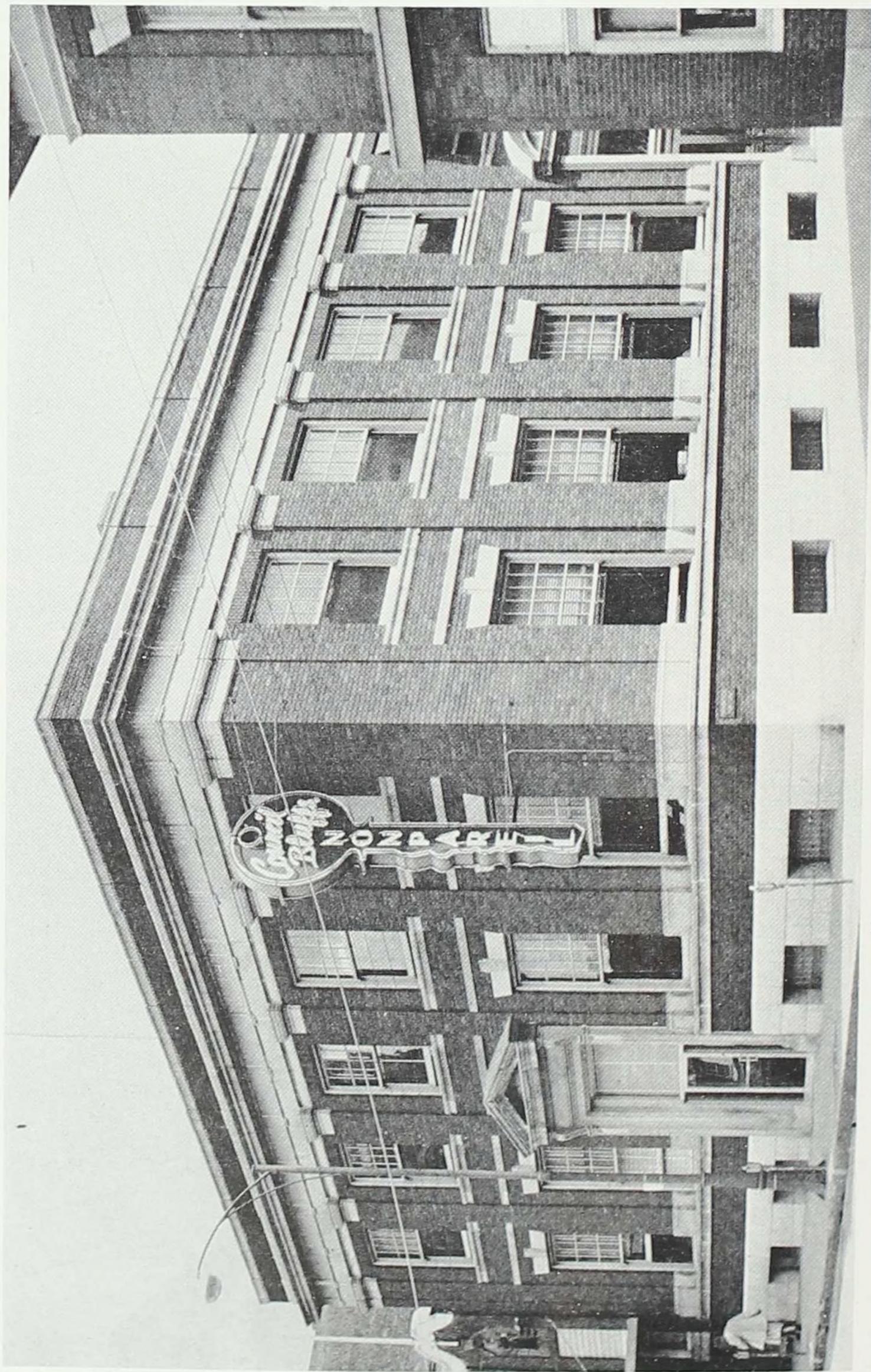
LT. GEN. M. A. TINLEY
Commanded 34th Division National Guard.



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

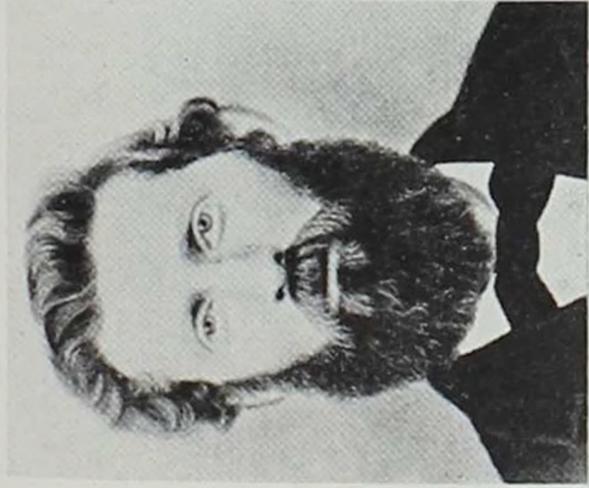


HENRY K. PETERSON
Iowa Supreme Court Justice.

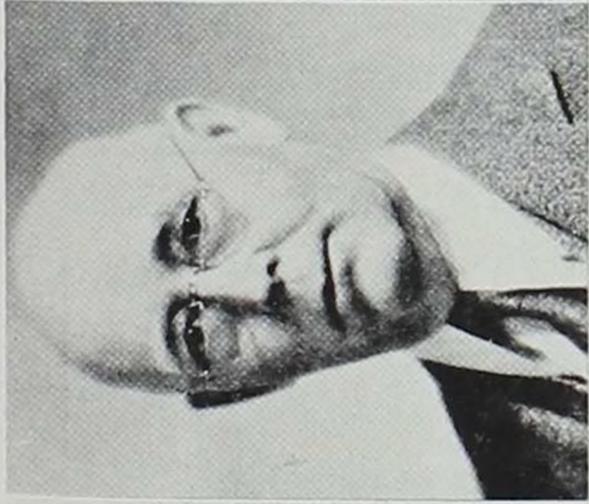


Home of the Council Bluffs Nonpareil in 1961

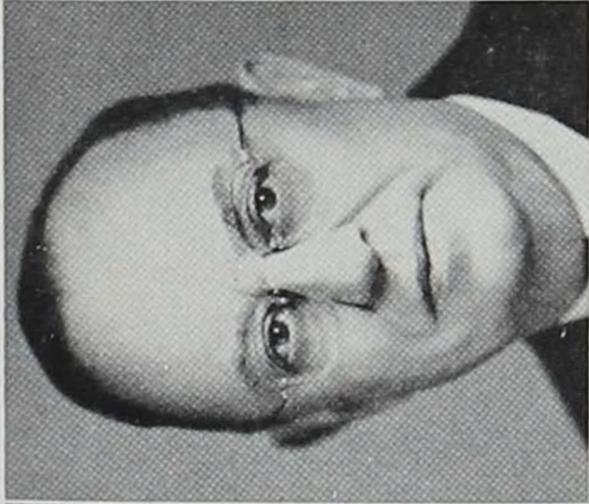
EDITORS AND EXECUTIVES OF THE COUNCIL BLIFFS NONPAREIL



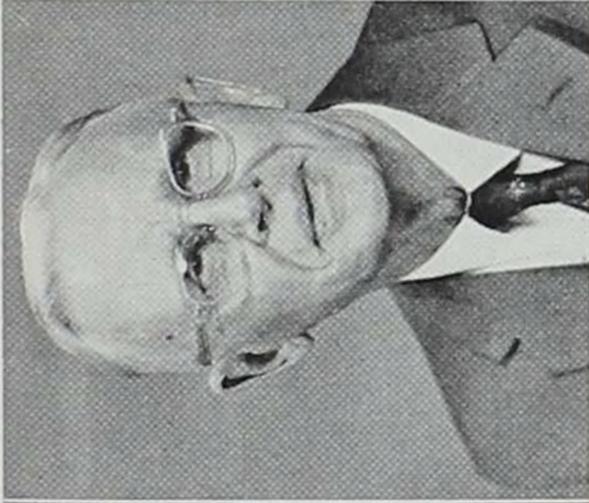
WILLIAM WIRT MAYNARD
Founder of *Nonpareil*.



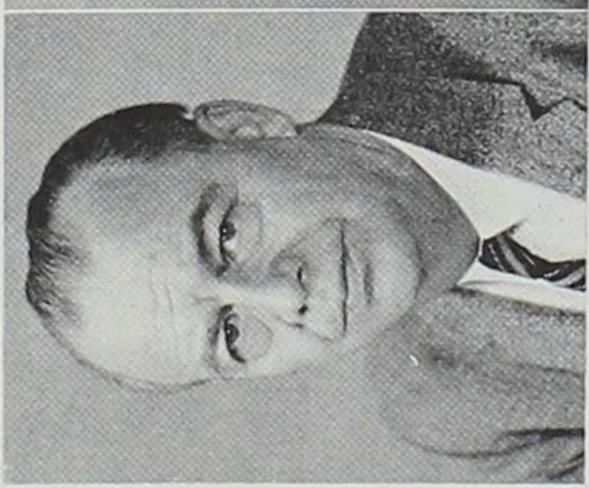
WILLIAM R. ORCHARD
"Good Roads" campaigner.



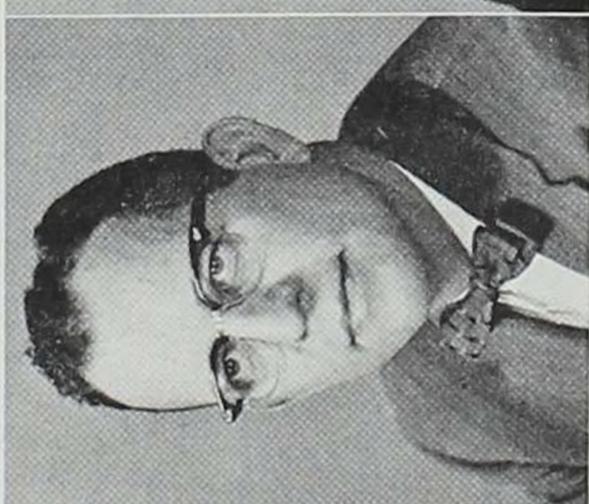
ROBERT R. O'BRIEN
Publisher 1939-1955.



EDITOR A. M. PIPER
Editorial prize-winner.



ORA L. TAYLOR
President



ROBERT H. O'BRIEN
Publisher

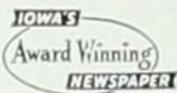
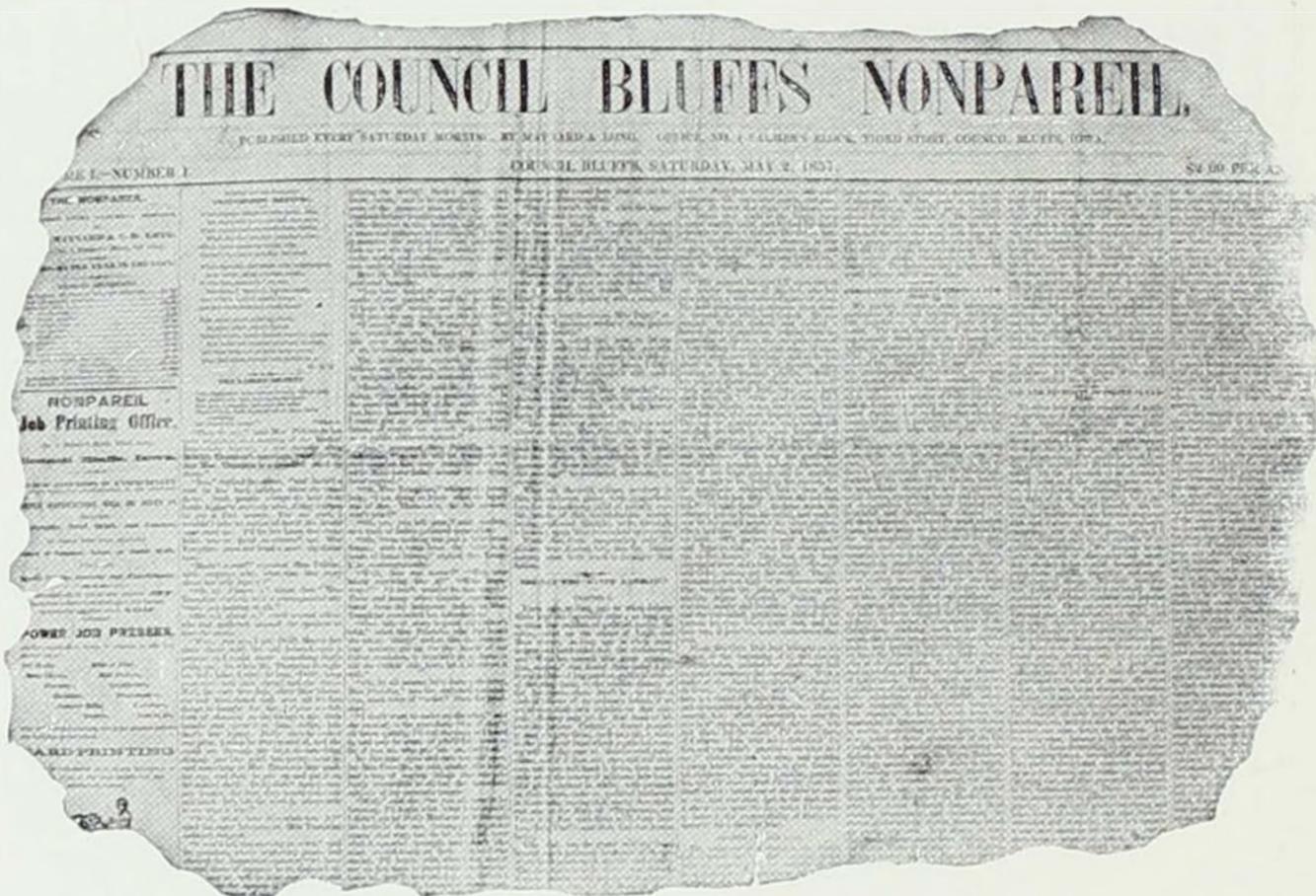


HARRY MAUCK, JR.
Managing Editor



JACK O'BRIEN
Advertising Manager

COUNCIL BLUFFS NONPAREIL — THEN AND NOW.



COUNCIL BLUFFS NONPAREIL

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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 war over Berlin. He threatened in turn an accelerated buildup of the Soviet military strength.

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 — 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, 18, son of Mr. and Mrs. Arthur Mass of 2222 S. 18th St., became the city's sixth traffic fatality of the year Monday evening.

He was struck about 8:30 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 cuts observed 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.

Highest Daily Total In 8 Years

Refugees Pour Out Of Communist Germany

BERLIN (AP)—The flood of refugees from Communist East Germany Tuesday hit 1,821, 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 1,781 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. Thornton 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.

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.